

# HALTON CORE STRATEGY PROPOSED SUBMISSION DOCUMENT

**Sustainability Appraisal and Strategic  
Environmental Assessment**

OCTOBER 2010

**Please acknowledge that this document is  
currently a working draft and includes  
inconsistencies in relation to the draft Proposed  
Submission Document.**

**This document will be subject to change.**

HALTON LOCAL DEVELOPMENT FRAMEWORK  
It's all happening IN HALTON  
A Spatial Strategy for Halton 2026

# **Halton Core Strategy Proposed Submission Draft**

## **Sustainability Appraisal and Strategic Environmental Assessment**

### **DRAFT REPORT**

Main Report  
October 2010

Prepared for  
**Halton Borough Council**

## Revision Schedule

### Sustainability Appraisal and Strategic Environmental Assessment of Halton's Core Strategy Proposed Submission Draft – DRAFT Report

October 2010

Rev	Date	Details	Prepared by	Reviewed by	Approved by
01	29/10/2010	Draft	<b>Lyndsey Regan</b> Planner	<b>Anita Longworth</b> Principal Planner	<b>Alan Houghton</b> Head of Planning and Regeneration North West
			<b>Sam Rosillo</b> Graduate Planner		
			<b>Anita Longworth</b> Principal Planner		

This document has been prepared in accordance with the scope of Scott Wilson's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole and confidential use and reliance of Scott Wilson's client. Scott Wilson accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided. No person other than the client may copy (in whole or in part) use or rely on the contents of this document, without the prior written permission of the Company Secretary of Scott Wilson Ltd. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document do not provide legal or tax advice or opinion.

© Scott Wilson Ltd 2009

**Scott Wilson**  
Brunel House  
54 Princess Street  
Manchester  
M1 6HS  
Tel 0161 907 3500  
Fax 0161 907 3501

[www.scottwilson.com](http://www.scottwilson.com)

## Table of Contents

<b>1</b>	<b>Introduction .....</b>	<b>6</b>
1.1	Introduction.....	6
1.2	SEA Directive Requirements.....	8
1.3	Structure and Layout of this Report.....	9
1.4	Halton, the Halton LDF and the Core Strategy.....	10
1.5	The Scoping Report: Summary .....	13
1.6	The Sustainability Appraisal Framework .....	14
<b>2</b>	<b>The Preferred Options SA report .....</b>	<b>18</b>
2.2	Topic Chapter Assessments .....	18
2.3	Topic Areas and the Sustainability Appraisal Framework .....	21
<b>3</b>	<b>Methodology .....</b>	<b>23</b>
3.1	Summary of SA/SEA appraisal to date .....	23
3.2	Methodology .....	23
3.3	Difficulties Encountered.....	24
<b>4</b>	<b>Development of the Core Strategy from Preferred Options to Proposed Submission Draft.....</b>	<b>25</b>
<b>5</b>	<b>SA/SEA of Core Strategy Proposed Submission Draft Policies.....</b>	<b>34</b>
<b>6</b>	<b>Biodiversity, Flora and Fauna .....</b>	<b>23</b>
6.1	Introduction.....	23
6.2	The Situation under the Core Strategy Preferred Option .....	24
6.3	Situation under the Core Strategy Proposed Submission Draft .....	26
6.4	How can we mitigate/enhance effects? .....	28
6.5	Summary of Impacts .....	29
<b>7</b>	<b>Water Quality and Resources.....</b>	<b>32</b>
7.1	Introduction.....	32
7.2	The Situation under the Core Strategy Preferred Option .....	33
7.3	Situation under the Core Strategy Proposed Submission Draft .....	35
7.4	How can we mitigate/enhance effects? .....	36
7.5	Summary of Impacts .....	37
<b>8</b>	<b>Soil and Land Resources.....</b>	<b>40</b>
8.1	Introduction.....	40

8.2	The Situation under the Core Strategy Preferred Option .....	41
8.3	Situation under the Core Strategy Proposed Submission Draft .....	42
8.4	How can we mitigate/enhance effects? .....	44
8.5	Summary of Impacts .....	45
<b>9</b>	<b>Air Quality .....</b>	<b>47</b>
9.1	Introduction.....	47
9.2	The Situation under the Core Strategy Preferred Option .....	47
9.3	Situation under the Core Strategy Proposed Submission Draft .....	49
9.4	How can we mitigate/enhance effects? .....	52
9.5	Summary of Impacts .....	52
<b>10</b>	<b>Climatic Factors and Flooding .....</b>	<b>55</b>
10.1	Introduction.....	55
10.2	The Situation under the Core Strategy Preferred Option .....	56
10.3	Situation under the Core Strategy Proposed Submission Draft .....	57
10.4	How can we mitigate/enhance effects? .....	60
10.5	Summary of Impacts .....	60
<b>11</b>	<b>Cultural Heritage and Landscape .....</b>	<b>63</b>
11.1	Introduction.....	63
11.2	The Situation under the Core Strategy Preferred Option .....	64
11.3	Situation under the Core Strategy Proposed Submission Draft .....	65
11.4	How can we mitigate/enhance effects? .....	68
11.5	Summary of Impacts .....	68
<b>12</b>	<b>Population and Human Health .....</b>	<b>71</b>
12.1	Introduction.....	71
12.2	The Situation under the Core Strategy Preferred Option .....	72
12.3	Situation under the Core Strategy Proposed Submission Draft .....	73
12.4	How can we mitigate/enhance effects? .....	75
12.5	Summary of Impacts .....	76
<b>13</b>	<b>Social Inclusiveness (including skills and education).....</b>	<b>78</b>
13.1	Introduction.....	78
13.2	The Situation under the Core Strategy Preferred Option .....	79
13.3	Situation under the Core Strategy Proposed Submission Draft .....	80
13.4	How can we mitigate/enhance effects? .....	82
13.5	Summary of Impacts .....	83
<b>14</b>	<b>Transportation .....</b>	<b>86</b>

14.1	Introduction.....	86
14.2	The Situation under the Core Strategy Preferred Option .....	87
14.3	Situation under the Core Strategy Proposed Submission Draft .....	88
14.4	How can we mitigate/enhance effects? .....	92
14.5	Summary of Impacts .....	92
<b>15</b>	<b>Local Economy and Employment .....</b>	<b>95</b>
15.1	Introduction.....	95
15.2	The Situation under the Core Strategy Proposed Submission Draft .....	97
15.3	Situation under the Core Strategy Proposed Submission Draft .....	98
15.4	How can we mitigate/enhance effects? .....	102
15.5	Summary of Impacts .....	103
<b>16</b>	<b>Housing .....</b>	<b>107</b>
16.1	Introduction.....	107
16.2	The Situation under the Core Strategy Proposed Submission Draft .....	108
16.3	Situation under the Core Strategy Proposed Submission Draft .....	109
16.4	How can we mitigate/enhance effects? .....	112
16.5	Summary of Impacts .....	113
<b>17</b>	<b>Cumulative and Synergistic Effects .....</b>	<b>115</b>
<b>18</b>	<b>Conclusion .....</b>	<b>150</b>
<b>19</b>	<b>Monitoring – to be completed .....</b>	<b>154</b>
<b>20</b>	<b>Next Steps.....</b>	<b>155</b>
<b>Appendix 1: Procedural ‘Quality Assurance’ Checklist – To be completed .....</b>		<b>160</b>
<b>Appendix 2: Policy and Topic Impact Table .....</b>		<b>162</b>
<b>Appendix 3: Cumulative Effects of Existing Legislation – To be completed .....</b>		<b>163</b>

# 1 Introduction

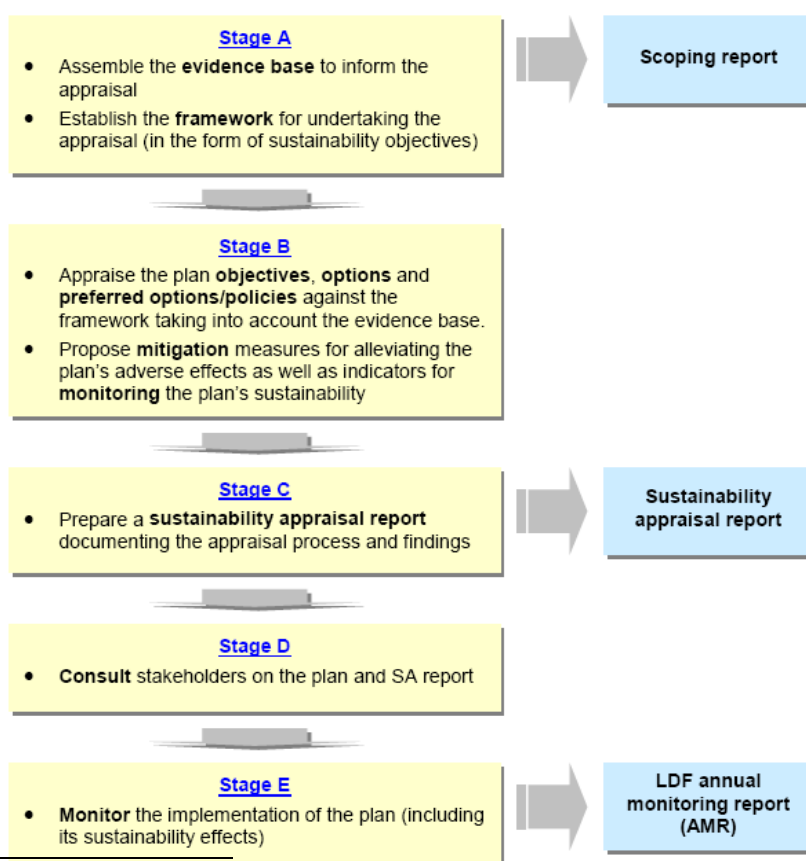
## 1.1 Introduction

1.1.1 Under Section 39(2) of the Planning and Compulsory Purchase Act 2004, a sustainability appraisal (SA) is mandatory for new or revised DPDs. Alongside this requirement, the Environmental Assessment of Plans and Programmes Regulations 2004 sets a statutory requirement for local authorities to carry out a Strategic Environmental Assessment (SEA) of all planning and land use documents. The 2004 Regulations transpose the requirements of the SEA EU Directive (Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment) into UK law.

1.1.2 The Government’s preferred approach is to combine the SEA and SA requirements into one unified process that considers economic and social effects alongside environmental effects. The Government has published guidance on undertaking SA of LDFs that incorporates the requirements of the SEA Directive ‘Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents’ (‘the Guidance’) (Nov 2005)<sup>1</sup>.

1.1.3 The Guidance advocates a five-stage approach to undertaking SA (Figure 1.1).

**Figure 1.1: Five-Stage Approach to SA**



<sup>1</sup> The combined SA / SEA process is referred to in this report as Sustainability Appraisal (SA). Following the abolition of RSS's this guidance is no longer applicable insofar as it relates to the preparation or review of RSS. However in the absence of any more up to date government guidance on the SA/SEA of Local Development Frameworks, it remains a useful reference.

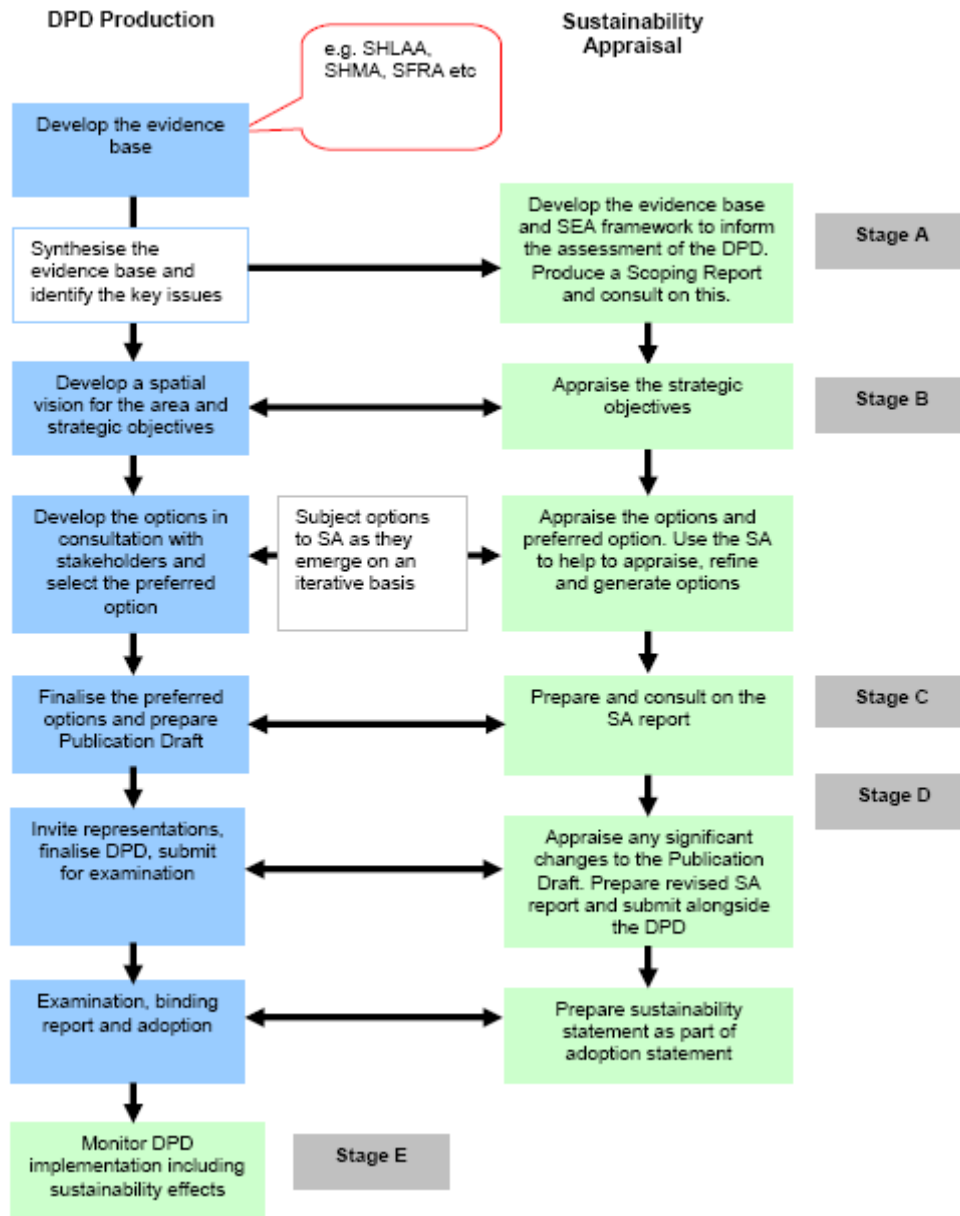
- 1.1.1 Stage A in the SA process develops the framework for undertaking future appraisals – generally this is a set of sustainability objectives – as well as collating an evidence base to inform the appraisal. The framework and evidence base are presented in a ‘Scoping Report’ for consultation with stakeholders, including the statutory consultees (English Heritage, the Environment Agency and Natural England).
- 1.1.2 An early Scoping Report was prepared by Halton Council in 2006 and used as the basis for appraisal of the development plan documents that form the Halton LDF. The Scoping Report was updated in 2009 to take account of new baseline information and this revised Scoping Report provides the appraisal platform for the SA of the Core Strategy as well as the other documents within the Halton Local Development Framework. This document is available from the Council’s website<sup>2</sup> and will be available to view at deposit locations during periods of public consultation for Halton Local Development Framework Documents. Further details about the Scoping Report and a brief summary of its contents can be found in Section 1.5 of this report.
- 1.1.3 Stage B in the SA process is the appraisal itself, and is an iterative process. This requires the identification and evaluation of the impacts of the different options open to the plan-makers, as well as those of the preferred options / draft plan policies (depending on the stage in the process which is being reported on). Mitigation measures for alleviating adverse impacts are also proposed at this stage, together with potential indicators for monitoring those impacts during the plan’s implementation.
- 1.1.4 Stage C in the SA process involves documenting the appraisal and preparing the SA Report (this incorporates the material required for inclusion in the Environmental Report under the SEA Directive). Following statutory consultation (Stage D) the SA Report may require updating to reflect changes made in response to representations. Stage E concerns ongoing monitoring of significant effects.
- 1.1.5 An SA Report was published in 2006 which assessed the Core Strategy Issues and Options stage and this was consulted upon alongside the Core Strategy document. A further SA report was produced to assess the Preferred Options in September 2009 in the same way. This SA Report, which accompanies the Core Strategy Proposed Submission Draft document, is the third iteration of the Stage C SA Report.
- 1.1.6 SA provides a decision aiding process that assists in the development of the plan or programme under development. Government guidance on local spatial planning states that<sup>3</sup>:
- “The Sustainability Appraisal should perform a key role in providing a sound evidence base for the plan and form an integrated part of the plan preparation process. Sustainability Assessment should inform the evaluation of alternatives. Sustainability Assessment should provide a powerful means of proving to decision makers, and the public, that the plan is the most appropriate given reasonable alternatives”*
- 1.1.7 The SA should seek to be an integrated, effective and purposeful tool for the production of Local Development Documents (LDD) for the Halton LDF. Figure 1.2 (below) illustrates how the SA is an integral part of the plan preparation process and should be undertaken in parallel with it.

<sup>2</sup>Link to Halton Borough Councils scoping Report (August 2009) - <http://www2.halton.gov.uk/pdfs/environment/planning/ldfscoping>

<sup>3</sup> This quote is taken from: Communities and Local Government (2008), Planning Policy Statement 12: creating strong safe and prosperous communities through Local Spatial Planning, London:TSO



Figure 1.2: SA Process – How it fits into the process of preparing a DPD



## 1.2 SEA Directive Requirements

1.2.1 In preparing new or revised Development Plan Documents (DPD), Halton Borough Council must conduct an environmental assessment in accordance with the requirements of the European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment”, (the SEA Directive).

1.2.2 Following the Scoping Report, there are two levels of appraisal for a DPD: firstly, an appraisal of the DPD objectives and secondly; iterative appraisals of the content of the DPD – the options put forward during frontloading consultation, the preferred options and, finally, any additional

options that need to be worked up in finalising the submission DPD. Mitigation and enhancement measures for alleviating adverse effects and maximising positive effects, as well as potential indicators for monitoring the plan's sustainability are also identified at this stage. The SEA Directive and Environmental Assessment Regulations require the public and the SEA Consultation Bodies to be given "an early and effective opportunity within appropriate time frames" to express their opinions on the draft plan and the accompanying environmental report. When consulting on the DPD Publication Draft, LPAs must also invite comments on the SA report.

1.2.3 SA reports that meet the SEA Directive requirements to prepare an 'environmental report' have been prepared to accompany consultation documents on Halton's Core Strategy Issues and Options (September 2006) and Preferred Options (September 2009). This most recent report accompanies and assesses the Core Strategy Proposed Submission Draft (2010) for the Halton Core Strategy.

1.2.4 The table in Appendix 1 set out a procedural 'quality assurance' checklist for evaluating SA reports, based on questions and criteria derived from the SEA Directive, the regulations implementing the SEA Directive in England and the government's guidance on undertaking SA for LDDs.

## 1.3 Structure and Layout of this Report

1.3.1 This report sets out the findings of the SA of the Halton Core Strategy Proposed Submission Draft. The report is structured as follows:

- **Chapter 1** introduces the report and sets out the key requirements of the SEA Directive and how it has been transposed through the SA process for the Halton Core Strategy.
- **Chapter 2** outlines the SA process undertaken for the Core Strategy Preferred Options Report.
- **Chapter 3** sets out our methodology for undertaking the SA.
- **Chapter 4** outlines how the Core Strategy has developed from Preferred Options to Proposed Submission Draft.
- **Chapter 5** outlines which policies in the Core Strategy Proposed Submission Draft need to be reappraised through the SA process.
- **Chapter 6-16** set out the **SA findings and recommendations** in relation to the following topic areas:
  - **Chapter 6 – Biodiversity, Flora and Fauna**
  - **Chapter 7 – Water Quality and Resources**
  - **Chapter 8 – Soil and Land Resources**
  - **Chapter 9 – Air Quality**
  - **Chapter 10 – Climatic Factors and Flooding**
  - **Chapter 11 – Cultural Heritage and Landscape**
  - **Chapter 12 – Population and Human Health**
  - **Chapter 13 – Social Inclusiveness (including skills and education)**

- **Chapter 14 – Transportation**
- **Chapter 15 – Local Economy and Employment**
- **Chapter 16 – Housing**
- **Chapter 17** sets out the cumulative and synergistic effects of the Core Strategy Proposed Submission Draft.
- **Chapter 18** sets out the SA conclusions for the Halton Core Strategy Proposed Submission Draft.
- **Chapter 19** outlines the recommendations for monitoring the impacts of the Core Strategy Proposed Submission Draft.
- **Chapter 20** describes the consultation to be undertaken on the report.

## 1.4 Halton, the Halton LDF and the Core Strategy

- 1.4.1 Halton Borough Council is a unitary authority in the North West of England with two major centres, Runcorn and Widnes, lying on either side of the River Mersey. The estimated population of the Borough in mid 2004 was 118,900, with the towns of Runcorn and Widnes having respective populations of 61,250 and 57,660. The Borough covers an area of 30.6 square miles and is made up of 21 wards, the location of which can be seen on the map below.
- 1.4.2 In 1964 Runcorn was designated a new town and a master plan was published in 1967. The aspiration was to house 70,000 people within the new town's 2,930ha and was one of the first new towns to include an existing town area. The town was designed around a radical new road network with a figure-of-eight expressway embracing the town and a bus-way network of bus roads. From the start the then fashionable high rise home philosophy was eschewed in favour of houses with gardens and the town was provided with two industrial estates, a business park and town centre, Halton Lea. Rapid growth in the 1960s and 1970s followed the new town designation and a considerable area of derelict land in Widnes was reclaimed in the 1970s and 1980s.
- 1.4.3 However over the last 20 years industrial decline and under-investment has left the Borough in economic decline. By 2001 the Borough was ranked as the 18th most deprived English local authority area overall, with complex problems of poverty and social exclusion. Eight of Halton's 21 wards rank in the lowest 10% for employment, and unemployment among under-25s was the second highest in England. Nevertheless, in recent years the Borough has shown some of the strongest improvements in the region in this area.
- 1.4.4 Despite its problems, the Borough does enjoy locational advantages. The M62 lies to the north and the M56 to the south and these two motorways are linked through the Borough by the Mersey Bridge. Runcorn has a main line railway station with direct links to Liverpool, Birmingham, London, Manchester and north Wales. Widnes is on the Liverpool to Manchester line. It is a relatively short distance from Liverpool and Manchester airports and the major seaports of Merseyside.
- 1.4.5 Congestion on the existing road bridge has led the Borough to support proposals for a new Mersey road crossing and for massive redevelopment of the waterfront, within the constraints of the nature conservation area. The Council intends to tackle the combined problem of

population decline, contaminated land, major accident risk installations and traffic congestion through stressing locational advantages, preparing sites for development and encouraging investment.

1.4.6 Halton Borough Council's LDF is the overall name for the collection of new planning documents that will be written. It consists of the Local Development Scheme, Statement of Community Involvement, Development Plan Documents and Supplementary Planning Documents. Like the UDP, it will provide a policy framework for decisions about the future use and development of land and will help to shape the local environment.

1.4.7 The Halton LDF will include the following LDDs:

Development Plan Documents

- Core Strategy DPD
- Site Allocations and Development Management DPD
- Development Contributions DPD
- Joint Merseyside Waste DPD

**Supplementary Planning Documents**

In production

- West Bank (to be adopted)
- Design of New Residential Development (to be adopted)
- Halebank (to be adopted)

New SPDs referred to in the Core Strategy

- Daresbury
- Runcorn Old Town
- Hot Food Takeaways
- Climate Change and Sustainable Development
- Runcorn Waterfront

Other previously planned SPDs

- Local List
- Transport and Accessibility
- Widnes Town Centre
- Widnes Waterfront (Update)
- Halton Lea

Adopted SPDs (related to UDP policies)

- 3MG
- Planning for Risk
- Sandymoor
- House Extensions
- Telecommunications
- Design of New Industrial and Commercial Development
- Castlefields
- Shop Fronts, Signage and Advertising
- Designing for Community Safety
- Widnes Waterfront

1.4.8 The most important DPD to be produced by the Council is the Core Strategy DPD, which will provide the overarching spatial planning framework for Halton for the period to 2026 and beyond. The production of the Core Strategy has been ongoing since 2006, when Issues and Options Papers were published for a period of public consultation. In 2009 the Council prepared a “Preferred Options” report, which took into account the results of the previous consultation and the emerging evidence base collated, and set out the Council’s preferred approach to dealing with a variety of issues and opportunities pertinent to Halton, alongside alternative options which had not been chosen. A ‘Proposed Submission Draft’ of the Core Strategy has now been prepared, which includes a number of revised policies, reflecting a more concise approach, and taking into account the abolishment of the North West Regional Strategy.

1.4.9 The Core Strategy Proposed Submission Draft contains several key components, including:

- **A Spatial Vision and Strategic Objectives:** The vision sets out the aspirations for the development of the Borough by 2026 and overarching objectives for policy development to achieve this.
- **Spatial Strategy:** The spatial strategy highlights how much development should be delivered and broad locations for accommodating it, as well as areas of the Borough where built development will be restrained.
- **Key Diagram:** This presents the main elements of the Spatial Strategy in diagrammatic form.
- **Supporting Documentation:** The Core Strategy Proposed Submission Draft Report is supported by a wide range of evidence, including a Strategic Housing Land Availability Assessment (SHLAA), Housing Needs Survey, Urban Housing Capacity Study, Joint Employment Land and Premises Study, Retail Study, Landscape Character Assessment, Strategic Flood Risk Assessment (SFRA), Gypsy and Travellers Accommodation Assessment and an Open Space Survey. This Core Strategy Proposed Submission Draft SA Report is among the most important of the supporting documents.

- 1.4.10 A list of the Core Strategy Proposed Submission Draft policies appraised in this report is included in Table 1.1 below:

**Table 1.1: Core Strategy Proposed Submission Draft Policies**

<b>Core Strategy Proposed Submission Draft Policies</b>
<b>Key Spatial Policies</b>
CS? Halton's Spatial Strategy
CS? Sustainable Development
CS? Housing Supply and Locational Priorities
CS? Employment Land Supply and Locational Priorities
CS? A Network of Centres for Halton
CS? Infrastructure Provision
<b>Key Areas of Change</b>
CS? 3MG
CS? South Widnes
CS? West Runcorn
CS? East Runcorn
<b>Core Policies</b>
CS? Affordable Housing
CS? Housing Mix
CS? Meeting the Needs of Gypsies, Travellers and Travelling Showpeople
CS? Sustainable Transport
CS? The Mersey Gateway Project
CS? Liverpool John Lennon Airport
CS? Sustainable Development and Climate Change
CS? High Quality Design
CS? Natural and Historic Environments
CS? Green Infrastructure
CS? Green Belt
CS? Health and Well- Being
CS? Managing Pollution and Risk
CS? Waste
CS? Minerals

## 1.5 The Scoping Report: Summary

- 1.5.1 As described in paragraph 1.1.2, an SA/SEA Scoping Report for the Core Strategy was prepared in 2006, which was subsequently updated in 2009. The 2009 Scoping Report synthesised and presented to stakeholders the main messages emerging from the LDF evidence base. The Scoping Report was based on the information gathered and developed during the previous stages of the SA process, specifically a contextual analysis, the collection of baseline information, the identification of sustainability issues as well as the formation of SA objectives.
- 1.5.2 This scoping report was organised on the following topic-by-topic basis:

- Biodiversity, Flora and Fauna
- Water Quality and Resources
- Soil and Land Resources
- Air Quality
- Climatic Factors and Flooding
- Cultural Heritage and Landscape
- Population and Human Health
- Social Inclusiveness including Skills and Education
- Local Economy and Employment
- Housing
- Transportation.

1.5.3 Each of these topics were explored in terms of a context review, including a review of key messages from national and regional policy; an assessment of the current baseline situation, including locally collected data; and an appraisal of the likely future baseline, should existing trends continue. For each topic, the key emerging sustainability issues were highlighted, as were the data limitations encountered. This topic-by-topic approach will be replicated within this Sustainability Appraisal for the Halton Core Strategy Proposed Submission Document.

1.5.4 A critical role of the Scoping Report was to outline a series of SA Objectives which can be used to assess the sustainability of plans and documents within the LDF. These objectives form the SA Framework, which is used as a central component of this Halton Core Strategy Proposed Submission Document SA, and will be used for sustainability appraisals for other LDF documents.

1.5.5 The Scoping Report was published for a five week period of consultation between 8th June and 13th July 2009 with the statutory authorities, namely English Heritage, English Nature and the Environment Agency and other key stakeholders. Following this period of consultation amendments were made to the Scoping Report in accordance with comments received, and the final Scoping Report was published in September 2009.

## 1.6 The Sustainability Appraisal Framework

1.6.1 The Scoping Report produced a SA framework, which sets out a series of SA Objectives. The SA framework is reproduced below, with key objectives and locally distinctive sub-criteria.

**Figure 1.3: The Sustainability Appraisal Framework**

SA Objective	Locally Distinctive Sub Criteria
<b>1. To protect, enhance and manage places, landscapes and buildings of historic, cultural</b>	Protect and enhance features of historical and archaeological importance which contribute to the cultural and tourism offer of the Borough.
	Ensure that all new development meets high standards in terms of quality of design, safety, security and accessibility and relates well to existing development and the public realm.



SA Objective	Locally Distinctive Sub Criteria
<b>and archaeological value</b>	<p>Conserve and enhance high quality landscapes and townscapes in the Borough, especially those that contribute to local distinctiveness.</p> <p>Ensure access to high quality public open space and natural green space.</p>
<b>2. To protect, enhance and manage Biodiversity in Halton</b>	<p>To ensure that new development does not impact upon the condition of sites of biodiversity (including both habitat and species) interest including SSSI and other local and national designations.</p> <p>To protect Natura 2000 sites from the adverse effects of human activity, pollution and coastal erosion.</p> <p>To promote habitat provision and enhancement within new development and seek to link these to existing habitats.</p>
<b>3. To maintain and enhance the water quality of Halton's inland, estuarine and coastal water and to sustainably manage water resources</b>	<p>Promote sustainable design and construction measures that reduce water consumption and result in decreased run-off of polluted water (including during construction phase)</p> <p>Encourage the allocation and location of new development where water abstraction can occur sustainably.</p> <p>Ensure efficient use and management of water resources throughout the Borough.</p>
<b>4. To promote adaptation to Halton's changing climate</b>	<p>Promote new development that minimises the emission of greenhouse gases.</p> <p>Seek to provide a built environment and green infrastructure network that will minimise health impacts associated with climate change.</p>
<b>5. To reduce flood risk in Halton from rivers, estuaries and sea level change</b>	<p>Ensure new development incorporates SUDs.</p> <p>Avoid development in locations at risk from flooding and mitigate any residual flood risk through appropriate measures including through design.</p>
<b>6. Increase energy efficiency in the built environment, and the proportion of energy use from renewable sources</b>	<p>Promote high sustainable design and construction standards for housing and non-housing development, in order to ensure that Halton meets the Government target of all new residential development being zero carbon by 2016.</p> <p>Clear guidelines and support for the use of renewable energy Sources such as wind and hydro power in new and existing developments.</p>
<b>7. To protect and improve land quality in Halton</b>	<p>To conserve and enhance soil quality and general geodiversity in Halton.</p> <p>Develop brownfield sites where these can support wider sustainability objectives (e.g. reduce travel by car, improve the public realm, avoid loss of biodiversity, gardens, etc.).</p> <p>Ensure new development will not result in contamination of land and promote the remediation of existing contaminated sites.</p>
<b>8. To improve air quality in Halton</b>	<p>Seek to reduce the volume of CO2 emissions attributable to the transport sector.</p>



SA Objective	Locally Distinctive Sub Criteria
	<p>Reduce the number of journeys made by private car in order to reduce the high levels of nitrogen dioxide in areas of traffic congestion in the Borough.</p> <p>Consider and mitigate the impacts on air quality that might result from development, including major infrastructure projects.</p>
<b>9. To minimise production of waste and increase re-use, recycling and recovery rates</b>	<p>Reduce the proportion of waste that goes to Landfill in the Borough.</p> <p>Promote the integration of waste management facilities to enable efficient recycling and energy from waste as part of new developments.</p>
<b>10. To improve access to a range of good quality and affordable housing that meets the needs of the community of Halton</b>	<p>Ensure that all new development meets the lifetime homes standards, in order to meet the needs of an ageing population in the Borough.</p> <p>Seek to develop mixed income communities and flexibility of tenure and housing type in the Borough.</p> <p>Coordinate housing provision with investment in employment and community services to ensure that settlements meet the needs of their communities.</p> <p>Provide decent, good quality and affordable housing for all, including intermediate and key worker housing in line with RSS (and Growth Point) housing targets.</p>
<b>11. To improve access to services and facilities in Halton</b>	<p>Provide improved physical access to education, skills and training facilities on foot, cycle and by public transport.</p> <p>Secure economic inclusion in the most deprived wards in the Borough, particularly those most affected in Runcorn and Widnes.</p> <p>Ensure that issues of both rural and urban deprivation are considered in development proposals.</p>
<b>12. To improve physical and mental health and well-being of people and reduce health inequalities in Halton</b>	<p>Maintain accessible healthcare facilities throughout Halton.</p> <p>Promote healthy and active lifestyles through encouraging walking and cycling as well as the provision and improvement of public access to good quality rights of way, open space, countryside, sporting, recreational and community facilities in Halton.</p> <p>Reduce crime and the fear of crime, by adhering to ‘designing out crime’ principles in all new development.</p>
<b>13. To improve education, skills and qualifications in the Borough and provide opportunities for life long learning</b>	<p>Improve linkages between higher education providers and local employers.</p> <p>Promote good access to educational and training opportunities for all sectors of the population, particularly amongst deprived communities.</p>
<b>14. To support a strong, diverse, vibrant and</b>	<p>Promote employment in areas where unemployment is high, particularly in Runcorn and Widnes, which reflects the skills and aspirations of local people.</p>

SA Objective	Locally Distinctive Sub Criteria
<p><b>sustainable local economy to foster balanced economic growth</b></p>	<p>Provide a positive planning framework for exploiting new opportunities in tourism, creative and knowledge based industries and the energy sector, including renewable energy technologies.</p>
	<p>Maximise the opportunities that Growth Point Status offers in Halton.</p>
	<p>Provide support for economic development that is appropriate for small businesses or home-based working.</p>
	<p>Seek to attract employment and training programmes specifically targeted at maintaining and increasing the proportion of young people in the Borough.</p>
<p><b>15. Support the development of the sustainable leisure and tourism industry</b></p>	<p>Improve the quality of supporting infrastructure for tourism in the Borough, such as accommodation and leisure and cultural facilities.</p>
	<p>Encourage the use of the Borough's natural and cultural features for tourism development, within their environmental limits.</p>
<p><b>16. To maintain and enhance the vitality and viability of town and village centres in the Borough</b></p>	<p>Protect the shopping and community services function of local service centres.</p>
	<p>Reduce the number of vacant retail properties in Runcorn, Halton Lea and Widnes and the other smaller service centres in the Borough.</p>
	<p>Improve the quality of the public realm in order to improve the attractiveness of the service centres to new investment.</p>
<p><b>17. To improve the choice and use of sustainable transport in Halton and reduce the need to travel</b></p>	<p>Improve the provision and quality of bus and rail services in Halton.</p>
	<p>Develop and maintain safe, efficient and integrated transport networks within Halton, with good internal and external links.</p>
	<p>Reduce car dependency by providing services and facilities accessible by sustainable modes of transport, particularly in rural areas.</p>
	<p>Promote a pattern of development which reduces private vehicle dependency in the location of homes, jobs, leisure and community services.</p>

## 2 The Preferred Options SA report

- 2.1.1 Substantial work was undertaken as part of the SA process for the Core Strategy Preferred Options Report.
- 2.1.2 The Preferred Options Core Strategy SA was undertaken as a “whole plan” assessment. This means that the combined effect of all of the policies together were assessed in terms of their impact on each of the topic areas contained within the report and listed in Figure 1.3. This approach is considered to be more holistic, with only the policies that are likely to have a significant effect on SA Objective(s) within a particular topic area, being assessed in detail.
- 2.1.3 Such policies were assessed together so as to ascertain their impact in combination on the appropriate topic area, hence reflecting the reality of the policies of the plan being adopted and implemented together. Recommendations for enhancing the positive effects and mitigating the negative effects of individual policies on the overall sustainability of the plan were identified as a result of the assessment, together with general improvements that could be made to the policies to make them more sustainable.

## 2.2 Topic Chapter Assessments

- 2.2.1 Set out below is a short description of the main components of the topic based assessments in the Preferred Options SA Report.

- (i) Introduction*

- The topic is introduced with a brief overview.

- (ii) Policy Context*

- This section is linked to the context review information collected in the Scoping Report. The main findings of the context review as they relate to each topic are summarised.

- (iii) The Situation Now*

- This section details the key baseline sustainability issues identified in the Scoping Report (and any updated baseline information) that are relevant to the assessment (e.g. those components likely to be affected by the plan). The local plan (UDP) planning policies (and any other relevant Council policies) are also referred to, where they have an effect on the current situation.

- (iv) The situation under the Core Strategy Preferred Option*

- This section reports on the ‘business as usual scenario’ (as required in the ODPM SA Guidance). The effect of the local plan (UDP) planning policies (and any other relevant Council policies) are considered in terms of how they will affect the future situation – this is usually a declining effect, as policies become out of date and are replaced.

**Table 2.1: Example of table used in ‘The Situation under the Core Strategy Preferred Option’ section**

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect



The matrix is used to ‘screen out’ those policies which have little or no effect on this topic / objective. This allows the assessment to focus on those policies with a significant effect and, to a lesser degree, the policies with a less significant effect.

The assessment is narrative in nature, and looks at policies in combination, rather than in silo’s. So, for example, the discussion considers the effects of the plan (by which we mean those policies identified as having a significant or less significant effect on this specific topic) in a cumulative and synergistic manner. This includes long / medium / short term effects and whether the policies have any effects specifically on certain spatial areas.

*(v) The situation be under the Core Strategy Alternative Options*

Utilising a matrix approach the preferred policy option and alternatives for each specific policy area were assessed as follows:

SA Topic	Preferred Policy Option	Alternative 1	Alternative 2
Assessment focused on the topics that the policy area had a direct impact on – those “driver” policies that have the most significant effect. Topics where effect is minimal were scoped out.	Brief summary of the impact the preferred policy has on the topic, as assessed in the topic chapter	Comparison as to how the impact on this topic would change if the alternative were implemented instead of the preferred option	Comparison as to how the impact on this topic would change if the alternative were implemented instead of the preferred option

SA Topic	Preferred Policy Option	Alternative 1	Alternative 2
----------	-------------------------	---------------	---------------

Summary: of the overall comparison between the preferred policy option and the alternatives and any justification for selecting the preferred policy if an alternative had actually been assessed as more sustainable than the preferred option.

The following key was used to demonstrate within the matrix the individual effect of a preferred option or alternative on a topic, to provide an easily comprehensible comparison of the effects. A separate matrix for each policy area was prepared.

**KEY**

Very Positive	Positive	No Effect	Negative	Very Negative
---------------	----------	-----------	----------	---------------

*(vi) Mitigation and Enhancement of Effects*

This section recorded the changes required to mitigate and enhance effects. This approach ensures that the 'whole plan' assessment does not miss some of the subtleties that in-depth policy appraisal allows, without replicating the disjointed assessment that results from considering policies in silos.

*(viii) Summary of Impacts*

A summary table sets out the type of impact (short to medium, long term, permanent versus temporary, secondary), the areas most likely to be affected, the results of the assessment of the Preferred Options policies, and the in-combination effects with other plans and programmes.

The "Summary of Impacts" section deals with all of the requirements of the SEA Directive and tells the story of the predicted effects, both positive and negative. If and where effects may vary between different parts of the Borough, this is identified. A discussion on the relative spatial sustainability of the plan is also provided. Secondary effects are also required to be identified by the SEA Directive. These are mainly the "less significant effects" but the key concept is that they are indirect impacts. A section is included that identifies the secondary factors required to reach sustainable outcomes. For example, a healthy population depends on several factors including:

- Provision of adequate housing;
- Thriving economy;
- Low pollution and access to open space;
- Lack of flooding; and
- Adequate social infrastructure.

This section ties together the sustainability effects identified in the summary tables. A brief section is also included to discuss changes through the lifetime of the plan and beyond this, addressing the temporal nature of effects.

## 2.3 Topic Areas and the Sustainability Appraisal Framework

2.3.1 The table below indicates how the objectives contained within the SA Framework were allocated to the topics within the SA Scoping Report and were replicated in Preferred Options SA Report.

**Table 2.3: Topic Areas and SA Framework Objectives**

Topic Area	Applicable SA Objective(s)
------------	----------------------------



## 3 Methodology

### 3.1 Summary of SA/SEA appraisal to date

- 3.1.1 An initial LDF Scoping Report was prepared in 2006 and formally consulted on between 24th March and 28th April 2006. The Scoping Report examined in detail the policy context; set out baseline information and projected trends in the future baseline; identified sustainability issues; and, on this basis, developed a number of SA objectives – the SA Framework.
- 3.1.2 Taking into account comments from consultees, the finalised SA Scoping Report was used to assess the Core Strategy Issues and Options Papers. Between 27th July and 7th September 2006, initial consultation was carried out on issues affecting Halton and the potential options for addressing these issues, alongside ways of accommodating new development. An interim SA Report was produced to accompany the publication of the Core Strategy Issues and Options Papers and consultation. This report made an initial comparison of the broad spatial options discussed in the Options Paper.
- 3.1.3 An updated LDF Scoping Report for all of the documents in Halton's LDF was produced in August 2009. Following an update to the evidence base and identification of sustainability issues in this Report the SA Framework was revised.
- 3.1.4 On the basis of the findings of the Issues and Options Interim SA Report and in response to comments received on the Issues and Options Papers, a Preferred Options Core Strategy document was drawn up. This was published for public consultation between 24th September and Thursday 5th November 2009. The Preferred Options was accompanied by a further SA/SEA Report which assessed the likely environmental, social and economic effects of the preferred policy options and their alternatives. The Preferred Options SEA/SA Report was based on the revised SA Framework developed in the 2009 SA Scoping Report.
- 3.1.5 The SA reports for the Issues and Options stages and the SA Scoping Report can be found on the Council's website<sup>4</sup>.

### 3.2 Methodology

- 3.2.1 This report builds on the previous Preferred Options SA work which was prepared using a robust methodology that is consistent with the requirements of the Planning and Compulsory Purchase Act 2004 and the European Directive 2001/42/EC.
- 3.2.2 As in the Preferred Options SA Report, this Proposed Submission Document SA will be undertaken on the basis of a "whole plan" assessment. This means that the combined effect of all of the policies taken together will be assessed in terms of their impact on each of the topic areas contained within the report and listed in Table 2.3. This approach is considered to be more holistic, with only the policies that are likely to have a significant effect on SA Objective(s) within a particular topic area being assessed in detail. This SA Report appraises any new significant effects that might originate as a result of revisions to one or more of the policies since the Preferred Options Stage, and any impacts this might have, in holistic terms, i.e. in combination with any other policies. A 'significant' change to a policy is one that might result in

<sup>4</sup><http://www2.halton.gov.uk/content/environment/planning/forwardplanning/ldf/corestrategy/>



a significant change in terms of policy approach, direction, content or delivery, such that it might generate significant positive or negative effects that will need reconsidering.

- 3.2.3 A number of the policies in the Core Strategy Proposed Submission Document have not changed significantly since the Preferred Options SA Report. The appraisal of these policies has not been revisited in this report, unless it was necessary to reappraise them in light of any revised policies, where it was thought that they might have an ‘in-combination’ effect with the revised policy.
- 3.2.4 In terms of the detailed methodology, this report firstly considers the changes between the Preferred Options and Core Strategy Proposed Submission Draft policies and then identifies and justifies which policies do not need to be subject to a reappraisal through the SA process. Table 5.1 documents the changes to each policy and indicates whether the policy needs to be reappraised.
- 3.2.5 The matrix in Appendix 2 sets out the effect of each policy on the sustainability topics, i.e. whether this is “significant”, “less significant” or “little or no” significance, and how likely this is to have an effect on the SA Objectives within each topic. This is not an assessment of whether the effects are positive or negative, but purely a consideration of the likely significance of any effect of a policy on a given topic. This essentially is a screening process, which screens out the need to appraise those policies which have little or no effect on certain topics. The topic chapter assessments that follow this chapter focus on those policies that are likely to exhibit a significant effect on the topic, using a “whole-plan” assessment.
- 3.2.6 The combined effects of all of the reappraised policies have also been assessed, in terms of their impact on each of the topic areas contained within the report, or in combination with those policies which have not been subject to a full reappraisal.
- 3.2.7 This assessment methodology ensures that the Core Strategy Proposed Submission Draft has been subject to a suitably robust SA / SEA process and that this report is focused and concise.

### 3.3 Difficulties Encountered

- 3.3.1 The SEA Directive requires an acknowledgement of any difficulties such as technical difficulties or data gaps encountered in undertaking the assessment and in compiling the required information.
- 3.3.2 A key issue in undertaking the appraisal of the DPD is the strategic nature of the Core Strategy, the uncertainty surrounding precisely how the strategic direction will be implemented in practice and the degree to which objectives will be delivered (particularly since many different partners are involved in its delivery). A key assumption has been made that the policies in the Core Strategy will be fully implemented (i.e. they have been taken at ‘face value’). However, having identified this, where tensions between priorities are evident or it appears clear that full implementation will be problematic, or involve trade-offs, this has been highlighted.
- 3.3.3 There remains a significant element of uncertainty in relation to whether the policies in the Core Strategy Proposed Submission Draft will be a significant enough response to the challenges which are faced in relation to adaptation to climate change, and the fundamental change which is required to achieve a low carbon economy and society. The policies in the Strategy have yet to be tested, and close monitoring will be required to see whether this response will be sufficient. This is an issue not just for Halton, but for every local authority.

---

## 4 Development of the Core Strategy from Preferred Options to Proposed Submission Draft

- 4.1.1 At the Preferred Options stage a number of preferred policy options and policy directions were formulated. Following comprehensive public consultation in 2009 these policy options and directions have been refined, a process which has been informed by the amendments suggested in the Preferred Options SA Report. In some instances policies have been combined /amalgamated or new policies of a similar direction have been added. These policies are the subject of the appraisal in this report.
- 4.1.2 The following table demonstrates how the results of the Preferred Options SA have influenced the preparation of the Proposed Submission Draft policies.

**Table 4.1: How the Sustainability Appraisal process has influenced plan development since the Core Strategy Preferred Options Stage**

Core Strategy Preferred Options Policy	Recommendations	Commentary
CS1: Halton's Spatial Strategy	Policy should recognise the importance of green spaces within the urban area in terms of the value they provide to the borough and its residents.	Policy now recognises the importance of green spaces within the urban area in terms of the value they provide to the borough and its residents. Positive impact on sustainability.
CS2: Sustainable Development Principles	There were no recommendations suggested at preferred options stage.	N/A
CS3: Housing Supply	The location and level of development has been identified as a key determinant for flood risk. It will therefore be necessary to make further reference to reducing this risk in the preferred policy options for CS3: Housing Requirements and Locational Priorities, CS4: Employment Land and Locational Priorities, and the Key Areas of Change policies.	Policy CS?: Managing Pollution and Risk now considers flood risk.  Policy CS?: Housing Supply and Locational Priorities indicates that the Council is unable to identify a 5 year supply of sites for housing development, a review of housing land supply through the Strategic Housing Land Availability Assessment will be undertaken, and if necessary, will seek to allocate additional land in a DPD to make up any shortfall.
CS4: Employment Land Supply and	Policy CS3 Housing Supply will be improved by indicating that close monitoring of provision may lead to a change in the policy in the future, if actual net housing completions do not meet the annual targets.  With respect to Policy CS3, it would be helpful to include a reference in the policy that it will be important that the provision of supporting infrastructure does not lag behind housing development.	Policy CS?: Infrastructure Provision addresses the issues of supporting infrastructure.
CS4: Employment Land Supply and	It is recommended that Policy CS4:	Recommendations have not been

Core Strategy Preferred Options Policy	Recommendations	Commentary
Locational Priorities	Employment Land Supply and Locational Priorities is amended to identify strategic areas for employment; to ensure that development pressure from higher value development such as housing does not have a negative cumulative impact on the future provision of employment land, i.e. by compromising delivery on strategic sites or areas.	incorporated as strategic sites / areas have been identified in the Spatial Strategy policy and in the Key Areas of Change polices.
CS5: Neighbourhood Priority Areas	The Core Strategy preferred policy options should emphasise to a greater extent the importance of contributing to carbon emission reductions and ensuring our environments and communities are fully adapted to the effects of climate change. This may mean bringing out further policy links to climate change within the Core Strategy, for instance in policy CS5: Neighbourhood Priority Areas.	Recommendations have been incorporated into CS? Sustainable Development and Climate Change.
CS6: The Mersey Gateway Project	-	N/A
CS7: 3MG	-	N/A
CS8: South Widnes	-	N/A
CS9: East Runcorn	-	N/A
CS10: West Runcorn	-	N/A
CS11: Addressing Housing Needs	Policy should address the Housing SA sub-objective 1, relating to lifetime homes standards as recommended.	Policy CS? Housing Mix now focuses on lifetime homes. This inclusion strengthens the positive impacts of the policy on the Housing SA sub-objective 1.
CS12: Affordable Housing	Policy CS12 states that all qualifying housing developments must make provision for an element of affordable housing. It doesn't state which developments will 'qualify' however. Decisions on form, tenure and quantity of affordable provision are left to a site specific	Recommendations have been incorporated into the policy. The policy now provides more detail as to the development threshold and requirements of affordable housing provision including tenure requirements.

Core Strategy Preferred Options Policy	Recommendations	Commentary
CS13: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople	determination, which is likely to generate uncertainty for developers and place a lot of pressure on the decision making process at application stage. -	N/A
CS14: Design of new Residential Development	Specified in policy CS14 'Design of New Residential Development', is the aim that "development proposals should embrace the 'Buildings for Life' principles", a design code that includes a consideration of accessibility to open space. This could be advanced after the initial 'grace period' permitted to developers given that this is a recently created design code; by demanding achievement of Building for Life Gold Standard within all developments across the Borough. -	Policy CS? Sustainable Development and Climate Change seeks to ensure that the design and construction of future residential development meets high design standards, including Level 3 of the Code for Sustainable Homes.
CS15: Safeguarding and Regenerating Employment Areas	-	N/A
CS16: Increasing Employment Opportunities	The sustainability of Policy CS16: Increasing employment opportunities could be improved by supporting opportunities for home working. Home working is likely to reduce the need to travel and encourage sustainable modes of transport. This in turn, may reduce congestion and improve air quality. -	The suggested mitigation measure was not incorporated into the policy.
CS17: A Network of Centres	-	N/A
CS18: Halton Lea Town Centre	-	N/A
CS19: Health and Well-Being	The link between ensuring developments are adaptable to a changing climate and the positive benefits for Halton's communities could be further explored and expanded upon. It suggests that this is dealt with in CS19.	The suggested mitigation measure was not incorporated into the policy.

Core Strategy Preferred Options Policy	Recommendations	Commentary
CS20: Community Services and Facilities	-	N/A
CS21: Inclusive Communities	-	N/A
CS22: Protection from Risk and Pollution	<p>The wording of policy CS22 should be altered to ensure that developments are 'required' not to cause water pollution.</p> <p>The preferred options SA report suggests that the link between ensuring developments are adaptable to a changing climate and the positive benefits for Halton's communities could be further explored and expanded upon. It suggests that this is dealt with in CS22.</p>	<p>The suggested mitigation measures were not incorporated into the policy.</p>
CS23: High Quality Design	<p>The inclusion of more detail as to the design principles that developments should follow in order to enhance the setting of cultural heritage and landscape across Halton should be made.</p>	<p>Two of the recommendations that were suggested as part of the preferred options sustainability appraisal were incorporated into the policies contained in the submission version of the core strategy. More detail on design principles has been included. The policy now incorporates a section that considers the need to ensure that the design is sustainable in terms of future management and maintenance.</p>
CS24: Sustainable, Low Carbon and Adaptable Development	<p>There were no recommendations suggested at the preferred options stage.</p>	N/A
CS25: Conserve, Manage and Enhance	<p>Include a reference to climatic change in the policy to ensure that areas of biodiversity interest are accordingly conserved, managed and enhanced in response to changing climatic conditions.</p>	<p>The suggested mitigation measure was not incorporated into the policy.</p>
CS26: Green Infrastructure	<p>The SA reported recommended a separate bullet point dealing with the effects of local</p>	<p>Two of the suggested mitigation measures (relating to dealing with the effects of climate</p>

Core Strategy Preferred Options Policy	Recommendations	Commentary
	pollution and climate change	<p>change) identified in the preferred options SA were incorporated in to the proposed submission draft policy, including a separate bullet point on local pollution and climate change.</p> <p>The proposed submission draft policy does not incorporate any of the recommendations re ensuring good air quality for those living and working in Halton or for reducing the risk of flooding within the Borough however.</p>
CS27: Contaminated Land	-	N/A
CS28: Encouraging Sustainable Transport	<p>Greater emphasis could be placed in policy CS28 and CS29 on the air quality related benefits of increased use of sustainable transport, particularly for shorter journeys.</p>	<p>A new section has been added to the policy in relation to encouraging sustainable transport. This has improved the compatibility of the policy with SA Objectives 8, 11 and 7.</p>
CS29: Tackling Congestion, Pollution and Emissions	<p>Greater emphasis could be placed in policy CS29 on the air quality related benefits of increased use of sustainable transport, particularly for shorter journeys. This could be linked to a greater emphasis on reduced greenhouse gas emissions, along with particulate emissions, associated with this desired modal shift.</p> <p>The role of the Silver Jubilee Bridge, particularly after the planned completion of the Mersey Gateway Bridge, could be better explained, emphasising the prioritisation of this route for improved walking and cycling access. This could be achieved through the alteration of policies CS6 and/or CS29.</p>	<p>The recommendations have been incorporated into CS?: Sustainable Transport and Travel and CS?: The Mersey Gateway Project.</p>
CS30: Accessibility of New Development	-	N/A
CS31: Freight Transportation	Policy CS31 could be further developed to	The suggested mitigation measure was not



Core Strategy Preferred Options Policy	Recommendations	Commentary
CS32: Liverpool John Lennon Airport	<p>explore the negative impacts of freight transportation on air quality, potentially linking to Policy CS22, in order to ensure that any negative impacts on air quality are monitored and mitigated, particularly in locations where road-based freight movements are likely to increase.</p> <p>Stronger wording on mitigation of the negative impact of the implementation of this policy was recommended. Stating this matter within the policy itself may result in a reduction of the negative effects through the requirement of mitigation.</p>	<p>incorporated into any of the relevant policies.</p> <p>Greater emphasis has been placed on the need to address negative environmental and built environment and social issues associated with the operation and expansion of the airport.</p>
CS33: Infrastructure Provision	-	<p>Reference to work with infrastructure/service providers to develop the Infrastructure Plan has been incorporated into the policy - this is positive.</p>
CS34: Waste	<p>The preferred options SA report suggested that the positive influence of CS34 could be enhanced by applying more challenging targets.</p>	<p>The suggested mitigation measure was not incorporated into the policy.</p>
CS35: Minerals	N/A	N/A



4.1.3 The changes to the Core Strategy policies that took place between the Preferred Options and the Proposed Submission Draft stages is set out in Table 3.2 below.

**Table 3.2: Development of Core Strategy policies from Preferred Options to Proposed Submission Draft**

Preferred Options Policies	Proposed Submission Draft Policies



---

## 5 SA/SEA of Core Strategy Proposed Submission Draft Policies

- 5.1.1 Table 5.1 below indicates which policies in the Core Strategy Proposed Submission Draft have been reappraised. Some policies did not need to be reappraised through the SA process due to limited changes to the policy meaning, direction or effects arising from those policies which were appraised at the Preferred Options stage.



**Table 5.1: SA implications of the changes between the Preferred Options and Core Strategy Proposed Submission Draft**

Core Strategy Proposed Submission Policy	Change to Core Strategy Policy since Preferred Options stage	SA Implications
--	--	-----------------

x

x

x

x





x

x



x

x

x



x

x





x

x

x



X

X

X



x

x





X

## 6 Biodiversity, Flora and Fauna

### 6.1 Introduction

6.1.1 Biodiversity is the term given to the diversity of life on Earth. This includes the plant (flora) and animal (fauna) species that make up our wildlife and the habitats in which they live. It also includes micro-organisms and bacteria. As well as being important in its own right, we value biodiversity because of the ecosystem services it provides, such as flood defence and clean water; and the contribution that biodiversity makes to our wellbeing and sense of place.

6.1.2 Table 5.1 indicates that the following policies relevant to the Biodiversity, Flora and Fauna topic area should be reappraised:

- CSx: Halton's Spatial Strategy
- CSx: Housing Supply and Locational Priorities
- CSx: Infrastructure Provision
- CSx: East Runcorn
- CSx: Green Belt

#### Identification of the Applicable SA Objectives Identified by the SA Scoping Report

6.1.3 The following Sustainability Objective has previously been identified as the most relevant to the Biodiversity, Flora and Fauna topic area:

Number	Objective	Locally Distinctive Sub-Criteria
--------	-----------	----------------------------------

## 6.2 The Situation under the Core Strategy Preferred Option

6.2.1 Table 6.1 below is an extract from the SA Report on the Core Strategy Preferred Options (2009) which shows the impacts of the preferred options policies on the Biodiversity, Flora and Fauna topic area.

**Table 6.1:** Summary of Impacts under the Core Strategy Preferred Option

Very Positive	Positive	No Effect	Negative	Very Negative
Type of Impact	Core Strategy Preferred Options		Core Strategy plus other plans, programmes, etc.	
	<p>The Preferred Core Policy options identified within the Core Strategy generally strive to meet the sustainability objective identified in the SA framework on the topic of Biodiversity, Fauna and Flora. Overall the Preferred Core Policy Options proposed are considered to offer potentially less negative effects on environmental aspects, when compared to that of the alternative options.</p> <p>The negative effects identified above can be minimised or in some instances removed through the effective implementation of other preferred Core Policy options in combination and through detailed mitigation measures.</p>		<p>Other plans and programmes that promote growth will have similar negative effects on biodiversity however very positive effects are created by the implementation of other locally strategic plans and programmes such as the Natural Assets Strategy and National Planning Policy described earlier.</p>	

Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.
	<p>The extent of the significance of effects and the subsequent mitigation will be assessed in greater detail in the assessment of the Site Allocations DPD and Detailed Development Policy DPD.</p> <p>Consequently, careful wording of more specific policies suggested above could minimise the significant negative effects identified as well as ensuring that there is adequate provision for the protection of the environment resulting in a positive effect on biodiversity, fauna and flora in Halton.</p>	
	<p>Biodiversity flora and fauna can be affected by a combination of environmental considerations such as air pollution and climate change therefore it is difficult to predict the impact of the Core Strategy beyond 2026. Although the delivery of the Core Strategy policy options will result in a continuing positive effect on biodiversity, fauna and flora in Halton if all mitigation identified is delivered.</p>	<p>As above</p>



Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.
----------------	---------------------------------	--

### 6.3 Situation under the Core Strategy Proposed Submission Draft

6.3.1 The Core Strategy Proposed Submission Draft will have an impact on Biodiversity Fauna and Flora in a variety of ways. The following table describes the degree of impact of each of the Proposed Submission Draft policies on the theme of Biodiversity Fauna and Flora.

KEY	
■	Primary Effect
■	Secondary Effect
■	Little or no Effect

x  
x  
x  
x  
  
x  
x  
x  
x  
x  
x  
x  
x





### General Comments

6.3.2 Overall, the Core Strategy Proposed Submission Draft is envisaged to have a positive impact on the biodiversity, flora and fauna topic area. In particular, policy CS<sub>x</sub> (Sustainable Development Principles) and policy CS<sub>x</sub> (Halton’s Natural and Historic Environments) set out the guiding principles for the Core Strategy in relation to protecting key areas of biodiversity value within Halton. A number of the policies that are re-appraised in this section identify the level and type of development that is required in Halton over the plan period. New development in the borough (set out in policies: CS<sub>x</sub>: Halton’s Spatial Strategy, CS<sub>x</sub> (Housing Supply and Locational Priorities, CS<sub>x</sub>: East Runcorn, CS<sub>x</sub>: Infrastructure Provision and CS<sub>x</sub>: Liverpool John Lennon Airport) is likely to pose a threat to areas of biodiversity value. Policies CS<sub>x</sub> (Liverpool John Lennon Airport) and CS<sub>x</sub> (Infrastructure Provision) provide sufficient measures for ensuring that areas of biodiversity value are protected alongside the delivery of development. However, policy CS<sub>x</sub> (East Runcorn) would benefit from the inclusion of an additional text to improve its sustainability in relation to this topic area.

### Protecting Biodiversity Assets

6.3.3 The main effect that the Proposed Submission Draft policies could have on the key biodiversity, flora and fauna assets in Halton arise from the level of development proposed. Halton’s Spatial Strategy (CS<sub>x</sub>) identifies that in order to achieve the vision for Halton by 2026, 8000 new homes and 260 hectares of employment land will be required. The broad principles for locating new housing within Halton over the plan period are set out in policy CS<sub>x</sub> (Housing Supply and Locational Priorities). New development within Halton that is required over the plan period is likely to create pressure on areas of biodiversity value located throughout the Borough.

6.3.4 Policy CS<sub>x</sub> (East Runcorn) sets out the level of development that could be accommodated towards the east of Runcorn in Daresbury and Sandymoor. The key area of change has a number of sites of ecological value located in and around it, including the Red Brow Cutting SSSI, the Daresbury Firs LNR and the Murdishaw Wood and Valley LNR. Although the policy identifies the importance of providing a network of open space for nature conservation and the

retention of Daresbury Firs which is positive, it could be strengthened by a reference to the need to protect and enhance the existing ecological assets in this area, recognising the additional pressure that these areas will be placed under by new development.

- 6.3.5 The approach to providing sufficient infrastructure provision in Halton is set out in policy CS<sub>x</sub> (Infrastructure Provision). The development of new infrastructure (particularly transport infrastructure) within Halton could potentially have a negative impact on areas of biodiversity, flora and fauna. However, the justification for the policy identifies the need to ensure that the policy is delivered in accordance with achieving the objectives of CS<sub>x</sub> (Sustainable Development Principles), which should assist in protecting key areas of biodiversity, flora and fauna when developing new infrastructure.

### Green Belt Protection

- 6.3.6 The Proposed Submission Draft of the Core Strategy includes a new policy relating to the protection of the Green Belt within Halton. Policy CS<sub>x</sub> (Green Belt) highlights how the general extent of the Green Belt is likely to remain unchanged over the plan period, which should help to ensure that key areas of biodiversity value located in the Green Belt will be protected.
- 6.3.7 Policy CS<sub>x</sub> (John Lennon Airport) indicates that a runway extension and the new Eastern Access Transport Corridor will require a change to Halton's Green Belt. This could potentially have an impact on key areas of biodiversity located close to the airport (i.e. the Mersey Estuary SSSI/SPA/RAMSAR and the Millwood and Alder Wood LNR). However, the policy incorporates measures to ensure that any future development and expansion of the airport considers the need to incorporate measures that will reduce or alleviate any detrimental impacts on the natural environment (including areas of international, national/local conservation and ecological value) and provided these measures are successfully implemented, this should help to offset these impacts.

## 6.4 How can we mitigate/enhance effects?

- 6.4.1 This section identifies ways in which negative impacts can be mitigated and positive impacts can be enhanced in relation to the biodiversity theme.

### Mitigation of Negative Effects

- 6.4.2 Although the policy CS<sub>x</sub> (East Runcorn) identifies the importance of providing a network of open space for nature conservation as part of delivering new development, it does not include any measures that will help ensure that the pressures felt by existing areas of ecological value are mitigated.

#### *Recommendation*

- In the justification for the policy, provide a cross reference to policy CS<sub>x</sub> (Sustainable Development Principles) to help ensure that the need to conserve and enhance the biodiversity features of East Runcorn is considered as part of delivering substantial new development in East Runcorn.

## Enhancement of Positive Effects

- 6.4.3 Measures relating to the protection of the Green Belt in new policy CSx (Green Belt) will help to retain areas of biodiversity value located in the Green Belt over the plan period. Furthermore, measures included in policies CSx (Infrastructure Provision) and CSx (John Lennon Airport) should provide some measure of protection to biodiversity when delivering new development in Halton.
- 6.4.4 No additional measures are recommended for enhancing these positive effects on the biodiversity, flora and fauna topic area.

## 6.5 Summary of Impacts

- 6.5.1 Table 6.2 below provides a summary of likely impacts arising from the Core Strategy Proposed Submission Draft on the biodiversity, flora and fauna topic area.

**Table 6.2:** Summary of Impacts under the Core Strategy Proposed Submission Draft

Very Positive	Positive	No Effect	Negative	Very Negative
---------------	----------	-----------	----------	---------------

Type of Impact	Core Strategy Proposed Submission Draft	Core Strategy plus other plans, programmes, etc.
	<p><b>Overall, the Core Strategy Proposed Submission Draft is envisaged to have a positive impact on the biodiversity, flora and fauna topic area. In particular, policy CSx (Sustainable Development Principles) and policy CSx (Halton's Natural and Historic Environments) set the overarching principles for the Core Strategy in relation to protecting key areas of biodiversity value within Halton.</b></p> <p><b>The main risk to key areas of biodiversity value within the Borough is the level of development proposed within the Core Strategy Proposed Submission Draft. A number of policies provide sufficient</b></p>	<p><b>Other plans and programmes that promote growth will have similar negative effects on biodiversity. However very positive effects are created by the implementation of other locally strategic plans and programmes such as the Natural Assets Strategy and National Planning Policy (in particular PPS9: Biodiversity and Geological Conservation).</b></p>

Type of Impact	Core Strategy Proposed Submission Draft	Core Strategy plus other plans, programmes, etc.
	<p>measures for ensuring that new development will be delivered whilst ensuring that areas of biodiversity are protected.</p> <p>However, if the recommendation set out above for policy CS1 (East Runcorn) is implemented, then the sustainability of this policy in relation to the biodiversity, flora and fauna topic area will be improved.</p>	
	<p>Biodiversity flora and fauna can be affected by a combination of environmental considerations such as air pollution and climate change therefore it is difficult to predict the impact of the Core Strategy beyond 2026. Although the delivery of the Core Strategy policy options will result in a continuing positive effect on biodiversity, fauna and flora in Halton if all mitigation identified is delivered.</p>	<p>As above</p>



## 7 Water Quality and Resources

### 7.1 Introduction

7.1.1 In the UK, access to clean water is generally taken for granted, yet large quantities are used for domestic purposes, for cooling, rinsing and cleaning in industry, and for irrigation in agriculture. Such activities place a heavy burden on water resources in terms of both quality and quantity. Water resources include precipitation, surface water (lakes, rivers, etc.), soil (near-surface) water and groundwater. Sustainable and effective planning and management of water resources is essential.

7.1.2 Table 5.1 indicates that the following policies relevant to the Water Quality and Resources topic area should be reappraised:

- CSx: Infrastructure Provision
- CSx: West Runcorn
- CSx: East Runcorn
- CSx: Managing Pollution and Risk

#### Identification of the Applicable SA Objectives Identified by the SA Scoping Report

7.1.3 The following Sustainability Objective has previously been identified as the most relevant to the Water Quality and Resources topic area:

Number	Objective	Locally Distinctive Sub-Criteria
--------	-----------	----------------------------------

## 7.2 The Situation under the Core Strategy Preferred Option

7.2.1 Table 7.1 below is an extract from the SA Report on the Core Strategy Preferred Options (2009) which shows the impacts of the preferred options policies on the Water Quality and Resources topic area.

**Table 7.1:** Summary of Impacts under the Core Strategy Preferred Option

Very Positive	Positive	No Effect	Negative	Very Negative
Type of Impact	Core Strategy Preferred Options		Core Strategy plus other plans, programmes, etc.	
	<p>Advice from United Utilities and the Environment Agency is that the growth proposals in the Regional Spatial Strategy can be accommodated with reference to water resources.</p> <p>Action needs to be taken to reduce demand to protect the natural environment at times of low flows and prepare for future climate change when water resources may be stretched. CS24 and CS 33 are the primary policies to move the water efficiency agenda forward in Halton.</p> <p>The Water Framework Directive needs local implementation and the Core Strategy sets a strong direction to improve water quality through policies CS2, CS22, CS23, CS24, CS26 and CS27.</p>		<p>The Core Strategy builds upon the regional plans, including the Draft North West River Basin District - River Basin Management Plan; Draft Dee River Basin District - River Basin Management Plan; Lower Mersey and Alt Catchment Abstraction Management Strategy; Catchment Flood Management Plans; and the Regional Spatial Strategy that should together deliver the improvements required by the Water Framework Directive and help to conserve water resources.</p>	



In the longer term, should sufficient growth have been achieved, there will be a need for continual monitoring and mitigation of water quality and resource issues.

An emphasis on water quality and resource management will continue to be prevalent in all documents. It is necessary for Halton to maintain a long term commitment to promoting water efficiency in all new developments.



x  
x



## General Comments

- 7.3.2 Overall, the Core Strategy Proposed Submission Draft policies are judged to have a positive impact on the water quality and resources topic area. Although the level of development outlined within the Core Strategy Proposed Submission Draft is likely to pose a threat to water quality and resources, there are a number of policies (including CSx: Sustainable Development Principles, CSx: High Quality Design, CSx: Sustainable Development and Climate Change and CSx: Green Infrastructure) that incorporate measures which should assist to protect water quality and quantity. In particular, Policy CSx (managing Pollution and Risk) highlights how development proposals should not exacerbate water pollution and should aim to minimise it.

## Protection of Water Quality and Resources

- 7.3.3 In terms of protecting water quality and resources, policy CSx (Managing Pollution and Risk) provides the guiding policy. It states that development proposals should not exacerbate and where possible should minimise all forms of emissions and odour, water, noise and light pollution. This will help to protectionwater quality and resources when delivering new development within Halton. The positive impact of this policy on the water quality and resources topic area is further strengthened by policies CSx (Sustainable Development Principles), CSx (High Quality Design), CSx (Sustainable Development and Climate Change) and CSx (Green Infrastructure).
- 7.3.4 Policy CSx (Infrastructure Provision) incorporates measures to ensure that development proposals are supported by appropriate levels of infrastructure, including water supply and treatment infrastructure which supports efficient use and management of water resources. One of the significant changes to this policy since the preferred options stage is that it includes a measure to ensure that planning obligations or a tariff based approach can be used to fund infrastructure provision.

## Level of New Development

- 7.3.5 Both policy CSx (West Runcorn) and CSx (East Runcorn) promote significant levels of new development within Halton. It is likely that the concentration of new development in these two areas will post a threat to the quality of watercourses within the Borough. Intensified development in West Runcorn (as set out in policy CSx) could have a negative impact on the water quality of the Mersey Estuary. Furthermore, policy CSx (East Runcorn) will result in the loss of greenfield land, which may reduce the ability for rainwater to recharge the groundwater aquifer, due to the presence of impermeable surfaces. Both policies would be improved by reference to the need to protect water quality as part of delivering new development in these areas.

## 7.4 How can we mitigate/enhance effects?

- 7.4.1 This section identifies ways in which negative impacts can be mitigated and positive impacts can be enhanced in relation to the water quality and resources topic area.

## Mitigation of Negative Effects

7.4.2 Policies CS<sub>x</sub> (West Runcorn) and CS<sub>x</sub> (East Runcorn) set out requirements for significant levels of new development within Halton. It is likely that the concentration of new development in the two areas will pose a threat to the quality of watercourses within the Borough.

### Recommendation

- Provide a cross reference in the justification for the two policies to CS<sub>x</sub> (Managing Pollution and Risk), highlighting the need to protect water quality when delivering new development in West and East Runcorn.

## Enhancement of Positive Effects

7.4.3 Policy CS<sub>x</sub> (Managing Pollution and Risk) will help to safeguard water quality in the delivery of new development in Halton. Policy CS<sub>x</sub> (Infrastructure Provision) should ensure the appropriate water supply and treatment infrastructure is provided.

7.4.4 No additional measures are recommended for enhancing these positive effects on the water quality and resources topic area.

## 7.5 Summary of Impacts

7.5.1 Table 7.2 below provides a summary of the likely impacts arising from Core Strategy Proposed Submission Draft on the water quality and resources topic area.

**Table 7.2:** Summary of Impacts under the Core Strategy Proposed Submission Draft

Very Positive	Positive	No Effect	Negative	Very Negative
---------------	----------	-----------	----------	---------------

Type of Impact	Core Strategy Proposed Submission Draft	Core Strategy plus other plans, programmes, etc.
	<p>The Core Strategy sets a strong direction to improve water quality through policies CS<sub>x</sub> (Managing Pollution and Risk), policies CS<sub>x</sub> (Sustainable Development Principles), CS<sub>x</sub> (High Quality Design), CS<sub>x</sub> (Sustainable Development and Climate Change) and CS<sub>x</sub> (Green Infrastructure)</p> <p>The changes made since the</p>	<p>The Core Strategy builds upon the regional plans, including the Draft North West River Basin District - River Basin Management Plan; Draft Dee River Basin District - River Basin Management Plan; and the Lower Mersey and Alt Catchment Abstraction Management Strategy;</p>

preparation of the preferred options stage do not have a major impact on the sustainability theme. However, if suggested recommendations in relation to cross referencing in the reasoned justification of the policies are implemented, then the positive impact of the Core Strategy in relation to water quality and resources will be further enhanced.

Catchment Flood Management Plans that should together deliver the improvements required by the Water Framework Directive and help to conserve water resources.

In the longer term, should sufficient growth have been achieved, there will be a need for continual monitoring and mitigation of water quality and resource issues.

An emphasis on water quality and resource management will continue to be prevalent in all documents. It is necessary for Halton to maintain a long term commitment to promoting water efficiency in all new developments.



## 8 Soil and Land Resources

### 8.1 Introduction

8.1.1 The use of land resources is a key component of sustainable development, the needs of urban development, agriculture, the protection of valued flora and fauna and the provision of open space must all be balanced with the protection of geodiversity. Geodiversity is the variety of rocks, fossils, minerals, landforms and soils, along with the natural processes that shape the landscape.

8.1.2 Table 5.1 indicates that the following policies relevant to the Soil and Land Resources topic area need reappraising:

- CSx: Halton's Spatial Strategy
- CSx: Infrastructure Provision
- CSx: West Runcorn
- CSx: East Runcorn
- CSx: Liverpool John Lennon Airport
- CSx: Green Belt
- CSx: Managing Pollution and Risk
- CSx: Minerals

#### Identification of the Applicable SA Objectives Identified by the SA Scoping Report

8.1.3 The following Sustainability Objective has previously been identified as the most relevant to the Soil and Land Resources topic area:

Number	Objective	Locally Distinctive Sub-Criteria
--------	-----------	----------------------------------

## 8.2 The Situation under the Core Strategy Preferred Option

8.2.1 Table 8.1 below is an extract from the SA Report on the Core Strategy Preferred Options (2009) which shows the impacts of the preferred options policies on the Soil and Land Resources topic area.

**Table 8.1:** Summary of Impacts under the Core Strategy Preferred Option

Very Positive	Positive	No Effect	Negative	Very Negative
---------------	----------	-----------	----------	---------------

Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.
<b>Short / medium term (to about 2026)</b>	<p>A significant focus of the plan is on the remediation of previously developed land and efforts to bring this back into beneficial use through the Key Areas of Change policies. It must also be remembered that the sustainability appraisal considers social and economic effects not just environmental implications.</p> <p>Over the plan period, some aspects of the Spatial Strategy may result in potential negative impacts on soil and land resources due to the development of Greenfield sites in East Runcorn.</p> <p>However, these negative effects can be mitigated by other policy content within the preferred options, which aim to address potential problems over the plan period. Examples</p>	<p>Halton's Urban Renewal is a key theme of the Sustainable Community Strategy and Corporate Plan. Tackling contaminated land and focusing regeneration on areas of previously developed land is a primary objective of many Council plans and strategies and also wider sub-regional documents.</p>



	include the design policies and also those on Green Infrastructure and Contaminated Land.	
<b>Long term (beyond 2026)</b>	In the longer term, the location of growth will require innovative thinking, as the portfolio of previously developed land gets increasingly smaller due to redevelopment, pressure on Greenfield and Green Belt sites will increase.	There is increasing pressure upon land resources for development across the sub-region. It is likely the sub-region will be left with a 'hard core' of previously developed land that is not economically viable to remediate. At this point Greenfield / Green Belt will be the only options.
<b>Areas likely to be significantly affected</b>	The riverside belt of land either side of the Mersey Estuary is most likely to be affected by this policy as this is where the majority of previously developed land is located. These areas will be affected positively. Areas of Greenfield development, such as Daresbury and Sandymoor in East Runcorn are the areas that may see negative effects in terms of soil and land resources.	
<b>Permanent vs. temporary</b>	As the development of land is considered a permanent arrangement, both the positive and negative effects will be permanent.	
<b>Secondary</b>	Positive secondary effects are likely to result from the Mersey Gateway Priority Project where land regeneration opportunities will be sought in West Bank, Runcorn Old Town, Astmoor Industrial Estate, and Widnes Town Centre and Waterfront. Development in West Runcorn is also likely to bring previously developed land back into beneficial use.	

### 8.3 Situation under the Core Strategy Proposed Submission Draft

8.3.1 The Core Strategy Proposed Submission Draft will have an impact on water quality and resources in a variety of ways. The following table describes the degree of impact of each of the Proposed Submission Draft policies on the theme of soil and land resources.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

x  
x





## Impact of Development on Soil and Land Resources

- 8.3.3 The Core Strategy Proposed Submission Draft sets out the need for new development to occur in Halton over the plan period. Policy CSx (Halton's Spatial Strategy) and CSx (East Runcorn) highlight how a significant proportion of this new development will be required on greenfield land. It is acknowledged that development on greenfield land is necessary in order to deliver economic and social benefits throughout Halton and policy CSx (Halton's Spatial Strategy) outlines the importance of prioritising the re-use of previously developed land outside of the key areas of change. This should help to ensure that development on greenfield land outside of the key areas of change is avoided over the plan period.
- 8.3.4 Policy CSx (West Runcorn) sets out the type and level of development that will be targeted towards West Runcorn. As the policy will involve development of brownfield land in the area, it will have a positive impact on ensuring prudent use of land resources within Halton.
- 8.3.5 The approach to providing sufficient infrastructure provision in Halton is set out in policy CSx (Infrastructure Provision). The development of new infrastructure (particularly transport infrastructure) within Halton could potentially have a negative impact but a cross reference is provided to policy CSx (Sustainable Development Principles) to highlight this.

### Green Belt

- 8.3.6 A key aim of policy CSx (Green Belt) is to protect the general extent of the Green Belt surrounding Halton over the plan period, which will contribute to a positive impact on the topic theme. However, this positive impact is slightly negated by the section of the policy (along with policy CSx: John Lennon Airport), which highlights the requirement for Green Belt release to the east of John Lennon Airport to accommodate further expansion of the airport over the plan period. Any Green Belt release will have a negative impact on the protection of land resources in the Borough. However, it is acknowledged that the expansion of John Lennon Airport is necessary in order to deliver economic benefits to Halton and neighbouring local authority areas.

### Further Impacts

- 8.3.7 Policy CSx (Managing Pollution and Risk) sets a positive approach to bringing contaminated land back into use throughout the Borough. The implementation of this policy will have a positive impact on the soil and land resources topic area, as it will promote the reduction of contaminated land within the Borough over the plan period.
- 8.3.8 Policy CSx (Minerals) identifies the Council's approach to managing mineral resources throughout the Borough. The policy highlights the potential for exploiting the Borough's limited mineral resources, which will have a negative impact on sustainability in relation this topic area. However, the policy mitigates this negative impact to a certain extent as it encourages the use of recycled and secondary aggregates across the Borough to minimise the need for minerals extraction.

## 8.4 How can we mitigate/enhance effects?

- 8.4.1 This section identifies ways in which negative impacts can be mitigated and positive impacts can be enhanced in relation to the soil and land resources topic area.

## Mitigation of Negative Effects

- 8.4.2 Policy CS<sub>x</sub> (Halton's Spatial Strategy) and CS<sub>x</sub> (East Runcorn) highlight how a significant proportion of new development will be required on greenfield land, which will have a negative impact on the topic theme. However, it is acknowledged that development on greenfield land is necessary in order to deliver economic and social benefits throughout Halton. No additional mitigation measures are therefore recommended to off-set the negative impacts of these two policies.
- 8.4.3 Policy CS<sub>x</sub> (Green Belt) and CS<sub>x</sub> (John Lennon Airport) identify that there will be a requirement for release of Green Belt in order to accommodate new development at John Lennon Airport. It is acknowledged that this development is necessary in order to deliver economic benefits throughout Halton and neighbouring local authority areas. No additional mitigation measures are therefore recommended to off-set the negative impacts of these two policies.
- 8.4.4 Policy CS<sub>x</sub> (Minerals) states that there is potential for exploiting mineral resources in the Borough. However, the policy mitigates potential negative impacts to a certain extent by highlighting the importance of using recycled and secondary aggregates across the Borough in order to minimise the need for minerals extraction.

## Enhancement of Positive Effects

- 8.4.5 Policy CS<sub>x</sub> (West Runcorn) has a positive impact on the topic theme as it will help ensure that new development is delivered on brownfield land within Halton. Furthermore, policy CS<sub>x</sub> (Managing Pollution and Risk) identifies a positive approach for bringing contaminated land back into use across the Borough, which will have a positive impact on the topic area.
- 8.4.6 No further measures are recommended for enhancing the positive effects on the soil and land resources topic area.

## 8.5 Summary of Impacts

- 8.5.1 Table 8.2 below provides a summary of the likely impacts arising from the Core Strategy Proposed Submission Draft on the soil and land resources topic area.

**Table 8.2:** Summary of Impacts under the Core Strategy Proposed Submission Draft

Very Positive	Positive	No Effect	Negative	Very Negative
---------------	----------	-----------	----------	---------------

Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.
<b>Short / medium term (to about 2026)</b>	The impact of the Core Strategy Proposed Submission Draft on the soil and land resources topic theme is broadly similar to that of the preferred	Halton's Urban Renewal is a key theme of the Sustainable Community Strategy and Corporate Plan. Tackling

	<p>options. Over the plan period, some aspects of the Spatial Strategy may result in potential negative impacts on soil and land resources due to the development of greenfield sites in East Runcorn, the development of Green Belt land and the extraction of mineral resources.</p> <p>However, these negative effects can be mitigated by other policies within the Proposed Submission Draft, which aim to address potential problems over the plan period and highlight the importance of delivering a high quality Green Infrastructure network across the Borough.</p> <p>The policies which will help to mitigate the negative effects include: CSx (Sustainable Development Principles); CSx (Halton's Natural and Historic Environment); and CSx (Green Infrastructure).</p>	<p>contaminated land and focusing regeneration on areas of previously developed land is a primary objective of many Council plans and strategies and also wider sub-regional documents.</p>
<b>Long term (beyond 2026)</b>	<p>In the longer term, the location of growth will require innovative thinking, as the portfolio of previously developed land gets increasingly smaller due to redevelopment, pressure on greenfield and Green Belt sites will increase.</p>	<p>There is increasing pressure upon land resources for development across the sub-region. It is likely the sub-region will be left with a 'hard core' of previously developed land that is not economically viable to remediate. At this point greenfield / Green Belt will be the only options.</p>
<b>Areas likely to be significantly affected</b>	<p>The riverside belt of land either side of the Mersey Estuary is most likely to be affected by this policy as this is where the majority of previously developed land is located. These areas will be affected positively. Areas of greenfield development, such as Daresbury and Sandymoor in East Runcorn are the areas that may experience negative effects in terms of soil and land resources.</p>	
<b>Permanent vs. temporary</b>	<p>As the development of land is considered a permanent arrangement, both the positive and negative effects will be permanent.</p>	
<b>Secondary</b>	<p>A potential significant secondary or indirect effect on land resources is the impact increased development (especially residential development) could have on land resources if the waste produced by those new developments is not minimised, re-used or recycled.</p>	

## 9 Air Quality

### 9.1 Introduction

9.1.1 In previous years Halton acquired a poor reputation for air quality. It has been home to the chemical industry and this commercial activity, combined with the burning of coal for heating led to high levels of pollutants. Over recent years changes in legislation and local industry has led to improved air quality. The main causes of poor air quality today are from traffic; Carbon monoxide (CO), oxides of nitrogen (NOX), volatile organic compounds (VOC) and small particles (PM10), all of which are among the pollutants emitted from vehicle exhausts. This chapter of the report assesses the impact that the Core Strategy Proposed Submission Draft has on the air quality sustainability topic area.

9.1.2 Table 5.1 indicates that the following policies relevant to the air quality topic area need reappraising:

- CSx: Halton's Spatial Strategy
- CSx: West Runcorn
- CSx: East Runcorn
- CSx: Liverpool John Lennon Airport
- CSx: Managing Pollution and Risk

#### Identification of the Applicable SA Objectives Identified by the SA Scoping Report

9.1.3 The following Sustainability Objective has previously been identified as the most relevant to the Soil and Land Resources topic area:

Number	Objective	Locally Distinctive Sub-Criteria
--------	-----------	----------------------------------

### 9.2 Th

## e Situation under the Core Strategy Preferred Option

9.2.1 Table 9.1 below is an extract from the SA Report on the Core Strategy Preferred Options (2009) which shows the impacts of the preferred options policies on the air quality topic area.

**Table 9.1:** Summary of Impacts under the Core Strategy Preferred Option

Very Positive	Positive	No Effect	Negative	Very Negative
Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.		
	<p>Over the plan period, some aspects of the Spatial Strategy may result in potential negative impacts on air quality due to increased transport movements and economic productivity, but this should be mitigated by other policy content within the preferred options, which aim to address potential problems over the plan period.</p>	<p>The Council's Local Air Quality Management duties will be important in practically assessing the impacts of development on local air quality over the plan period.</p> <p>Similarly, the Local Transport Plan has an important role in ensuring that transport-related schemes, projects and plans have regard to impacts on local air quality and that these are managed and mitigated.</p> <p>Overall, these plans and activities, along with the Core Strategy, should ensure that sustainability in terms of air quality should not be negatively affected.</p>		
	<p>In the longer term, should sufficient growth have been achieved, there will be a need for continual monitoring and mitigation of air quality issues, which will be supported through the policy</p>	<p>Emerging plans, programmes and strategies, including likely continuation of air quality management at the local level, will be extremely likely to effectively continue the</p>		

content of the Core Strategy.      emphasis on protecting air quality.

### 9.3 Situation under the Core Strategy Proposed Submission Draft

9.3.1 The Core Strategy Proposed Submission Draft will have an impact on air quality in a variety of ways. The following table describes the degree of impact of each of the Proposed Submission Draft policies on the theme of air quality.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

x  
x  
x






**General Comments**

9.3.2 The impact of the Core Strategy Proposed Submission Draft policies on the air quality sustainability topic area are broadly similar to that of the preferred options. The implementation of the Core Strategy (in particular, policies CS<sub>x</sub>: Halton’s Spatial Strategy, CS<sub>x</sub>: West Runcorn and CS<sub>x</sub>: East Runcorn) is likely to lead to increased residential and working population in the Borough, which will lead to increased transport and traffic movements. In turn, this will lead to increases in CO<sub>2</sub> emissions, which will have a negative impact on air quality in the Borough. However, efforts have been made through the suite of Core Strategy policies to address the expected impacts of this new development, as well as existing air quality problems. Expansion at John Lennon Airport (policy CS<sub>x</sub>) could also potentially have a negative impact on air quality through increased carbon emissions from aircraft movements and from land-based transport to and from the airport. Policy CS<sub>x</sub> (Managing Pollution and Risk) is expected to have a positive impact on air quality as it incorporates numerous measures that highlight the importance of protecting air quality within Halton.

## Impact of Increased Levels of Development

- 9.3.3 The level of development proposed within the Core Strategy Proposed Submission Draft is likely to pose the most significant threat to air quality within Halton. Policy CS<sub>x</sub> (Halton's Core Strategy) identifies that in order to achieve the vision for Halton by 2026, 8000 new homes and 260 hectares of employment land will be required. Increased transport and traffic movements due to the increased residential and working population in Halton will lead to higher CO<sub>2</sub> emissions, which will have a detrimental impact on air quality in the Borough.
- 9.3.4 However, the negative impacts of increased levels of development are offset to a certain extent by the same policy CS<sub>x</sub> (Halton's Core Strategy). It highlights how major new residential and employment development will be on brownfield and urbanised areas (with the exception of development on greenfield land at East Runcorn), near to transport links and key facilities. Reducing the need to travel, particularly by private car, should over time lead to a reduction in CO<sub>2</sub> emissions from transport and help to improve air quality in the Borough (in combination with other initiatives to reduce energy consumption).
- 9.3.5 Policy CS<sub>x</sub> (West Runcorn) focuses on improving accessibility and connectivity and supports improvements to the sustainable transport network, which will assist to make sustainable methods of transport available for people wanting to access the area once it is developed. This will help reduce reliance on the private car, which, provided people are willing to travel by other means, should assist to reduce CO<sub>2</sub> emissions from transport and improve air quality in the Borough.
- 9.3.6 Policy CS<sub>x</sub> (East Runcorn) is expected to have a negative impact on air quality through the emissions created by the construction of significant housing and employment development on a greenfield site. However, the policy does attempt to mitigate this by describing proposals for a new public transport interchange to be developed as part of the urban extension and how walking and cycling routes will be promoted in order to reduce the need to travel by the private car.

## John Lennon Airport Expansion

- 9.3.7 The expansion of John Lennon Airport set out in policy CS<sub>x</sub> will increase carbon emissions from aircraft movements and from land-based transport to and from the airport. This will have a negative impact on the air quality sustainability topic area. The policy highlights how any negative impacts associated with the operation and expansion of the airport will be addressed through measures to alleviate/reduce impacts on air quality, although it is difficult to see how this might be achieved.

## Air Quality Management Areas

- 9.3.8 The implementation of policy CS<sub>x</sub> (Managing Pollution and Risk) is expected to have a positive impact on air quality. The policy sets out specific measures for proposals for developments that take place in the Air Quality Management Areas (AQMA). The policy highlights how the exceedances in air pollutants can be addressed and how the impact on receptors can be reduced. This should help to afford a level of protection of air quality in these areas where development proposals are being considered.

## 9.4 How can we mitigate/enhance effects?

9.4.1 This section identifies ways in which negative impacts can be mitigated and positive impacts can be enhanced in relation to the air quality topic area.

### Mitigation of Negative Effects

9.4.2 The implementation of the Core Strategy (in particular, policies CSx: Halton’s Spatial Strategy, CSx: West Runcorn and CSx: East Runcorn) is likely to lead to an increased residential and working population in the Borough, which will lead to increased transport and traffic movements. In turn, this will lead to increases in CO<sub>2</sub> emissions, which will have a negative impact on air quality in the Borough. However, the policies are judged to incorporate sufficient measures that will help to mitigate any negative impacts on air quality that are caused as part of delivering new development in Halton.

9.4.3 The expansion of John Lennon Airport set out in policy CSx will increase carbon emissions from aircraft movements and from land-based transport to and from the airport, which will have a negative impact on air quality in the Borough. The policy is judged to incorporate sufficient mitigation measures to offset any negative impacts caused by the expansion of the airport will be mitigated, provided these measures are effectively implemented. These are likely to be the subject of detailed assessment through the planning application process.

### Enhancement of Positive Effects

9.4.4 Policy CSx (Managing Pollution and Risk) is expected to have a positive impact on air quality as it incorporates numerous measures that highlight the importance of protecting air quality within Halton.

9.4.5 No additional measures are recommended for enhancing the positive effects on the air quality topic area.

## 9.5 Summary of Impacts

9.5.1 Table 9.2 below provides a summary of the likely impacts arising from the Core Strategy Proposed Submission Draft on the air quality topic area.

**Table 9.2:** Summary of Impacts under the Core Strategy Proposed Submission Draft

	Very Positive	Positive	No Effect	Negative	Very Negative
Type of Impact	Core Strategy Proposed Submission Draft			Core Strategy plus other plans, programmes, etc.	

<p>The short/medium term impact of the Core Strategy Proposed Submission Draft is broadly similar to that of the Preferred Options. Over the plan period, some aspects of the Spatial Strategy may result in potential negative impacts on air quality due to increased transport movements and economic productivity. However, these negative impacts are mitigated to a certain extent by measures included within policies (CSx: Halton’s Spatial Strategy, CSx: West Runcorn and CSx: East Runcorn).</p>	<p>The Council’s Local Air Quality Management duties will be important in practically assessing the impacts of development on local air quality over the plan period.</p> <p>Similarly, the Local Transport Plan has an important role in ensuring that transport-related schemes, projects and plans have regard to impacts on local air quality and that these are managed and mitigated.</p> <p>Overall, these plans and activities, along with the Core Strategy, should ensure that sustainability in terms of air quality should not be negatively affected.</p>
<p>In the longer term, should sufficient growth have been achieved, there will be a need for continual monitoring and mitigation of air quality issues, which will be supported through the policy content of the Core Strategy.</p>	<p>Emerging plans, programmes and strategies, including likely continuation of air quality management at the local level, will be extremely likely to effectively continue the emphasis on protecting air quality.</p>



## 10 Climatic Factors and Flooding

### 10.1 Introduction

10.1.1 Climate change is recognised as one of the most serious and important challenges facing the UK. Climate change issues must be addressed at the national, regional and local level. In recent decades evidence has accumulated to demonstrate that an unprecedented rise in global temperatures has occurred over the last century or so. Scientific consensus attributes this change to emissions of greenhouse gases, primarily carbon dioxide from combustion of fossil fuels for energy generation or transport. The major contributing factor to increased greenhouse gases and climate change is human activity. Floods can occur anywhere and at anytime. They are caused by rising ground water levels, burst or overloaded waste or stormwater infrastructure, hillside run-off as well as flooding from rivers and the sea.

10.1.2 Table 5.1 indicates that the following policies relevant to the climatic factors and flooding topic area need reappraising:

- CSx: Housing Supply and Locational Priorities
- CSx: Employment Land Supply and Locational Priorities
- CSx: Infrastructure Provision
- CSx: West Runcorn
- CSx: East Runcorn
- CSx: Liverpool John Lennon Airport
- CSx: Managing Pollution and Risk

#### Identification of the Applicable SA Objectives Identified by the SA Scoping Report

10.1.3 The following Sustainability Objective has previously been identified as the most relevant to the Climatic Factors and Flooding topic area:

Number	Objective	Locally Distinctive Sub-Criteria
--------	-----------	----------------------------------

## 10.2 The Situation under the Core Strategy Preferred Option

10.2.1 Table 10.1 below is an extract from the SA Report on the Core Strategy Preferred Options (2009) which shows the impacts of the preferred options policies on the climatic factors and flooding topic area.

**Table 10.1:** Summary of Impacts under the Core Strategy Preferred Option

Very Positive	Positive	No Effect	Negative	Very Negative
Type of Impact	Core Strategy Preferred Options		Core Strategy plus other plans, programmes, etc.	
	The preferred options will have a positive impact in terms of requiring new development to contribute to carbon emission reductions and ensuring that development is adaptable to changing climatic conditions including flood risks.		Other plans and strategies at all spatial levels in the UK will strengthen the impact of the preferred policies and emphasise the importance of this topic area.	


<p><b>In the long term the preferred options relating to climatic factors and flooding may have less of an impact as new guidance and legislation is introduced.</b></p> <p><b>However, by ensuring that Halton is contributing to carbon emission reductions and adaptable to a changing climate over the lifetime of the plan this will have a very positive impact for the future of Halton.</b></p>	<p><b>Over the long term national and regional legislation and guidance may emerge which will strengthen the targets for carbon emission reductions and will ensure that environments are adaptable. This may outdate the Core Strategy policies.</b></p>

## 10.3 Situation under the Core Strategy Proposed Submission Draft

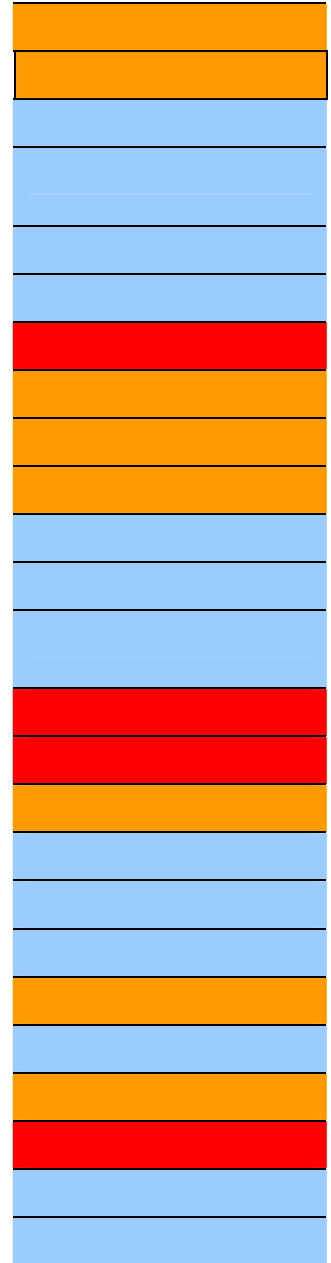
10.3.1 The Core Strategy Proposed Submission Draft will have an impact on air quality in a variety of ways. The following table describes the degree of impact of each of the Proposed Submission Draft policies on the theme of climatic factors and flooding.

KEY	
	Primary Effect
	Secondary Effect



 Little or no Effect

- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 
- 



**General Comments**

10.3.2 The additional residential, commercial and industrial development that is proposed in the Core Strategy Proposed Submission Draft will inevitably contribute to increasing carbon emissions throughout Halton over the plan period. However, there are measures within the Core Strategy, particularly within policies CSx (Sustainable Development Principles) and CSx (Sustainable Development and Climate Change), that will assist to deliver sensitive

development in the context of guarding against climate change. Policies CS<sub>x</sub> (East Runcorn) and CS<sub>x</sub> (Liverpool John Lennon Airport) both propose development in locations that could increase the level of carbon emissions within the Borough. However, both policies contain some measures that will assist to offset these negative impacts to some extent.

- 10.3.3 In terms of reducing flood risk in the Borough, policy CS<sub>x</sub> (Managing Pollution and Flood Risk) incorporates measures that highlight the importance of managing flood risk in the Borough when delivering new development. However, policies CS<sub>x</sub> East Runcorn and CS<sub>x</sub> West Runcorn would benefit from a reference to the importance of considering flood risk when delivering new development in these locations.

### Climate Change

- 10.3.4 The overall level of growth anticipated in Halton as detailed in Halton's Spatial Strategy (CS<sub>x</sub>) and through housing and employment supply (CS<sub>x</sub> and CS<sub>x</sub>) will potentially have a negative impact on the Borough's ability to adapt to a changing climate. The level of growth proposed in the borough will increase the carbon emissions from domestic and commercial sources. Policy CS<sub>x</sub> (Sustainable Development and Climate Change) seeks to address this by requiring new development to be designed to have regard to the predicted effects of climate change in Halton.
- 10.3.5 Policy CS<sub>x</sub> (West Runcorn) sets out the level of new development that will be targeted towards West Runcorn, which includes 1400 new dwellings and 25/30 hectares of employment land. The policy highlights the importance of achieving high standards of sustainable design and construction in the key area of change, including a reduction in carbon emissions through renewable and low carbon technology.
- 10.3.6 Policy CS<sub>x</sub> (East Runcorn) delivers significant housing and employment development on a greenfield site. However, the policy does incorporate measures which should help to reduce the volume of CO<sub>2</sub> emissions generated, by inclusion of a new public transport interchange as part of the urban extension and the promotion of walking and cycling routes to reduce the need to travel by the private car. The policy would be strengthened further with the inclusion of a reference to the need to ensure new development within East Runcorn is designed to have regard to the predicted effects of climate change.
- 10.3.7 The expansion of John Lennon Airport set out in policy CS<sub>x</sub> will increase carbon emissions from aircraft movements and from land-based transport to and from the airport. This will have a negative impact on the climatic factors and flooding topic area. However, the policy makes some attempt to address the negative impacts associated with the operation and expansion of the airport through measures to alleviate/reduce impacts on the risks associated with climate change.

### Flood Risk

- 10.3.8 The anticipated level of growth proposed in the Core Strategy could potentially have a negative impact on managing areas of flood risk in the Borough. Policy CS<sub>x</sub> (Managing Pollution and Flood Risk) incorporates numerous measures that highlight the importance of managing flood risk in the Borough alongside delivering new development. Policies CS<sub>x</sub> East Runcorn and CS<sub>x</sub> West Runcorn cover key areas of change that include areas susceptible to flooding. Both would benefit from the inclusion of a reference to the need to consider flood risk when delivering new development in these locations.

## 10.4 How can we mitigate/enhance effects?

10.4.1 This section identifies ways in which negative impacts can be mitigated and positive impacts can be enhanced in relation to the climatic factors and flooding topic area.

### Mitigation of Negative Effects

10.4.2 The overall level of growth anticipated in Halton will potentially have a negative effect on the Borough's ability to: adapt to a changing climate; and to manage flood risk. However, there are measures included within the Core Strategy policies that will assist to mitigate negative impacts.

10.4.3 Policy CS<sub>x</sub> (East Runcorn) will include development on a greenfield site. Although the policy incorporates a measure that will promote the use of public transport, the sustainability of the policy could be further strengthened.

#### *Recommendation*

- Provide a cross reference to CS<sub>x</sub> (Sustainable Development and Climate Change) in the justification for the policy to ensure that new development within East Runcorn is designed to have regard to the predicted effects of climate change.

10.4.4 Policies CS<sub>x</sub> East Runcorn and CS<sub>x</sub> West Runcorn cover key areas of change that include areas at risk of flooding. Both policies would be strengthened with the inclusion of a reference to the need to avoid development that will have a detrimental impact on flood risk within the two key areas of change.

#### *Recommendation*

- Provide a cross reference to CS<sub>x</sub> (Managing Pollution and Risk) in the justification for the two policies. This will help to ensure that new development within the two areas is delivered whilst ensuring that existing levels of flood risk are not exacerbated.

### Enhancement of Positive Effects

10.4.5 Policy CS<sub>x</sub> (West Runcorn) highlights the importance of achieving high standards of sustainable design and construction in the key area of change, including a reduction in carbon emissions through renewable and low carbon technology. This will have a positive impact on tackling climate change in West Runcorn.

10.4.6 Policy CS<sub>x</sub> (Managing Pollution and Flood Risk) incorporates measures that highlight the importance of managing flood risk in the Borough alongside delivering new development. This will have a positive impact on reducing the impacts of flood risk throughout the Borough.

10.4.7 No additional measures are recommended for enhancing the positive effects on the climatic factors and flooding topic area.

## 10.5 Summary of Impacts

10.5.1 Table 10.2 below provides a summary of the likely impacts arising from the Core Strategy Proposed Submission Draft on the climatic factors and flooding topic area.

**Table 10.2:** Summary of Impacts under the Core Strategy Proposed Submission Draft

Very Positive	Positive	No Effect	Negative	Very Negative
	<p><b>Type of Impact</b></p>	<p><b>Core Strategy Proposed Submission Draft</b></p>	<p><b>Core Strategy plus other plans, programmes, etc.</b></p>	
	<p>The additional residential, commercial and industrial development that is proposed in the Core Strategy Proposed Submission Draft will inevitably contribute to increasing carbon emissions throughout Halton over the plan period. However, there are numerous measures within the Core Strategy, particularly within policies CSx (Sustainable Development Principles) and CSx (Sustainable Development and Climate Change), that will help ensure that new development is delivered in the context of guarding against climate change.</p> <p>In terms of reducing flood risk in the Borough, policy CSx (Managing Pollution and Flood Risk) incorporates numerous measures that highlight the importance of managing flood risk in the Borough alongside delivering new development.</p> <p>If suggested mitigation measures are incorporated for policies CSx (East Runcorn) and CSx (West Runcorn) then the Core Strategy Proposed Submission Draft will be</p>	<p>Other plans and strategies at all spatial levels in the UK will strengthen the impact of the preferred policies and emphasise the importance of this topic area.</p>		

<p>further strengthened in relation to the climatic factors and flooding topic area.</p>	
<p>In the long term the policies relating to climatic factors and flooding may have less of an impact as new guidance and legislation is introduced.</p> <p>However, by ensuring that Halton is contributing to carbon emission reductions and adaptable to a changing climate over the lifetime of the plan this will have a very positive impact for the future of Halton.</p>	<p>Over the long term national and regional legislation and guidance may emerge which will strengthen the targets for carbon emission reductions and will ensure that environments are adaptable. This may outdate the Core Strategy policies.</p>

# 11 Cultural Heritage and Landscape

## 11.1 Introduction

11.1.1 Cultural heritage can be considered<sup>5</sup> to include monuments (architectural works, works of monumental sculpture and painting or elements or structures of an archaeological nature), groups of buildings and sites (works of man or the combined works of nature and man). Landscapes can be areas designated for natural beauty and/or ambience but can also be 'ordinary' places that are not given statutory protection. Urban landscapes also have an important role to play in affecting the quality of people's lives, therefore acknowledging and enhancing 'townscapes' is also important.

11.1.2 Table 5.1 indicates that the following policies relevant to the cultural heritage and landscape topic area need reappraising:

- CSx: Infrastructure Provision
- CSx: West Runcorn
- CSx: East Runcorn
- CSx: Liverpool John Lennon Airport
- CSx: Green Belt
- CSx: Minerals

### Identification of the Applicable SA Objectives Identified by the SA Scoping Report

11.1.3 The following Sustainability Objective has previously been identified as the most relevant to the cultural heritage and landscape topic area:

Number	SAF Objective	Locally Distinctive Sub-Criteria
--------	---------------	----------------------------------

<sup>5</sup> UNESCO (1972) CONVENTION CONCERNING THE PROTECTION OF THE WORLD CULTURAL AND NATURAL HERITAGE, Article 1  
Available at: <http://whc.unesco.org/en/conventiontext/> accessed on the 22nd December 2008

## 11.2 The Situation under the Core Strategy Preferred Option

11.2.1 Table 11.1 below is an extract from the SA Report on the Core Strategy Preferred Options (2009) which shows the impacts of the preferred options policies on the cultural heritage and landscape topic area.

**Table 11.1:** Summary of Impacts under the Core Strategy Preferred Option

Very Positive	Positive	No Effect	Negative	Very Negative
Type of Impact	Core Strategy Preferred Options		Core Strategy plus other plans, programmes, etc.	
	<p>The Core Strategy policies consider the wider context and setting for the development of the Borough. The impact of the spatial strategy and key areas of change upon culture, heritage and landscape have been fully considered.</p> <p>The policies will protect and enhance features of historical and archaeological importance which contribute to the cultural and tourism offer of the Borough.</p> <p>The high quality landscapes and townscapes in the Borough, especially those that contribute to local</p>		<p>The Core Strategy policies have been formulated through the consideration of the wider context of plans, strategies and guidance. There is expected to be a positive impact from the combination of the Core Strategy and other plans and programmes.</p>	

distinctiveness will be protected and enhanced.

Policy CS26 will ensure access to high quality public open space and natural green space.

The importance of protecting, enhancing and managing places, landscapes and buildings of historic, cultural and archaeological value is well recognised and these features will be well managed into the longer term.

Emerging plans, programmes and strategies recognise the value of proactive management of key features.

### 11.3 Situation under the Core Strategy Proposed Submission Draft

11.3.1 The Core Strategy Proposed Submission Draft will have an impact on air quality in a variety of ways. The following table describes the degree of impact of each of the Proposed Submission Draft policies on the theme of cultural heritage and landscape.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

x







## Impact on Key Areas of Heritage and Landscape Value

- 11.3.3 The overarching policies in relation to protecting areas of heritage and landscape value throughout Halton over the plan period are CSx (Sustainable Development Principles) and CSx (Halton's Natural and Historic Environment). Both policies incorporate measures that will: help to ensure development is delivered over the plan period that is sympathetic to buildings of heritage value; and help to protect areas of particular landscape value within Halton.
- 11.3.4 The approach to providing sufficient infrastructure provision in Halton is set out in policy CSx (Infrastructure Provision). The development of new infrastructure (particularly transport infrastructure) within Halton could potentially have an impact on areas of landscape value. However, the justification for the policy identifies the need to ensure that the policy is delivered in accordance with achieving the objectives of CSx (Sustainable Development Principles). The policy also highlights how development will be located to maximise the benefit of existing infrastructure. This should help to ensure that the need to develop new infrastructure will be reduced, which should have a positive impact on protecting key areas of landscape and heritage value.
- 11.3.5 Policy CSx (West Runcorn) highlights the importance of high quality urban design that reflects West Runcorn's waterfront environment. This measure will help promote the protection of buildings of heritage value within the Borough through sympathetic design of new developments in the area. The policy also sets out a requirement for development to facilitate access to the waterfront locations within West Runcorn. This will help to enhance the Green Infrastructure network in the area.
- 11.3.6 The implementation of policy CSx (East Runcorn) will involve significant development on greenfield land, which will be likely to impact on areas of landscape value. However, the policy mitigates this negative impact to a certain extent as it identifies how a network of open space will be provided as part of new development on the site to offset this impact. There are a number of areas of heritage value located on or close to the proposed East Runcorn site, including listed buildings and conservation areas. The implementation of the policy through the proposed SPD will have a positive impact on protecting these areas of heritage value as this supplementary policy should guide the design, layout and style of internal plots in order to protect the assets of the area and its surroundings.
- 11.3.7 The expansion and development of Liverpool John Lennon Airport (as set out in policy CSx) could potentially have a negative impact on the landscape and built heritage in the surrounding area. However, the policy highlights how measures will be incorporated into any scheme to reduce/alleviate any negative impact that it will have on nearby areas of landscape value and built heritage.
- 11.3.8 Policy CSx (Minerals) identifies the councils approach towards managing mineral resources throughout the Borough. The policy highlights the potential for exploiting the Borough's limited mineral resources, which will have a negative impact on sustainability in relation to the need to protect key landscape resources. However, the policy mitigates this negative impact to a certain extent as it encourages the use of recycled and secondary aggregates across the Borough to minimise the need for minerals extraction. This will help to protect key areas of landscape value throughout the Borough.

## 11.4 How can we mitigate/enhance effects?

11.4.1 This section identifies ways in which negative impacts can be mitigated and positive impacts can be enhanced in relation to the cultural heritage and landscape topic area.

### Mitigation of Negative Effects

11.4.2 The following are all considered to be negative effects in relation to the implementation of the Core Strategy Proposed Submission Draft:

- The development of infrastructure provision over the plan period (as set out in policy CS<sub>x</sub>) could potentially have a negative impact on key areas of heritage and landscape value.
- Policy CS<sub>x</sub> (East Runcorn) will involve significant development on greenfield land, which will be likely to impact on areas of landscape value in the vicinity of this area. However this development delivers considerable social and economic benefits over the plan period.
- The expansion and development of Liverpool John Lennon Airport (as set out in policy CS<sub>x</sub>) could potentially have a negative impact on key areas of heritage and landscape value.
- Policy CS<sub>x</sub> (Minerals) states that there is potential for exploiting mineral resources in the Borough which could have negative effects on the cultural heritage and landscape if not carefully managed and restored.

11.4.3 It is considered that there are sufficient measures contained within the Core Strategy Proposed Submission Draft that will ensure the potential negative effects outlined above are mitigated.

### Enhancement of Positive Effects

11.4.4 Policy CS<sub>x</sub> (West Runcorn) highlights the importance of high quality urban design that reflects West Runcorn’s waterfront environment. The policy also sets out a requirement for development to facilitate access to the waterfront locations within West Runcorn. These measures will ensure a positive impact on the topic area.

11.4.5 No additional measures are recommended for enhancing the positive effects on the climatic factors and flooding topic area.

## 11.5 Summary of Impacts

11.5.1 Table 11.2 below provides a summary of the likely impacts arising from the Core Strategy Proposed Submission Draft on the cultural heritage and landscape topic area.

**Table 11.2:** Summary of Impacts under the Core Strategy Proposed Submission Draft

Very Positiv e	Po siti ve	No Eff ect	Ne gat ive	Very Negative
----------------------	------------------	------------------	------------------	------------------

Type of Impact	Core Strategy Proposed Submission Draft	Core Strategy plus other plans, programmes, etc.
	<p>Overall, the Core Strategy Proposed Submission Draft is expected to have a positive impact on protecting the cultural heritage and landscape of Halton.</p> <p>Policies CS<sub>1</sub> (Sustainable Development Principles) and CS<sub>2</sub> (Halton’s Natural and Historic Environment) provide the overarching principles within the Core Strategy Proposed Submission Draft for protecting key areas of landscape and heritage value within Halton.</p> <p>Although the development proposed as part of many of the policies could potentially have a negative impact on the topic area over the plan period, all contain sufficient measures that will help ensure that these impacts are mitigated.</p> <p>In particular, policies CS<sub>3</sub> (West Runcorn) and CS<sub>4</sub> (East Runcorn) will have a positive impact on developing the Green Infrastructure within the Borough over the plan period.</p>	<p>The Core Strategy policies have been formulated through the consideration of the wider context of plans, strategies and guidance. There is expected to be a positive impact from the combination of the Core Strategy and other plans and programmes.</p>
	<p>The importance of protecting, enhancing and managing places, landscapes and buildings of historic, cultural and archaeological value is well recognised and these features will be managed into the longer term.</p>	<p>Emerging plans, programmes and strategies recognise the value of proactive management of key features.</p>



## 12 Population and Human Health

### 12.1 Introduction

12.1.1 Health is a fundamental contributor to the quality of life and well being of people living in Halton. The provision of health-related facilities and ensuring inclusive access to facilities such as GPs, Dentists, Hospitals and Nursing Homes in an important factor in terms of improving quality of life in Halton.

12.1.2 Table 5.1 indicates that the following policies relevant to the population and human health topic area need reappraising:

- CSx: Housing Supply and Locational Priorities
- CSx: Employment Land Supply and Locational Priorities
- CSx: Infrastructure Provision
- CSx: Housing Mix
- CSx: Liverpool John Lennon Airport
- CSx: Green Belt
- CSx: Managing Pollution and Risk

#### Identification of the Applicable SA Objectives Identified by the SA Scoping Report

12.1.3 The following Sustainability Objective has previously been identified as the most relevant to the population and human health topic area:

Number	Objective	Locally Distinctive Sub-Criteria
12	To improve physical and mental health and well-being of people and reduce health inequalities in Halton	<p>Maintain accessible healthcare facilities throughout Halton.</p> <p>Promote healthy and active lifestyles through encouraging walking and cycling as well as the provision and improvement of public access to good quality rights of way, open space, countryside, sporting, recreational and community facilities in Halton.</p> <p>Reduce crime and the fear of crime, by adhering to 'designing out crime' principles in all new development.</p>

## 12.2 The Situation under the Core Strategy Preferred Option

12.2.1 Table 12.1 below is an extract from the SA Report on the Core Strategy Preferred Options (2009) which shows the impacts of the preferred options policies on the population and human health topic area.

**Table 12.1:** Summary of Impacts under the Core Strategy Preferred Option

Very Positive	Positive	No Effect	Negative	Very Negative
Type of Impact	Core Strategy Preferred Options		Core Strategy plus other plans, programmes, etc.	
<b>Short / medium term (to about 2026)</b>	Over the plan period to 2026, the Core Strategy Preferred Options should have an overall positive impact on health in the Borough. During this period, the Borough's population should also grow, in accordance with new residential accommodation on offer.		The role of the Primary Care Trust, National Health Service and other agencies, and their plans, will be particularly important in ensuring that the preferred options have the desired effect of addressing localised health issues.	
<b>Long term (beyond 2026)</b>	The Core Strategy plan period should see significant improvements to health levels in Halton, with a more prosperous, sustainable population enjoying life living and working in the Borough.  There may be a need for planning policy to change its emphasis in the future due to these successes, or there may be new problems arising which will need addressing more explicitly, such as an increasing ageing population.		National Health Service activities will continue to be important to supporting health improvements.  Changes to national and regional policy which emphasise population change through the provision of new residential accommodation may affect Halton's population as new strategies emerge.	
<b>Areas likely to be significantly affected</b>	Areas subject to health problems are targeted for particular interventions, including Neighbourhood Priority Areas, but all parts of the Borough should benefit from health improvements in terms of improved environments and lifestyle options. Areas where large scale residential development is anticipated will undergo the greatest population change.			
<b>Permanent vs. temporary</b>	Facilities to improve health may be permanent but improving health is dependent on lifestyle choices in some cases and hence subject to change. New health problems may emerge, and the Borough will not be immune from these.			

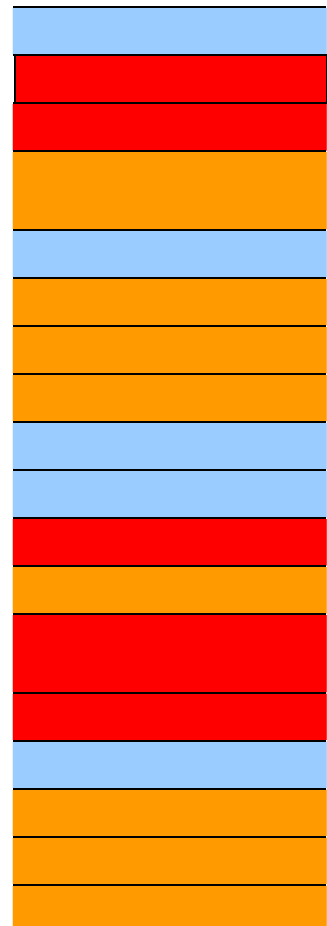
<b>Secondary</b>	Population and human health is explicitly linked to other areas of sustainability, including those relating to the physical environment (air quality, housing provision, open spaces, sustainable transportation) and to the social environment (employment and local economy, education and skills, and social inclusion).
------------------	---

## 12.3 Situation under the Core Strategy Proposed Submission Draft

12.3.1 The Core Strategy Proposed Submission Draft will have an impact on air quality in a variety of ways. The following table describes the degree of impact of each of the Proposed Submission Draft policies on the theme of population and human health.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

X  
X  
X  
X  
  
X  
X  
X  
X  
X  
X  
X  
X  
X  
  
X  
X  
X  
X  
X







### General Comments

- 12.3.2 The impact of the Core Strategy Proposed Submission Draft policies on the population and human health sustainability topic area is broadly similar to that of the preferred options. Policies CS<sub>x</sub> (Housing Supply and Locational Priorities), CS<sub>x</sub> (Housing Mix) and CS<sub>x</sub> (Employment Land Supply and Locational Priorities) set out the requirement to provide housing and employment land supply over the plan period. This will help ensure that there are sufficient housing and employment opportunities for the predicted increase in population.
- 12.3.3 In terms of human health, policy CS<sub>x</sub> (Health and Well being) provides the overarching direction for delivering health environments and encouraging healthy lifestyles over the plan period. The implementation of policies CS<sub>x</sub> (Infrastructure Provision), CS<sub>x</sub> (Green Belt) and CS<sub>x</sub> (Managing Pollution and Risk) should all help to ensure that: healthy lifestyles are promoted within the Borough; and the health of the local population is protected. Although the expansion and development of Liverpool John Lennon Airport is promoted as part of policy CS<sub>x</sub>, which could have a negative impact on human health, the policy provides sufficient measures that will help mitigate any negative impacts.

### Population

- 12.3.4 Policies CS<sub>x</sub> (Housing Supply and Locational Priorities) and CS<sub>x</sub> (Housing Mix) set out the requirement to provide a sufficient amount and supply of housing throughout Halton over the plan period. Both these policies have a positive impact on the topic as implementation will help ensure sufficient housing capacity and choice to accommodate the expected increase in people living in Halton in the future. More specifically, policy CS<sub>x</sub> (Housing Mix) will assist to promote the provision of housing for the elderly in Halton, which was identified as a key issue in the Halton SA scoping report (published August 2009).
- 12.3.5 In addition, policy CS<sub>x</sub> (Employment Land Supply and Locational Priorities) will contribute to this positive impact on the topic area. The implementation of the policy should assist to provide the appropriate land for businesses to generate job opportunities for the growing population over the plan period.

### Health

- 12.3.6 Policy CS<sub>x</sub> (Health and Well Being) provides the primary policy measures for addressing health issues across the Borough over the plan period. The policy sets out how healthy environments will be supported and healthy lifestyles encouraged across the Borough over the plan period. The implementation of this policy will help to ensure that the Core Strategy Proposed Submission Draft has a positive impact on the population and human health topic area.

- 12.3.7 The delivery of policy CS<sub>x</sub> (Infrastructure Provision) will help to deliver sufficient infrastructure over the plan period as part of new development. In particular, the policy highlights how the required infrastructure will include the provision of cycling and walking routes and Green Infrastructure. This will have a positive impact on promoting healthy lifestyles over the plan period.
- 12.3.8 Policy CS<sub>x</sub> (Green Belt) sets out how the general extent of the Green Belt surrounding Halton will remain unchanged over the plan period. The implementation of this policy will have a positive impact on the topic area as it will help to ensure that opportunities to access recreational activities in areas of Green Belt are protected and this in turn will help to promote healthy lifestyles throughout Halton.
- 12.3.9 The implementation of policy CS<sub>x</sub> (Managing Pollution and Risk) will have a positive impact on the topic area. The policy highlights the importance of: controlling development within the Borough that may give rise to pollution; and minimising the risk to public safety from potential accidents at hazardous installations and facilities. Both these measures will help to protect the health of the local population.
- 12.3.10 The expansion and development of Liverpool John Lennon Airport (as set out in policy CS<sub>x</sub>) could potentially have a negative impact on the health of the local population through an increase in carbon emissions from additional aviation traffic. However, the policy highlights how measures will be incorporated into any scheme to reduce/alleviate any negative impact that it will have on local residents.

## 12.4 How can we mitigate/enhance effects?

- 12.4.1 This section identifies ways in which negative impacts can be mitigated and positive impacts can be enhanced in relation to the population and human health topic area.

### Mitigation of Negative Effects

- 12.4.2 The expansion and development of Liverpool John Lennon Airport (as set out in policy CS<sub>x</sub>) could potentially have a negative impact on the health of the local population through an increase in carbon emissions from additional aviation traffic. It is considered that (provided they are successfully implemented) there are sufficient measures contained within the policy that will ensure this potential negative effect is mitigated.

### Enhancement of Positive Effects

- 12.4.3 Policies CS<sub>x</sub> (Housing Supply and Locational Priorities), CS<sub>x</sub> (Housing Mix) and CS<sub>x</sub> (Employment Land Supply and Locational Priorities) set out the requirement to provide housing and employment land supply over the plan period. This will help ensure that there are sufficient housing and employment opportunities for the predicted increase in population.
- 12.4.4 Policy CS<sub>x</sub> (Infrastructure Provision) highlights how there is potential to develop cycling and walking routes and Green Infrastructure as part of delivering infrastructure provision over the plan period. This will help to promote healthy lifestyles within Halton.
- 12.4.5 The protection of the Green Belt (as set out in policy CS<sub>x</sub>) will help to ensure that recreational opportunities over the plan period. This, in turn, will help to promote healthy lifestyles across the Borough.

- 12.4.6 The implementation of policy CSx (Managing Pollution and Risk) will have a positive impact on the population and human health topic area as it highlights the importance of: controlling development within the Borough that may give rise to pollution; and minimising the risk to public safety from potential accidents at hazardous installations and facilities.
- 12.4.7 No additional measures are recommended for enhancing the positive effects on the population and human health topic area.

## 12.5 Summary of Impacts

- 12.5.1 Table 12.2 below provides a summary of the likely impacts arising from the Core Strategy Proposed Submission Draft on the population and human health topic area.

**Table 12.2:** Summary of Impacts under the Core Strategy Proposed Submission Draft

Very Positive	Positive	No Effect	Negative	Very Negative
------------------	----------	--------------	----------	------------------

Type of Impact	Core Strategy Proposed Submission Draft	Core Strategy plus other plans, programmes, etc.
<b>Short / medium term (to about 2026)</b>	Over the plan period to 2026, the Core Strategy Proposed Submission Draft should have an overall positive impact on health in the Borough. During this period, the Borough's population should also grow, in accordance with new residential accommodation on offer.	The role of the Primary Care Trust, National Health Service and other agencies, and their plans, will be particularly important in ensuring that the preferred options have the desired effect of addressing localised health issues.
<b>Long term (beyond 2026)</b>	The Core Strategy plan period should see significant improvements to health levels in Halton, with a more prosperous, sustainable population enjoying life living and working in the Borough.  There may be a need for planning policy to change its emphasis in the future due to these successes, or there may be new problems arising which will need addressing more explicitly, such as an increasing ageing population.	National Health Service activities will continue to be important to supporting health improvements.  Changes to national and regional policy which emphasise population change through the provision of new residential accommodation may affect Halton's population as new strategies emerge.
<b>Areas likely to be significantly affected</b>	Areas subject to health problems are targeted for particular interventions, including Neighbourhood Priority Areas, but all parts of the Borough should benefit from health improvements in terms of improved environments and lifestyle options. Areas where large scale residential	

	development is anticipated will undergo the greatest population change.
<b>Permanent vs. temporary</b>	Facilities to improve health may be permanent but improving health is dependent on lifestyle choices in some cases and hence subject to change. New health problems may emerge, and the Borough will not be immune from these.
<b>Secondary</b>	<p>The provision of sustainable travel options can have secondary impacts on community health, through the improvement of local air quality and the promotion of walking and cycling, which can bring health benefits alongside increasing equality through increased accessibility to services and facilities.</p> <p>In addition, the design and layout of development can have secondary impacts on community health and well-being. Adopting principles to protect the amenity of existing areas and to create attractive places that are accessible and safe, can have positive secondary impacts on the quality of life for residents through reducing the fear of crime and reducing opportunities for crime in the local environment and by ensuring development can be used by all sections of the community.</p>

## 13 Social Inclusiveness (including skills and education)

### 13.1 Introduction

13.1.1 Social Exclusion can occur when an individual or an area suffers from a combination of linked problems. These problems could include unemployment, poor skills, low income, poor housing, high crime, bad health and family breakdown. Social Exclusion can also be more than poverty. It is often about individuals having the personal capacity, self confidence and aspirations to make the most of the opportunities, choices and options available to them. This chapter appraises the sustainability of the Core Strategy Proposed Submission Draft in relation to social inclusiveness (which includes skills and education).

13.1.2 Table 5.1 indicates that the following policies relevant to the social inclusiveness topic area need reappraising:

- CSx: Halton’s Spatial Strategy
- CSx: Employment Land Supply and Locational Priorities
- CSx: A Network of Centres for Halton
- CSx: Infrastructure Provision
- CSx: West Runcorn
- CSx: East Runcorn
- CSx: Liverpool John Lennon Airport

#### Identification of the Applicable SA Objectives Identified by the SA Scoping Report

13.1.3 The following Sustainability Objective has previously been identified as the most relevant to the social inclusiveness topic area:

Number	SAF Objective	Locally Distinctive Sub-Criteria
--------	---------------	----------------------------------

## 13.2 The Situation under the Core Strategy Preferred Option

13.2.1 Table 13.1 below is an extract from the SA Report on the Core Strategy Preferred Options (2009) which shows the impacts of the preferred options policies on the social inclusiveness topic area.

**Table 13.1:** Summary of Impacts under the Core Strategy Preferred Option

	Very Positive	Positive	No Effect	Negative	Very Negative
Type of Impact	Core Strategy Preferred Options				Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2026)	Over the short to medium term the preferred options should have a positive impact on the sustainability topic of social inclusiveness. Over this timeframe levels of deprivation in the Borough should improve especially in relation to health and employment deprivation.				Over this timeframe, other plans, programmes and strategies which relate to improving social inclusion in the Borough will strengthen the positive impact of the Core Strategy Preferred Options in terms of social inclusiveness.
Long term (beyond 2026)	The positive effects seen in the short / medium term should continue in the long term, especially in terms of increased levels of access to services and facilities.				In the long term the Core Strategy will need to ensure that it is in accordance and continues to support other policy, guidance and plans especially in terms of national and regional guidance which may strengthen the link between social inclusion and spatial planning.

Areas likely to be significantly affected	All areas in Halton will be affected positively by the preferred options in relation to increasing social inclusion. This should be particularly noticeable in the Borough’s wards that currently exhibit social exclusion and high levels of deprivation.
Permanent vs. temporary	Ensuring Halton’s communities can sustainably access community services and facilities including health, education and training should have a permanent positive impact for social inclusiveness in Halton. However, this will also be dependant on individuals choosing to access these services and facilities which may result in a more temporary impact. Additionally, there may be other issues that present themselves over the lifetime of the Core Strategy and beyond which will mean that some affects become temporary. This includes changing economic and social conditions and circumstances.
Secondary	Social inclusion can be related to a number of other topic areas including health, sustainable transport, urban design, education, employment and housing provision.

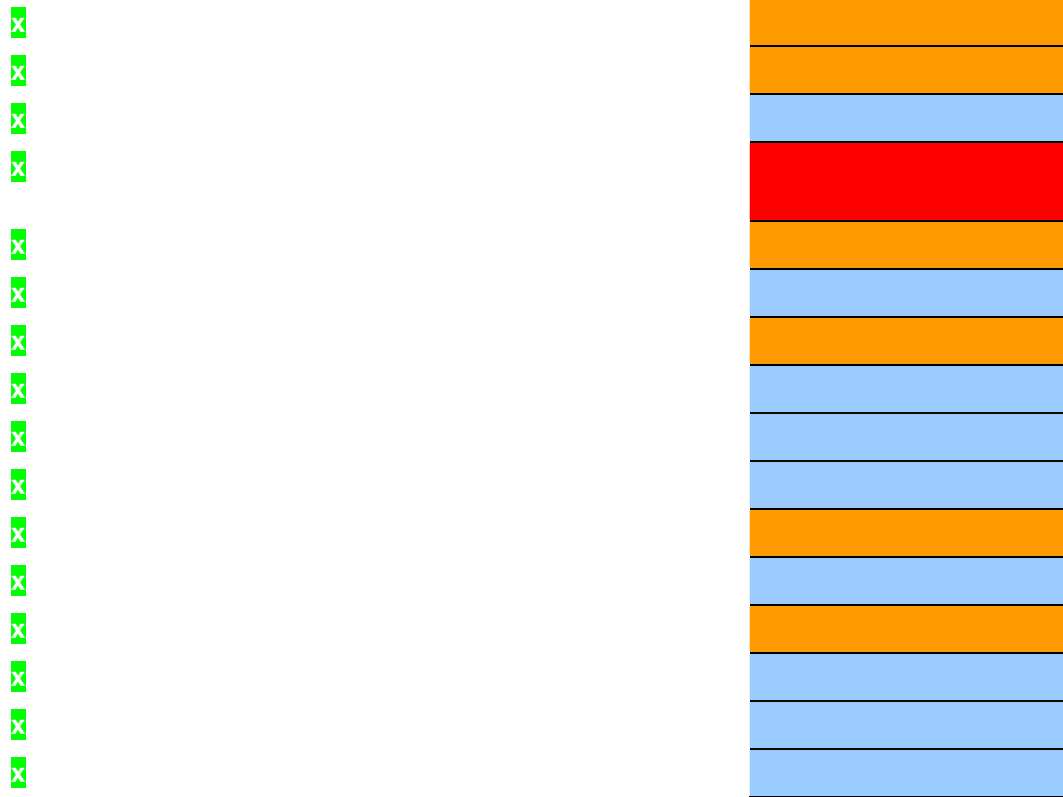
### 13.3 Situation under the Core Strategy Proposed Submission Draft

13.3.1 The Core Strategy Proposed Submission Draft will have an impact on air quality in a variety of ways. The following table describes the degree of impact of each of the Proposed Submission Draft policies on the theme of social inclusiveness.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

x  
x  
x  
x  
  
x  
x  
x  
x  
x





### General Comments

13.3.2 Over the plan period, the Core Strategy Proposed Submission Draft is expected to have a positive impact on ensuring social inclusion across the Borough. The implementation of policies CS<sub>x</sub> (Halton’s Spatial Strategy), CS<sub>x</sub> (A Network of Centres), CS<sub>x</sub> (West Runcorn) and CS<sub>x</sub> (East Runcorn) will all help to ensure community services and facilities are delivered alongside housing and employment development within Halton over the plan period. Policy CS<sub>x</sub> (Infrastructure Provision) highlights the importance of locating new development close to existing infrastructure provision and of providing social infrastructure improvements as part of major development in Halton. This will help to ensure that sufficient community services and facilities are developed as part of delivering new development in Halton. Furthermore, the implementation of policies CS<sub>x</sub> (Employment Land Supply and Locational Priorities) and CS<sub>x</sub> (Liverpool John Lennon Airport) will both help to improve social inclusiveness through increasing employment opportunities throughout Halton. However, it is uncertain whether these job opportunities will be accessible to Halton’s communities.

### Social Inclusion

13.3.3 The Overall Spatial Strategy (CS<sub>x</sub>) presents a number of spatial priorities that are crucial for ensuring social inclusion across the Borough including supporting housing development and delivering employment development. The policy identifies the need to focus development on brownfield land within key areas of change, which will help to ensure that new development is accessible to existing services and facilities within Halton. The policy that sets out the network of centres within Halton (CS<sub>x</sub>) highlights the importance of providing sufficient provision of shops, employment and associated service centres in the key centres of Halton.



- 13.3.4 Policy CS<sub>x</sub> (Employment Land Supply and Locational Priorities) sets out a series of measures for the delivery of employment land throughout Halton over the plan period. The implementation of this policy will have a positive impact on the social inclusiveness topic area as it will help to improve access to employment opportunities for Halton residents. Furthermore, through partaking in employment activities, it is likely that Halton residents will have the opportunity to improve their skills, which will contribute to the positive impact on this topic area. It will be important that job opportunities provided in Halton over the plan period are accessible to Halton's communities
- 13.3.5 The measures included as part of policy CS<sub>x</sub> (Infrastructure Provision) will help ensure a positive impact on the social inclusiveness topic area. The policy highlights the importance of locating new development close to existing infrastructure provision and of providing social infrastructure improvements as part of major development in Halton.
- 13.3.6 The implementation of policy CS<sub>x</sub> (West Runcorn) will help to deliver new housing and employment opportunities within West Runcorn and will help improve the retail offer of the area. The proposed improvements to accessibility and connectivity to the sustainable transport network will also have a positive impact on the topic area through increasing the accessibility of community services and facilities located elsewhere in Halton.
- 13.3.7 Policy CS<sub>x</sub> (East Runcorn) highlights the importance of delivering affordable housing within the East Runcorn key area of change which will have a positive impact on social inclusiveness within this area. The policy also highlights how a mixed use neighbourhood centre and a public transport interchange will be provided within East Runcorn. Both of these will contribute to the positive impact and help ensure that community services within and outside of East Runcorn are accessible.
- 13.3.8 The future development and expansion at Liverpool John Lennon Airport (as set out in policy CS<sub>x</sub>) may have a positive impact on the topic area through increasing job opportunities for local Halton residents, available at the airport. Improved access to the job market for local residents will have a positive impact on improving social inclusiveness within Halton and could potentially provide them with opportunities to improve their skills. However, it is uncertain whether the types of job opportunities provided as part of expansion at the airport will be accessible to residents of Halton.

## 13.4 How can we mitigate/enhance effects?

- 13.4.1 This section identifies ways in which negative impacts can be mitigated and positive impacts can be enhanced in relation to the social inclusiveness topic area.

### Mitigation of Negative Effects

- 13.4.2 There is no certainty as to whether the job opportunities that could potentially be delivered as part of developing employment land over the plan period will be accessible to Halton's communities. It is difficult to propose recommendations for amendments to the Core Strategy that will address this negative impact, as this best addressed through training and education services.

### Enhancement of Positive Effects

- 13.4.3 Potential positive impacts on the topic area of social inclusion can be summarised as follows:

- The implementation of policies CSx (Halton's Spatial Strategy), CSx (A Network of Centres), CSx (West Runcorn) and CSx (East Runcorn) will help to ensure that community services and facilities are delivered alongside housing and employment development within Halton over the plan period, creating sustainable, balanced communities.
  - The implementation of policy CSx (Infrastructure Provision) will help to ensure that sufficient community services and facilities are provided as part of delivering new development in Halton.
  - The implementation of policies CSx (Employment Land Supply and Locational Priorities) and CSx (Liverpool John Lennon Airport) will help to improve social inclusiveness through increasing employment opportunities throughout Halton.
- 13.4.4 No additional measures are recommended for enhancing the positive effects on the social inclusiveness topic area.

## 13.5 Summary of Impacts

- 13.5.1 Table 11.2 below provides a summary of the likely impacts arising from the Core Strategy Proposed Submission Draft on the social inclusiveness topic area.

**Table 11.2:** Summary of Impacts under the Core Strategy Proposed Submission Draft

Very Positive	Positive	No Effect	Negative	Very Negative
---------------	----------	-----------	----------	---------------

Type of Impact	Core Strategy Proposed Submission Draft	Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2026)	<p>Over the short to medium term the Core Strategy should have a positive impact on the sustainability topic of social inclusiveness. Over this timeframe levels of deprivation in the Borough should improve especially in relation to health and employment deprivation.</p> <p>Numerous positive impacts have been identified, which will help to ensure that sufficient housing and employment development is delivered in order to increase social inclusiveness in Halton. There are also numerous measures within the policies, which will help to ensure that sufficient community services and facilities are developed alongside new</p>	<p>Over this timeframe, other plans, programmes and strategies which relate to improving social inclusion in the Borough will strengthen the positive impact of the Core Strategy Proposed Submission Draft in terms of social inclusiveness.</p>

	development delivered over the plan period.	
Long term (beyond 2026)	The positive effects seen in the short / medium term should continue in the long term, especially in terms of increased levels of access to services and facilities.	In the long term the Core Strategy will need to ensure that it is in accordance and continues to support other policy, guidance and plans especially in terms of national and regional guidance which may strengthen the link between social inclusion and spatial planning.
Areas likely to be significantly affected	All areas in Halton will be affected positively by the Core Strategy in relation to increasing social inclusion. This should be particularly noticeable in the Borough's wards that currently exhibit social exclusion and high levels of deprivation.	
Permanent vs. temporary	Ensuring Halton's communities can sustainably access community services and facilities including health, education and training should have a permanent positive impact for social inclusiveness in Halton. However, this will also be dependant on individuals choosing to access these services and facilities which may result in a more temporary impact. Additionally, there may be other issues that present themselves over the lifetime of the Core Strategy and beyond which will mean that some affects become temporary. This includes changing economic and social conditions and circumstances.	
Secondary	Aspects relating to the physical environment (air quality, housing provision, open space,) and to the economic environment (employment and local economy) can have a number of secondary impacts on social equality and community services. For example, the provision of affordable and supported housing can increase social integration through mixed communities and can have secondary positive impacts on quality of life.	



## 14 Transportation

### 14.1 Introduction

- 14.1.1 Transportation networks play a critically important role in the sustainable development of a Borough, enabling people and goods to move around. Halton’s transportation networks are vital for those living, working and visiting the area, providing local accessibility to key locations as well as connectivity to wider, sub-regional networks.
- 14.1.2 Ensuring that residents and visitors have a choice of sustainable modes of travel, including public transport, walking and cycling, helps to increase accessibility to key employment, education, training and leisure opportunities as well as improving health and well-being through more active lifestyles.
- 14.1.3 Similarly, many businesses require an efficient local transport network, so ensuring that new development is located centrally or is accessible by a variety of transport modes helps to increase accessibility to goods, services and amenities and to secure the viability of their operations.
- 14.1.4 Therefore, it is important to ensure that transport infrastructure is able to safely and efficiently cope with demand and provide choice of transportation, thereby reducing the impact of congestion on the Borough’s roads.
- 14.1.5 Table 5.1 indicates that the following policies which have a significant effect on the Transportation topic area need appraising:
- CS? Halton's Spatial Strategy
  - CS? Housing Supply and Locational Priorities
  - CS? Employment Land Supply and Locational Priorities
  - CS? A Network of Centres for Halton
  - CS? Infrastructure Provision
  - CS? West Runcorn
  - CS? East Runcorn
  - CS? Liverpool John Lennon Airport
  - CS? Green Belt
  - CS? Health and Well-Being
  - CS? Managing Pollution and Risk
- 14.1.6 Their effects on the Transportation topic area are considered together, as well as independently, in this chapter.

## Identification of the Applicable SA Objectives Identified by the SA Scoping Report

14.1.7 The following Sustainability Objective has previously been identified as the most relevant to the transportation topic area:

Number	SAF Objective	Locally Distinctive Sub-Criteria
17	To improve the choice and use of sustainable transport in Halton and reduce the need to travel	<ul style="list-style-type: none"> <li>To improve the choice and use of sustainable transport in Halton and reduce the need to travel</li> <li>Develop and maintain safe, efficient and integrated transport networks within Halton, with good internal and external links.</li> <li>Reduce car dependency by providing services and facilities accessible by sustainable modes of transport, particularly in rural areas.</li> <li>Promote a pattern of development which reduces private vehicle dependency in the location of homes, jobs, leisure and community services.</li> </ul>

## 14.2 The Situation under the Core Strategy Preferred Option

14.2.1 Table 16.1 below is an extract from the SA Report on the Core Strategy Preferred Options (2009) which shows the impacts of the preferred options policies on the transportation topic area.

**Table 16.1:** Summary of Impacts under the Core Strategy Preferred Option

Very Positive	Positive	No Effect	Negative	Very Negative
---------------	----------	-----------	----------	---------------

Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2026)	The successful implementation of the preferred options will place pressure on the transportation network, but the policy content should support the mitigation of any negative effects, and positively encourage the new provision and use of	In addressing transportation matters, the Core Strategy will need to complement existing and future LTPs over the plan period, as well as other Council transportation functions, such as

	sustainable transport modes in Halton over the plan period.	its role as the local highways authority.  Over the plan period, policies in the Core Strategy will support the proposals contained within the Mersey Gateway Sustainable Transport Strategy.
<b>Long term (beyond 2026)</b>	The preferred options seek to support the provision of sustainable travel options in the long term, and the safeguarding of transport infrastructure to achieve this.  The preferred policies offer scope for innovation in transportation, and over the plan period and beyond, opportunities to take advantage of emerging technologies.	The Core Strategy will need to work with emerging transport policy at the national, regional and local level, including future LTPs or their replacement.  However, these plans and programmes are likely to uphold the same priorities as highlighted in the preferred options, of sustainability and green travel modes, which are likely to become increasingly important in the long term.
<b>Areas likely to be significantly affected</b>	Areas which will be subject to changes in transport infrastructure, like those near to new interchanges or roads, will be significantly affected. Likewise, where transport improvements will be focussed, such as town centres and key areas of change, affects should be positive in terms of increased connectivity. Some areas will benefit from the connectivity and regeneration opportunities arising from Mersey Gateway Project.	
<b>Permanent vs. temporary</b>	The provision of new physical transport infrastructure will represent a permanent improvement, while softer measures, like new bus services or transport planning measures, may be more temporary and can be altered to meet future changes in need.	
<b>Secondary</b>	Transportation policy is closely related to air quality, green infrastructure, health levels, economic development and town centre viability. A good quality, reliable and efficient transport network with a choice of sustainable travel options can have a positive impact on quality of life.	

## 14.3 Situation under the Core Strategy Proposed Submission Draft

14.3.1 The Core Strategy Proposed Submission Draft will have an impact on Transportation in a variety of ways. The following table describes the degree of impact of each of the Proposed Submission Draft policies on the theme of Transportation.

<b>KEY</b>	
	Primary Effect





development will have at least a “less significant” effect. Other policies concern transportation, movement and access proposals themselves and will clearly have a “significant” effect.

- 14.3.3 Overall, the Core Strategy pays close consideration to the transportation needs of the Borough, recognising that accessibility and an efficient transport network is a key principle in the successful development of Halton over the plan period. The sustainability of the Borough’s transport network is a central concern of the policy approaches, with the focus on encouraging sustainable transport modes such as walking and cycling and public transport. Policies **CS?:** Sustainable Transport and Travel, **CS?:** Sustainable Development Principles, **CS?:** Liverpool John Lennon Airport, **CS?:** The Mersey Gateway Project and **CS?:** Infrastructure Provision will all have a positive overall effect on transportation in the Borough.

### Location of New Development

- 14.3.4 Policy **?**: Halton’s Spatial Strategy sets the overall context as to where the main areas of new development in Halton will be. 3MG, South Widnes, West Runcorn and East Runcorn are identified as the Key Areas of Change. Focusing major new residential and employment development primarily in these brownfield and urbanised areas near to transport links and key facilities should reduce the need to travel, particularly by private car, this should have a positive impact on transportation. In addition, the growth of 3MG will have a positive impact on transportation in the Borough, through the further expansion of more sustainable inter-modal freight transportation facilities in the Borough.

- 14.3.5 Policy ?:** Housing Supply and Locational Priorities emphasises the need to provide new housing in Halton. Identified housing opportunities within the Key Areas of Change are identified as have potential to contribute to housing land supply. These areas are the most sustainable locations in which to accommodate growth and have the best level of services and facilities, which will help reduce the need to travel and will have an indirect positive impact on air quality. Policy **?** states in more accessible locations such as those close to town/neighbourhood facilities or transport interchanges the presumption will be for developments achieving densities of 40 dph or greater. The implementation of this policy will ensure that high density residential developments are located in the most sustainable locations, such as the main towns, where they are well served by public transport.

- 14.3.6 The implementation of **Policy ? : A Network of Centres for Halton** promotes Widnes Town Centre and Halton Lea Town Centre as the main focal point for growth and development, supported by the Runcorn Old Town centre. As such new development will add pressure to the local public transport network and, inevitably, increase traffic levels on the road network if suitable transport alternatives are not catered for.

- 14.3.7 The implementation of Policy **CS?:** West Runcorn is expected to have a very positive impact on transportation, due to its focus on improving accessibility and connectivity and supporting improvements to the sustainable transport network. Redeveloping the Mersey Gateway Port into a new civil waterway port and utilising the direct links to the Manchester Ship Canal, road and rail infrastructure should have a positive impact on providing more sustainable travel options within the area and supporting a modal shift.

- 14.3.8 The implementation of Policy **CS?:** East Runcorn is expected to have a negative impact on transportation, through the delivery of significant housing and employment development outside of the main urban area, away from established transport links. However a key principle of any new development in the area to be upheld is “the promotion of walking and cycling routes to provide clear and safe links to surrounding communities, including new pedestrian

and vehicular links to Sandymoor and improvements to the canal corridor”, clearly the implementation of this principle should ensure any negative impacts on transportation are reduced.

- 14.3.9 The provision of moorings for inland waterways craft sited alongside the Bridgewater Canal and the provision of public transport to the neighbourhood centre at Daresbury should help to strengthen sustainable transport links within the Borough and support a modal shift.
- 14.3.10 The implementation of Core Strategy Policy CS: Health and Well-Being will have a positive impact on transportation in the Borough through the delivery of new and relocated health and community services and facilities in accessible locations with adequate access by walking, cycling and public transport.

### Delivery of Transport Infrastructure

- 14.3.11 Policy CS?: Infrastructure Provision seeks to ensure that all new development should be located in the most sustainable location already well served by existing infrastructure, this is likely to bring about positive indirect impacts on the sustainability of transportation. Policy ? also provides scope for utilising developer contributions for transportation infrastructure improvements and therefore is sustainable with regards to transportation.
- 14.3.12 Publication Draft Policy CS?: Green Belt is likely to have a positive impact on increasing the choice of transport modes in the Borough through the support of minor alterations to the Green Belt to accommodate expansion of Liverpool John Lennon Airport.
- 14.3.13 The implementation of Policy CS? Liverpool John Lennon Airport will increase carbon emissions from aircraft movements and from land-based transport to and from. Negative impacts will be felt by both the environment (sensitive habitats, species) as well as local communities - though increased noise pollution, air pollution, disruption to amenity, and traffic congestion. However the implementation of Policy CS? should increase the choice of transport modes in the Borough through the support and expansion of airport operations, and will also increase surface access to the airport. The implementation of this policy will have a positive impact on a number of economic objectives. Clearly there are some sustainability conflicts inherent here.
- 14.3.14 In addition, whilst there is potential for the expansion of Liverpool John Lennon Airport to lead to congestion problems near to the airport, the policy does seek to ensure that any negative environmental and social impacts associated with the operation and expansion of airport will be appropriately addressed including measures to reduce or alleviate the impacts on the local and regional transport network.
- 14.3.15 The implementation of Policy CS?: Managing Pollution and Risk should have a positive impact on transportation sustainability in the Borough. Policy CS?: Managing Pollution and Risk seeks “to prevent and minimise the risk from potential accidents at hazardous installations and facilities”. The implementation of this policy will have a positive impact on the long term sustainability of transportation in the Borough, particularly in relation to John Lennon Airport and its future expansion, which already has an established Public Safety Zone (PSZ), which reflects the area most affected by the movements of aircraft.

## 14.4 How can we mitigate/enhance effects?

14.4.1 This section identifies ways in which negative impacts can be mitigated and positive impacts can be enhanced in relation to the transportation theme.

### Mitigation of Negative Effects

14.4.2 Overall, the negative effects of the Core Strategy Proposed Submission Draft on transportation are limited to the general effect of new development such as the expansion of Liverpool John Lennon Airport increasing the burden on the transport network. However many of the policies are formulated in such a way as to limit this effect by proposing improvements to the transport network that will potentially off-set any negative effect, provided they are implemented.

### Enhancement of Positive Effects

14.4.3 Behaviour change measures to encourage travel by sustainable modes of transport represent a significant opportunity to address congestion and improve the efficiency of the highway network in the Borough. Restricting the provision of car parking at developments where there is high public transport accessibility and good walking and cycling links is supported by government policy (e.g. PPG13) and can have a role to play in encouraging sustainable travel in some cases, particularly for large new developments.

14.4.4 It is recommended that the forthcoming Site Allocations and Development Management DPD contains a policy that seeks to ensure that maximum parking standards are enforced on sites which are highly accessible from public transport use, cycling and walking.

## 14.5 Summary of Impacts

14.5.1 Table 16.2 below provides a summary of the likely impacts arising from the Core Strategy Publication Draft on the transportation topic area.

**Table 16.2: Summary of Impacts under the Core Strategy Publication Draft**

Very Positive	Po siti ve	No Eff ect	Ne gat ive	Very Negative
------------------	------------------	------------------	------------------	------------------

Type of Impact	Core Strategy Proposed Submission Draft	Core Strategy plus other plans, programmes, etc.
<b>Short / medium term (to about 2026)</b>	The successful implementation of the Proposed Submission Draft will place pressure on the transportation network, but the policy content should support the mitigation of any negative effects, and positively encourage the new	In addressing transportation matters, the Core Strategy will need to complement existing and future LTPs over the plan period, as well as other Council transportation functions, such as its role as the local highways

	<p>provision and use of sustainable transport modes in Halton over the plan period.</p> <p>The expansion of Liverpool John Lennon Airport will have positive impacts for the regional and national economy in the short-medium term.</p>	<p>authority.</p> <p>Over the plan period, policies in the Core Strategy will support the proposals contained within the Mersey Gateway Sustainable Transport Strategy.</p>
<p><b>Long term (beyond 2026)</b></p>	<p>The Proposed Submission Draft policies seek to support the provision of sustainable travel options in the long term, and the safeguarding of transport infrastructure to achieve this.</p> <p>The Proposed Submission Draft policies offer scope for innovation in transportation, and over the plan period and beyond, opportunities to take advantage of emerging technologies.</p> <p>In the long-term, the effects of the Core Strategy Proposed Submission Draft on the sustainability of transportation will still be positive, but less so. This is because the specific improvements proposed will have been delivered but there will be new demands from new developments, possibly in different locations, emerging that no specific proposals will have been established to address.</p> <p>However, the more general policy wording in the Core Strategy Proposed Submission Draft that requires developments to be more sustainable in relation to transportation to mitigate for the negative effects they have on the transport network will continue to have positive effects.</p> <p>The expansion of Liverpool John Lennon Airport will have positive impacts for the regional and national economy in the long term.</p>	<p>The Core Strategy will need to work with emerging transport policy at the national, subregional and local level, including future LTPs or their replacement.</p> <p>However, these plans and programmes are likely to uphold the same priorities as highlighted in the Proposed Submission Draft, of sustainability and green travel modes, which are likely to become increasingly important in the long term.</p>

<b>Areas likely to be significantly affected</b>	In terms of transportation the areas likely to be significantly affected by the Core Strategy are areas which will be subject to changes in transport infrastructure, like those near to new interchanges or roads. Likewise, where transport improvements will be focussed, such as town centres and key areas of change, affects should be positive in terms of increased connectivity. Some areas will benefit from the connectivity and regeneration opportunities arising from the Mersey Gateway Project.
<b>Permanent vs. temporary</b>	In terms of transportation most of the impacts will be permanent as new development will inevitably be permanent, as will many physical improvements to the transport network. However, there will be a temporary variation in effects as the Plan is implemented in either a positive or negative way, depending on whether new development or transport proposals are implemented first. Softer measures, like new bus services or transport planning measures, may be more temporary and can be altered to meet future changes in need.
<b>Secondary</b>	<p>Effects on other sustainability factors and issues do not generally have indirect, secondary effects on transportation, although there is the potential for the adverse effects of climate change to affect transportation indirectly in the long-term, through disruption caused by extreme weather events.</p> <p>Transportation can have indirect, secondary effects on a number of sustainability factors such as air quality, housing, green infrastructure, health levels, economic development and town centre viability. A good quality, reliable and efficient transport network with a choice of sustainable travel options can have a positive impact on quality of life.</p>

## 15 Local Economy and Employment

### 15.1 Introduction

15.1.1 The performance of the economy has a fundamental bearing on the achievement of sustainable development. Economic growth can help tackle deprivation and support regeneration. The economy provides employment and generates wealth, but can as a result generate adverse effects, such as waste or pollution from industry or traffic.

15.1.2 A healthy economy can be characterised by:

- A range of employment opportunities;
- Access to skills training and education;
- Economic growth;
- Inward investment;
- New business start-ups;
- A diverse range of business sectors;
- Low unemployment;
- Job satisfaction; and
- Resource use efficiency.

15.1.3 Planning policy can support inward investment and new business formation through the supply of land allocated for employment development. The Core Strategy will provide a framework to protect and enhance existing employment areas and support appropriate new employment land.

15.1.4 The Core Strategy will need to take a spatial approach to the location of new employment. New economic development will need to be located in sustainable locations that are accessible to residential areas and well served by public transport.

15.1.5 Table 5.1 indicates that the following policies which have a significant effect on the local economy and employment topic area need appraising:

- CS? Halton's Spatial Strategy
- CS? Housing Supply and Locational Priorities
- CS? Employment Land Supply and Locational Priorities
- CS? A Network of Centres for Halton
- CS? Infrastructure Provision
- CS? West Runcorn
- CS? East Runcorn

- CS? Liverpool John Lennon Airport
- CS? Green Belt

15.1.6 Their effects on the local economy and employment topic area are considered together, as well as independently, in this chapter.

### Identification of the Applicable SA Objectives Identified by the SA Scoping Report

15.1.7 The following Sustainability Objective has previously been identified as the most relevant to the Local Economy and Employment topic area:

Number	SAF Objective	Locally Distinctive Sub-Criteria
14	To support a strong, diverse, vibrant and sustainable local economy to foster balanced economic growth	<ul style="list-style-type: none"> <li>• Promote employment in areas where unemployment is high, particularly in Runcorn and Widnes, which reflects the skills and aspirations of local people.</li> <li>• Provide a positive planning framework for exploiting new opportunities in tourism, creative and knowledge based industries and the energy sector, including renewable energy technologies.</li> <li>• Maximise the opportunities that Growth Point Status offers in Halton.</li> <li>• Provide support for economic development that is appropriate for small businesses or home-based working.</li> <li>• Seek to attract employment and training programmes specifically targeted at maintaining and increasing the proportion of young people in the Borough.</li> </ul>
15	Support the development of the sustainable leisure and tourism industry	<ul style="list-style-type: none"> <li>• Improve the quality of supporting infrastructure for tourism in the Borough, such as accommodation and leisure and cultural facilities.</li> <li>• Encourage the use of the Borough's natural and cultural features for tourism development, within their environmental limits.</li> </ul>
16	To maintain and enhance the vitality and viability of town and village centres in the Borough	<ul style="list-style-type: none"> <li>• Protect the shopping and community services function of local service centres.</li> <li>• Reduce the number of vacant retail properties in Runcorn, Halton Lea and</li> </ul>

		<p>Widnes and the other smaller service centres in the Borough</p> <ul style="list-style-type: none"> <li>• Improve the quality of the public realm in order to improve the attractiveness of the service centres to new investment.</li> </ul>
--	--	---

## 15.2 The Situation under the Core Strategy Proposed Submission Draft

15.2.1 Table 15.1 below is an extract from the SA Report on the Core Strategy Preferred Options (2009) which shows the impacts of the preferred options policies on the local economy and employment topic area.

**Table 15.1:** Summary of Impacts under the Core Strategy Proposed Submission Draft

Very Positive	Positive	No Effect	Negative	Very Negative
---------------	----------	-----------	----------	---------------

Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.
<b>Short / medium term (to about 2026)</b>	<p>The overall effect of the plan on local economy and employment is positive. The provision of a wide range of employment opportunities should have positive indirect effects on the vitality of communities.</p> <p>Policies encourage sustainable transport and require new developments to contribute to providing an integrated sustainable transport network and improved walking and cycling facilities within the Borough.</p> <p>Providing better transport links to the Borough's employment areas will improve access for the Borough's residents.</p>	<p>Employment, learning and skills in Halton are a key focus for the Halton's Sustainable Communities Strategy (SCS).</p> <p>The Core Strategy is aligned to deliver all of the benefits that the spatial planning process can contribute to the attainment of the specified goals of the SCS.</p> <p>The Core Strategy implements the policy and guidance of the national, regional and sub-regional levels.</p>
<b>Long term (beyond 2026)</b>	<p>Policy CS1 seeks to deliver employment opportunities in Neighbourhood Priority Areas, and at the Borough's Key Areas of Change at 3MG, South Widnes, East Runcorn and West Runcorn.</p>	<p>The long term outlook is positive with all strategies aligned towards the similar outcomes.</p>



	<p>Similarly, Policy CS4: Employment Land Supply and Locational Priorities, supports new employment land allocations on small scale development sites within Neighbourhood Priority Areas where jobs are accessible to local people.</p> <p>The implementation of these policies will have a direct positive impact on the local economy, as in the long term they are likely to help reduce the high unemployment rate and increase economic activity in areas where unemployment is high.</p>	
<b>Areas likely to be significantly affected</b>	Policies support, protect and strengthen the primary employment areas of the Borough and promotes growth in the Key Areas of Change (3MG, South Widnes, East and West Runcorn). Policy CS5, Neighbourhood Priority Areas, aims to narrow the gap between the highest deprived areas and the rest of the Borough, particularly in four wards - Castlefields and Grange (in Runcorn) and Ditton and Kingsway (in Widnes) - where unemployment is significantly higher than the Borough average.	
<b>Permanent vs. temporary</b>	The changes will be permanent. The development of employment land is considered a permanent change.	
<b>Secondary</b>	Secondary effects will be on the health and well being of Halton’s communities. Policies to protect employment land will ensure that jobs remain in the Borough. Local jobs combined with local training opportunities are likely to help tackle worklessness.	

### 15.3 Situation under the Core Strategy Proposed Submission Draft

15.3.1 The Core Strategy Proposed Submission Draft will have an impact on the local economy and employment in a variety of ways. The following table describes the degree of impact of each of the Core Strategy Proposed Submission Draft policies on the theme of local economy and employment.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect



- 15.3.4 The overall effect of the plan on local economy and employment is positive. The Core Strategy develops the broad concept of the option of a mix of a brownfield focus and an urban extension to the east of Runcorn, which will include housing and employment development accommodated on greenfield sites.
- 15.3.5 Ensuring the vibrancy and strength of Halton's economy, coupled with sustaining the attractiveness of the Borough's centres have been identified as ongoing aims over the entire plan period.
- 15.3.6 The implementation of the Core Strategy will assist in the delivery of new employment opportunities within the Borough. The provision of a wide range of employment opportunities should have positive indirect effects on the vitality of communities and the sense of wellbeing amongst residents of Halton.
- 15.3.7 Policies CS?: Halton's Spatial Strategy, CS?: 3MG, CS?: Liverpool John Lennon Airport, CS?: The Mersey Gateway Project, CS?: A Network of Centres and Employment Land Supply and Locational Priorities and CS?: Infrastructure Provision will all have a significantly positive overall effect on local economy and employment in the Borough.

## General Comments

### Sustainable local economy

#### Economic Development

- 15.3.8 Policy CS?: Halton's Spatial Strategy sets out the direction of growth for housing, employment land and retail development across the Borough. Focusing major new residential and employment development primarily in the Key Areas of Change, which are already key centres or key employment areas, is likely to exploit the growth potential of business sectors.
- 15.3.9 Policy CS? seeks to prioritise the re-use of previously developed land and ensure that important greenspaces within the urban area are protected from adverse development. Protection of greenspaces and the redevelopment of vacant and under-used sites are likely to increase the attractiveness of the Borough and help stimulate investment.
- Policy CS? Sustainable Development seeks to deliver sustainable economic growth by ensuring that new development in Borough contributes "towards a strong, stable and more competitive economy, responsive to Halton's needs and building upon Halton's strengths."
- 15.3.10 Policy CS? A Network of Centres for Halton seeks to support the growth of Widnes Town Centre. The economic impacts of this policy are positive particularly in the long-term as an improved town centre will boost the economy in a number of ways.
- 15.3.11 Policy CS? West Runcorn sets out strategies for each of the distinct areas within this Key Area of Change and as such is seen to have a positive effect through the creation of new jobs both in the town centre, at Runcorn Docks and at the Mersey Gateway Port (Weston Docks).
- 15.3.12 The redevelopment of the Mersey Gateway Port into a new civil waterway port, utilising the direct links to the Manchester Ship Canal, road and rail infrastructure, will help to further

strengthen Halton's role as a centre for logistics and distribution and will have positive impacts on economic growth and increasing employment opportunities in the Borough.

- 15.3.13 The implementation of Policy **CS?** East Runcorn is likely to have a significantly positive impact on local economy and employment. The expansion of the Daresbury Science & Innovation Campus will help secure Daresbury's place as one of the world's key locations for scientific, innovation and entrepreneurial collaboration. The expansion of the campus will see the local, regional and national economy benefit from investment in world-class scientific research and innovation from at home and abroad, more joint working between different organisations located on the campus, open up access to science and technology facilities to industry and support the creation and growth of new science and technology related businesses.
- 15.3.14 Through the implementation of Policy **CS?** East Runcorn, the Key Area of Change will also see significant residential development and the growth of Daresbury Business Park, this will have a positive impact on the sustainable growth of the local economy and the creation of employment opportunities in the Borough.
- 15.3.15 **Policy CS?:** Employment Land Supply and Locational Priorities seeks to protect existing employment sites and to make further provision for employment uses, this will have a positive impact on the expansion of the local economy and employment in the long term.
- 15.3.16 However, it is essential that the Site Allocations DPD delivers a portfolio of employment land which is balanced enough to ensure provision for different sectors of the economy across the Borough, in both urban and rural areas. The portfolio of employment land should be flexible enough to respond to dynamic market conditions and changing business needs and working practices. In addition, it is considered that the Core Strategy should also support flexible and home based working, at present it does not.

### Infrastructure

- 15.3.17 Infrastructure planning and provision is an essential factor in ensuring that sustainable growth is delivered in a way that enhances the area and allows safe, sustainable access to a wide range of services and facilities. Policy **CS?** Infrastructure Provision is likely to strengthen the economy and aid the regeneration of the Borough. In particular, the policy ensures that sufficient services and infrastructure will be in place to meet the needs of employment and housing growth this will have a positive impact on delivering sustainable economic growth.

### Housing

- 15.3.18 Core Strategy policy **CS?**; Housing Supply and Locational Priorities seeks to deliver 8000 new dwellings for the period 2010-2026. New housing of a good quality will support efforts to attract new businesses by providing a good choice of homes for employees and may increase employment in the construction industry.
- 15.3.19 It is essential that new housing growth areas are linked with employment opportunities. Policy **CS?**; Housing Supply and Locational Priorities prioritises the development of previously developed land and encourages higher density developments in sustainable locations close to town/neighbourhood facilities or transport interchanges. This policy is therefore likely to help ensure that communities have easy access to a wide range of employment opportunities.

### Transport

- 15.3.20 Policy **CS?**: Green Belt allows for minor alterations to the Green Belt surrounding Halton to allow for the expansion of Liverpool John Lennon Airport and Policy **CS?** Liverpool John Lennon Airport also supports the expansion of the airport. The implementation of both of these policies will have a positive impact on the local economy and employment through an increase in workforce numbers and the anticipated impact on the economic infrastructure of the area from the expansion of the airport; for example by the introduction of new hotels and car parking facilities.
- 15.3.21 The Masterplan for the expansion of the airport through to 2030 states that the airport has the potential to increase direct on-site employment numbers to between 4,000 and 5,900 by 2015, and to between 4,500 and 6,700 by 2030. Including off-site employment, the total job growth from airport growth could reach 9,400 jobs by 2030, and could be as high as 11,300.
- 15.3.22 The expansion of the airport is therefore likely to significantly increase job opportunities and business development opportunities in Halton and the wider sub-region in the long term.

### Town and village centres in the Borough

- 15.3.23 The overall impact of the Core Strategy on centres in the Borough is significantly positive. **Policy CS?** A Network of Centres for Halton promotes Widnes Town Centre and Halton Lea Town Centre as the main focal points for growth and development, supported by the Runcorn Old Town centre. Improved and more accessible town centres within the Borough will be more likely to attract investment, stimulating the local economy and generating further employment opportunities.

## 15.4 How can we mitigate/enhance effects?

- 15.4.1 This section identifies ways in which negative impacts can be mitigated and positive impacts can be enhanced in relation to the transportation theme.

### Mitigation of Negative Effects

#### Employment

- 15.4.2 A key mitigation issue is the need for the Core Strategy to facilitate opportunities for home working. The sustainability impacts of policy **CSX:** Employment Land Supply and Locational Priorities could be increased by supporting opportunities for home working; this is likely to reduce the need to travel. This, in turn, may reduce congestion and improve air quality.

### Enhancement of Positive Effects

- 15.4.3 Overall, the Core Strategy Proposed Submission Draft is envisaged to have a positive impact on the local economy and employment, particularly in the medium to long-term when the policy measures will have had time to take effect and provide conditions for the economic growth required to generate the level and range of employment opportunities which will meet the needs of the Borough.
- 15.4.4 No additional measures are recommended for enhancing the positive effects on the local economy and employment topic area.

## 15.5 Summary of Impacts

15.5.1 Table 15.2 below provides a summary of the likely impacts arising from the Core Strategy Proposed Submission Draft on the local economy and employment topic area.

**Table 15.2: Summary of Impacts under the Core Strategy Proposed Submission Draft**

Very Positive	Positive	No Effect	Negative	Very Negative
------------------	----------	--------------	----------	------------------

Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.
<b>Short / medium term (to about 2026)</b>	<p>The overall effect of the plan on local economy and employment is positive. The provision of a wide range of employment opportunities should have positive indirect effects on the vitality of communities.</p> <p>Policies encourage sustainable transport and require new developments to contribute to providing an integrated sustainable transport network and improved walking and cycling facilities within the Borough.</p> <p>Providing better transport links to the Borough's employment areas will improve access for the Borough's residents.</p> <p>The expansion of Liverpool John Lennon Airport will have positive impacts for the regional and national economy in the short-medium term.</p>	<p>Employment, learning and skills in Halton are a key focus for the Halton's Sustainable Communities Strategy (SCS).</p> <p>The Core Strategy is aligned to deliver all of the benefits that the spatial planning process can contribute to the attainment of the specified goals of the SCS.</p> <p>The Core Strategy implements the policy and guidance of the national, regional and sub-regional levels.</p>
<b>Long term (beyond 2026)</b>	<p>Policy CS? Halton's Spatial Strategy seeks to deliver employment opportunities at the Borough's Key Areas of Change at 3MG, South Widnes, East Runcorn and West Runcorn.</p> <p>The implementation of Policy CS? East Runcorn is likely to have a significantly positive impact on local economy and employment. Similarly, Policy CS4: Employment Land Supply and Locational Priorities, seeks to protect existing employment sites and to make further provision for employment uses.</p> <p>The implementation of these policies will have a direct positive impact on the local economy, as in the long term they are likely to help reduce the high unemployment rate</p>	<p>The long term outlook is positive with all strategies aligned towards the similar outcomes.</p>

	<p>and increase economic activity in areas where unemployment is high.</p> <p>The expansion of Liverpool John Lennon Airport will have positive impacts for the regional and national economy in the long term.</p> <p>There may be a need for planning policy to change its emphasis in the future due to these successes, or economic conditions could change and these may need addressing more explicitly. The Core Strategy should seek to be as adaptable and as flexible as possible to deal with such change.</p>	
<b>Areas likely to be significantly affected</b>	<p>All parts of the Borough will benefit from economic growth, regeneration and the provision of a wide range of employment opportunities, but particularly wherever new development takes place in or close to the key in the Key Areas of Change (3MG, South Widnes, East and West Runcorn).</p>	
<b>Permanent vs. temporary</b>	<p>The changes will be permanent. The development of employment land is considered a permanent change.</p> <p>The development of employment and other commercial development on previously developed land will help to encourage urban renaissance and is likely to have a permanent impact.</p> <p>The success of the Borough's economy is tied to that of the UK economy as a whole, and as such, there will be other spatial planning issues in relation to the local economy and employment that will evolve over the lifetime of the Core Strategy and beyond, which will mean that some affects become temporary. This includes changing economic, environmental and social conditions and circumstances.</p>	
<b>Secondary</b>	<p>The local economy and employment topic is interrelated to all the other sustainability topic areas identified within this report. Other areas of sustainability explicitly linked to economic growth and employment, include those relating to the physical environment (ecosystem services, air quality, housing provision, open space, transport) and to the social environment (community health and equality, education and skills, leisure) and as such, these can have a number of secondary impacts on the local economy and employment.</p> <p>Secondary effects will be on the health and well being of Halton's communities. Policies to protect employment land will ensure that jobs remain in the Borough. Local jobs combined with local training opportunities are likely to help tackle worklessness.</p>	





## 16 Housing

### 16.1 Introduction

16.1.1 Access to shelter and the need for a home are fundamental human requirements and as such provision of sufficient good quality housing is also a crucial component of a sustainable community. The housing needs of a community vary greatly and different people have different housing demands, which also change over their lifetime. The need to provide a variety of dwelling types and sizes is therefore crucial.

16.1.2 In many areas, less affluent members of society are not always able to access the housing market due to high house prices. Affordable housing provision whereby housing is subsidised is therefore a key component of housing provision for a sustainable community. Many public sector workers such as teachers and health-care workers cannot access the housing market. Gypsies and travellers have different accommodation needs. Provision of a range of affordable housing/accommodation options is therefore important.

16.1.3 In order to ensure the development of sustainable communities in Halton, the Core Strategy and wider LDDs must ensure the availability of sufficient housing to meet identified needs, in terms of housing quantity, location, quality, affordability and choice.

16.1.4 There is a need to have regard to national and sub-regional pressures, demographic change in Halton and climate change, with an increasing need to ensure that development is located, designed and constructed sustainably.

16.1.5 Table 5.1 indicates that the following policies which have a significant effect on the housing topic area need appraising:

- CS? Halton's Spatial Strategy
- CS? Housing Supply and Locational Priorities
- CSx: Housing Mix
- CS? Infrastructure Provision
- CS? West Runcorn
- CS? East Runcorn
- CS? Green Belt
- CS? Managing Pollution and Risk

16.1.6 Their effects on the housing topic area are considered together, as well as independently, in this chapter.

#### Identification of the Applicable SA Objectives Identified by the SA Scoping Report

16.1.7 The following Sustainability Objective has previously been identified as the most relevant to the housing topic area:

Number	Objective	Locally Distinctive Sub-Criteria
10	To improve access to a range of good quality and affordable housing that meets the needs of the community of Halton	<ul style="list-style-type: none"> <li>• Ensure that all new development meets the lifetime homes standards, in order to meet the needs of an ageing population in the Borough.</li> <li>• Seek to develop mixed income communities and flexibility of tenure and housing type in the Borough.</li> <li>• Coordinate housing provision with investment in employment and community services to ensure that settlements meet the needs of their communities.</li> <li>• Provide decent, good quality and affordable housing for all, including intermediate and key worker housing in line with RSS (and Growth Point) housing targets.</li> </ul>

## 16.2 The Situation under the Core Strategy Proposed Submission Draft

16.2.1 Table 16.1 below is an extract from the SA Report on the Core Strategy Preferred Options (2009) which shows the impacts of the preferred options policies on the housing topic area.

**Table 16.1:** Summary of Impacts under the Core Strategy Proposed Submission Draft

<b>Very Positive</b>	<b>Positive</b>	<b>No Effect</b>	<b>Negative</b>	<b>Very Negative</b>
----------------------	-----------------	------------------	-----------------	----------------------

Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.
<b>Short / medium term (to about 2026)</b>	The Core Strategy policies perform very well against the housing objective, as the policies should result in an increase to the supply of housing (including affordable housing) within the borough, whilst also creating mixed and balanced communities. Overall the preferred policy options will have positive impacts on the relevant areas of sustainability.	The policies are compatible with the Regional Spatial Strategy and other local policies on housing. The in-combination effects of the multiple plans are likely to be positive.

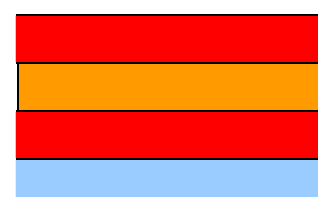
Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.
<b>Long term (beyond 2026)</b>	In the long term the non prescriptive policy approach will ensure continued positive impacts over time as the context of housing need and housing markets in the borough changes.	The policies allow for sufficient growth in, and design aspects of, the housing stock to accommodate future changes in the population.
<b>Areas likely to be significantly affected</b>	The areas that are likely to be significantly affected by the preferred policy options are the Key Areas of Change in East Runcorn, West Runcorn and Neighbourhood Priority Areas.	
<b>Permanent vs. Temporary</b>	A minor negative effect has also been identified against this objective, as new housing situated in areas with an increased likelihood of flooding in East Runcorn may detract from the quality of housing provided although this will not be permanent and is mitigated by the inclusion of policy CS23. Overall the increase in Housing will be a permanent change.	
<b>Secondary</b>	There are positive social and economic effects, mainly related to the provision of more affordable housing, low carbon, sustainable, and adaptable housing, and a more diverse mix of house types.	

## 16.3 Situation under the Core Strategy Proposed Submission Draft

16.3.1 The Core Strategy Proposed Submission Draft will have an impact on housing in a variety of ways. The following table describes the degree of impact of each of the Proposed Submission Draft policies on the theme of housing.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

x  
x  
x  
x





### General Comments

- 16.3.2 The supply and type of housing provided across Halton is a key issue in terms of promoting social, economic and environmental sustainability throughout the Borough.
- 16.3.3 The housing market itself has a crucial role to play in encouraging and supporting economic growth. Without the right types of homes in the right places, Halton will not be able to retain or attract residents and investors.
- 16.3.4 The Core Strategy housing policies focus upon ensuring that the Borough delivers an overall balanced housing stock that meets the needs of new and existing residents.
- 16.3.5 The development of new homes is likely to have a positive effect on meeting local housing needs and on the local economy through providing employment in the construction industry. However, the development of new homes could have a negative environmental impact (potentially on sites of biodiversity importance, key land resources, water quality and air quality)

and significant impact on landscape in the Borough. Therefore, all new development needs to take account of the local character of areas.

- 16.3.6 The provision of new housing may result in opportunities to improve cultural, social, leisure and recreational provision. However, it could lead to increased pressure on these same services, thus reducing the quality of provision. This issue is addressed in policy CS2: Infrastructure Provision.
- 16.3.7 Increasing the provision of new housing will be important as it will help to broaden the housing offer within the Borough, which will be critical to help retain the Borough's younger generation, as well as increasing the attractiveness of the Borough to potential residents.
- 16.3.8 Overall the Core Strategy aims to support an appropriate level of housing growth and promotes a balanced housing offer through ensuring a mix of tenure and type in sustainable locations to meet the needs of new and existing residents. This includes improving the existing housing stock, as well as new housing, specialist housing, affordable housing and sites to meet the needs of Gypsies, Travellers and Travelling Showpeople.
- 16.3.9 Policies CS?: Halton's Spatial Strategy, CS? Housing Supply and Locational Priorities, CS?: Affordable Housing, CS? Housing Mix, CS?: High Quality Design and CS?: Infrastructure Provision will all have a significantly positive overall effect on housing in the Borough.

### Spatial Priorities and Housing Supply

- 16.3.10 The location of new housing development affects the landscape, the future of settlements, population, the services and facilities that are required by residents and the viability of these.
- 16.3.11 Policy CS?: Halton's Spatial Strategy sets out the direction of growth for housing, focusing major new residential development primarily in the Key Areas of Change. The implementation of this policy will improve access to a range of housing options in the Borough, having an overall positive impact on the SA objective 10. The coordination of housing provision with investment in employment and community services should ensure that settlements meet the needs of their communities.
- 16.3.12 Policy CS?: seeks to deliver residential development through existing commitments and allocated sites, planned development within the Key Areas of Change, windfall development and future allocations of housing land.
- 16.3.13 Policy CS?: Housing Supply and Locational Priorities prioritises the development of previously developed land and encourages higher density developments in sustainable locations close to town/neighbourhood facilities or transport interchanges. This will ensure that housing is located close to key public transport corridors; creating the critical mass in these locations needed to support improvements to existing facilities such as healthcare and education.
- 16.3.14 The implementation of Policy CS?: Housing Supply and Locational Priorities is likely to have a positive impact on housing choice in the Borough and will help maximise the use of vacant and under-used previously developed land, provided that this land is suitable for housing.

Policy CS? East Runcorn seeks to create a new community for Halton which will encompass a diverse mix of uses and continue the development of Runcorn in line with the long term vision for the Borough. New housing development at East Runcorn will supplement the expanded employment offer at Daresbury, and at Sandymoor, with the completion of further homes

supported by a new neighbourhood centre. A new sustainable transport interchange to serve the area will also be created.

The implementation of Policy CS? West Runcorn will diversify the housing offer in the borough and will reinforce existing neighbourhoods through the addition of some higher quality residential development. Runcorn Docks provides the opportunity to deliver a new high quality waterfront residential community.

- 16.3.15 Policy CS? Green Belt allows for small scale change amounting to minor infill development within the existing settlements within the Green Belt of Daresbury, Moore and Preston on the Hill if necessary to meet identified local needs. This flexible approach will improve housing choice in the Borough and should allow for housing need to be met in these areas where appropriate.

### Housing Mix

- 16.3.16 Policy CS?: Housing Mix states that housing proposals of 10 dwellings or more will be required to provide an appropriate mix of housing on site. The final mix is not stated, and will be negotiated with the developer on the basis of a housing needs assessment in the latest Strategic Housing Market Assessment. This flexible approach should ensure that specific housing needs of particular groups are met through the appropriate provision of specialist and supported housing, in order to address deficiencies in the existing housing stock.
- 16.3.17 It is considered that the low site threshold in policy CS? Housing Mix for the potential provision of supported housing will help to meet need in those areas where sites come forward and will mean that more sites qualify. The implementation of policy CS? Housing Mix alongside policy CS? Infrastructure Provision is considered to be a flexible approach to meeting housing needs in the Borough. Contributions could be directed to the appropriate area relevant to the type of need that exists at the time.
- 16.3.18 CS? Managing Pollution and Risk seeks to minimise the effects of pollution on health and the environment. The policy seeks to ensure that new development reduces the impact on amenity and that new development is developed in safe areas away from flood risk and land contamination. The implementation of this policy should ensure that new housing is provided in safe locations and that the impacts of pollution from new development on existing residential areas are limited, thereby increasing quality of life for residents in Halton.

## 16.4 How can we mitigate/enhance effects?

- 16.4.1 This section identifies ways in which negative impacts can be mitigated and positive impacts can be enhanced in relation to the housing theme.

### Mitigation of Negative Effects

- 16.4.2 Overall, the negative effects of the Core Strategy Proposed Submission Draft on housing are limited to the general effect of new development increasing the burden on the social and physical infrastructure in the Borough. However many of the policies are formulated in such a way as to limit this effect by proposing improvements to social and physical infrastructure in the Borough that will potentially off-set any negative effect, provided they are implemented.

## Enhancement of Positive Effects

- 16.4.3 By meeting existing and proposed housing needs while maximising the efficient use of land, respecting the identity of settlements and reducing the need to travel, the Core Strategy Proposed Submission Draft is envisaged to have a positive impact on housing within the Borough.
- 16.4.4 No additional measures are recommended for enhancing the positive effects on the housing topic area.

## 16.5 Summary of Impacts

- 16.5.1 Table 15.2 below provides a summary of the likely impacts arising from the Core Strategy Proposed Submission Draft on the housing topic area.

**Table 15.2: Summary of Impacts under the Core Strategy Proposed Submission Draft**

Very Positive	Positive	No Effect	Negative	Very Negative
------------------	----------	--------------	----------	------------------

Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.
<b>Short / medium term (to about 2026)</b>	The Core Strategy policies perform very well against the housing objective, as the policies should result in an increase to the supply of housing (including affordable housing) within the Borough, whilst also creating mixed and balanced communities. Overall the Core Strategy will have positive impact on the relevant areas of sustainability.	Other plans, programmes and strategies which relate to housing in the Borough, including PPS3, Housing (2006) and PPS1, Delivering Sustainable Development (2005) will strengthen the positive impacts of the Draft Publication Core Strategy on this topic area.
<b>Long term (beyond 2026)</b>	The positive effects seen in the short / medium term should continue in the long term, especially in terms of meeting existing and proposed housing needs in the Borough.  The Core Strategy policies are based on a robust evidence base and have been developed to respond to local	The policies allow for sufficient growth in, and design aspects of, the housing stock to accommodate future changes in the population.



Type of Impact	Core Strategy Preferred Options	Core Strategy plus other plans, programmes, etc.
	<p>needs in the Borough. However, there may be a need for housing policies to change emphasis in the future due to changes in the socio-economic makeup of the Borough. The Core Strategy should seek to be as adaptable and as flexible as possible to deal with such changes.</p>	
<p><b>Areas likely to be significantly affected</b></p>	<p>All parts of the Borough will benefit from increased housing quantity, quality, affordability and choice, but particularly wherever new development takes place.</p> <p>The most positive effects will likely be in the Key Areas of Change in East Runcorn and West Runcorn.</p> <p>There could also potentially be negative impacts on areas of landscape value within the Borough, depending upon where new housing is located.</p>	
<p><b>Permanent vs. Temporary</b></p>	<p>The Core Strategy sets the long term vision and strategic objectives for spatial planning in the Borough. The implementation of the Core Strategy policies in relation to housing will have a permanent impact.</p>	
<p><b>Secondary</b></p>	<p>The housing topic is interrelated to many other sustainability topic areas identified within this report.</p> <p>Other areas of sustainability explicitly linked to housing, include those relating to the physical environment (employment provision, open space, transport) and to the social environment (community health and equality, local economy, education and skills, and leisure) and as such, these can have a number of secondary impacts on housing. There could also potentially be secondary impacts on some ecosystem services including water quality, quality of biodiversity sites and air quality.</p> <p>For example, a diverse local economy can have positive secondary impacts on housing choice and can support housing growth through the attraction of potential residents and investors.</p>	

## 17 Cumulative and Synergistic Effects

### **To be completed awaiting policy numbers**

- 17.1.1 Table 17.1 below looks at the performance of all the policies taken together. Appendix 4 looks at the performance of the plan in combination with other initiatives in the Borough. Some of the key cumulative and synergistic effects are set out in this section.
- 17.1.2 Table 17.1 below sets out the performance of the policies in the Core Strategy Proposed Submission Draft together, in relation to each of the SA topics. The policies have varying impacts on the different SA topics explored within this SA.



Table 7.1 – Cumulative Effects of the Policies – **To be completed (awaiting policy numbers)**



SA Topics

Heritage and Landscape

Biodiversity

Water and Land Resources

Climatic Factors and Flooding

Transportation

1



---

**and Air  
Quality**

**Social  
Equality  
and  
Communi-  
ty  
Services**

**Local  
Economi-  
c  
and  
Employ-  
ment**

**Housing**

## 18 Conclusion

- 18.1.1 In conclusion, it is considered that the Core Strategy achieves a sustainable balance between making provision for development to meet local needs, taking into account infrastructure requirements and the physical and environmental constraints of the area, in particular the high volume of contaminated land, and displaying flexibility to respond to changing circumstances across the lifetime of the Core Strategy.

### Location of New Development

- 18.1.2 Through the identification of Key Areas of Change, the Core Strategy highlights areas which will be subject to urban renewal over the plan period. The Core Strategy proposed submission draft polices indicate the Council's commitment to accommodating growth in a sustainable way which prioritises sustainable brownfield land. It is however, recognised that a significant proportion of development will have to be accommodated on greenfield land (such as in East Runcorn), although the greenfield development opportunities indicated are in accessible locations, close to good public transport links.

- 18.1.3 The Council's Spatial Strategy policy CS? seeks to concentrate development in the main town centres in the Borough (Widnes and Halton Lea, supported by Runcorn) thus reducing the need to travel. The importance of conserving and enhancing settlement character is recognised in the settlement hierarchy (Policy CS: A Network of Centres for Halton) which indicates the scale of development acceptable in settlement's and is based on the services they provide.

### Natural and Historic Environments

- 18.1.4 The main risk to key areas of biodiversity value within the Borough is the level of development proposed within the Core Strategy Proposed Submission Draft. However it is recognised that a number of policies provide sufficient measures for ensuring that new development will be delivered whilst ensuring that areas of biodiversity are protected.

- 18.1.5 The Council's commitment to improving the environment of the Borough is emphasised throughout the Core Strategy, but is particularly evident policies CS? Sustainable Development and CS? Natural and Historic Environments. The successful implementation of these policies will ensure that the environmental quality of the Borough is maintained and enhanced. Likewise, the importance of protecting, enhancing and managing places, landscapes and buildings of historic, cultural and archaeological value is well recognised throughout the Core Strategy and providing these policies are implemented these features will be well managed into the longer term.

### Soil, Land and Water Resources

- 18.1.6 Over the plan period, the implementation of the Core Strategy will result in potential negative impacts on soil and land resources due to the development of greenfield sites in East Runcorn and the development of Green Belt land and the extraction of mineral resources. However, these negative effects are partly mitigated by other policies within the Proposed Submission Draft which aim to reduce the impact of new development on or close to Green Belt and greenfield land where possible over the plan period, and seek to deliver a high quality green infrastructure network across the Borough, to mitigate the loss of this Greenfield land.

- 18.1.7 New development through the implementation of the Core Strategy will bring an increase in water consumption and waste generation in absolute terms, hence in most cases there is a negative assessment of those policies which direct growth against these objectives. It is however recognised that waste generation can be mitigated through design policies in the emerging Development Management DPD, but will also require other awareness raising programmes to encourage recycling, carried out by the Council and its partners.
- 18.1.8 In addition, it is also recognised that, through the implementation of policy CS?: Design of new Residential Development, there is a requirement for new housing to meet Level 3 of the Code for Sustainable Homes which will assist in delivering water and energy efficiency in new affordable homes.

### **Economic Growth, Social Inclusiveness and Key Infrastructure**

- 18.1.9 One of the main thrusts of the Core Strategy Proposed Submission Draft is to support the maintenance and growth of the Borough's economy. The Core Strategy aims to consolidate and enhance linkages to the wider sub-region and seeks to deliver the economic benefits of Halton's strategic location and facilities to the Borough's residents and businesses. The expansion of Liverpool John Lennon Airport and the further development of Daresbury Science & Innovation Campus represent significant growth and investment opportunities for the Borough and are likely to significantly increase job opportunities and business development opportunities in Halton and the wider sub-region in the long term.
- 18.1.10 The implementation of policies CS?: Green Belt and CS? Liverpool John Lennon Airport which support the expansion of the airport, will have a positive impact on the local economy and employment through an increase in workforce numbers and the anticipated impact on the economic infrastructure of the area from the expansion of the airport; for example by the introduction of new hotels and car parking facilities.
- 18.1.11 The implementation of the Core Strategy is likely to have a significantly positive impact on transportation in the Borough. The negative effects on transportation are limited to the general effect of new development such as the expansion of Liverpool John Lennon Airport increasing the burden on the transport network. However many of the policies are formulated in such a way as to limit this effect by proposing improvements to the transport network that will potentially off-set any negative effect, provided they are implemented.
- 18.1.12 Numerous positive impacts on increasing social inclusiveness in Halton have been identified in relation to the housing and employment policies. There are also numerous measures within the policies which will help to ensure that sufficient community services and facilities are developed alongside new development delivered over the plan period.
- 18.1.13 By meeting existing and proposed housing needs while maximising the efficient use of land, respecting the identity of settlements and reducing the need to travel, the Core Strategy Proposed Submission Draft is envisaged to have a positive impact on housing within the Borough.
- 18.1.14 The Core Strategy Proposed Submission Draft contains a wide variety of policy content focused on addressing the Borough's health problems. Approaches notable for their consideration and impact upon health priorities include those within policy CSx: Health and Well-Being, but there are also efforts to address health problems through the maintenance of well-designed places and spaces, through the support of accessible sustainable travel options and through the provision of a healthy, green local environment.

- 18.1.15 In essence, the Core Strategy seeks to create healthy and liveable urban neighbourhoods, provide social infrastructure (such as basic health, community and sports facilities, and open space) and raise levels of educational attainment.

### **Climate Change**

- 18.1.16 The implementation of the Core Strategy will have a positive impact on tackling the impacts of climate change. As new development is broadly directed towards existing centres, it will be located close to existing services. This should reduce the need to travel, which will in turn have a positive impact on reducing the volume of carbon emissions produced through travelling. The Core Strategy also promotes the development of decentralised, low carbon and renewable energy, which will increase the potential for delivering sustainable energy throughout the Borough.
- 18.1.17 Due to its estuarine location and the number of brooks which run into the Mersey Estuary in Halton, there are areas of Halton that are low lying and have been identified by the Environment Agency as being at risk from flooding. Some of these areas are amongst the most important nature areas in Halton. The risk of flooding is likely to increase over the lifetime of the Core Strategy due to climate change. The Proposed Submission Draft Core Strategy addresses the need to take account of flood risk in development proposals.

### **Overall Cumulative Impacts**

- 18.1.18 The Core Strategy as a whole is likely to result in both positive and negative cumulative impacts on sustainable development. The most significant of those impacts are highlighted below.
- Positive cumulative impacts are likely to include:
    - Positive impacts on economic growth and diversity, employment and investment throughout Halton, provided the employment growth and infrastructure improvements set out in the Core Strategy are accompanied by investments to improve the skills of Halton's population;
    - Positive impacts on sustainable land use and patterns of development by directing housing and employment growth to previously developed land within existing urban areas such as in Widnes. These areas also have established transport links and are in need of regeneration;
    - Positive impacts on achieving a more equitable distribution of prosperity and a fairer access to services by directing development and infrastructure and service improvements to areas that contain pockets of deprivation; also by increasing the number of homes (including affordable housing) and jobs in the Borough; and
    - Positive impacts on health and health inequalities by increasing the provision of health facilities and also providing and enhancing the factors that contribute to health and well being. These factors or determinants of health include: access to housing, employment and services, provision of open spaces, recreation and sports opportunities.
  - Adverse cumulative impacts are likely to include:

- Adverse impacts on flood risk resulting from the increase in development in areas at risk of flooding particularly those areas located close to the Mersey Estuary and associated brooks;
- Potential adverse impacts on wildlife and nature conservation sites across Halton from increasing pressures from development particularly on greenfield sites in East Runcorn; and
- Potential adverse impacts on consumption of resources and production of waste in the Borough as a consequence of the increase in development and jobs.

18.1.19 Overall, it is considered that the implementation of the Core Strategy Proposed Submission Draft policies will achieve sustainable and sensitive growth in the Halton.



## 19 Monitoring – to be completed

## 20 Next Steps

- 20.1.1 As an integral part of the development of the Core Strategy, the Council is required to engage the community on the Proposed Submission Draft (Publication version) of the Core Strategy under Regulation 27 of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008.
- 20.1.2 Preparation of the Core Strategy has already been through a number of stages during which extensive stakeholder involvement has taken place. At this stage, the intention of issuing this SA Report alongside the Core Strategy DPD is to allow for representations to be made in connection with issues of soundness (i.e. whether the Core Strategy is justified, whether it is effective and whether it is consistent with national policy) and legal compliance only.
- 20.1.3 The Planning Inspectorate has issued guidance entitled 'Local Development Frameworks – Examining Development Plan Documents: Procedural Guidance' (August 2009). This document can be found on the Planning Inspectorate's web site at the following link: [http://www.planninginspectorate.gov.uk/pins/appeals/local\\_dev/dpd\\_procedure\\_guide\\_aug09.pdf](http://www.planninginspectorate.gov.uk/pins/appeals/local_dev/dpd_procedure_guide_aug09.pdf).
- 20.1.4 In order to ensure that the scope and content of representations on the Core Strategy Proposed Submission Draft (Publication version) and this SA Report are restricted to issues of soundness and legal compliances in accordance with the Planning Inspectorate guidance stated above, respondents are requested to make representations on an official comment form that has been specifically designed to assist in making representations. The Council are keen to promote the submission of comments electronically and will encourage anyone with appropriate facilities to make their responses in this way. An electronic version of the official comment form can be found on the Council's web site at: [www.halton.gov.uk/halton2026](http://www.halton.gov.uk/halton2026).
- 20.1.5 Alternatively, completed comment forms can be returned by post to the following address by no later than Monday 24<sup>th</sup> January 2011.
- 20.1.6 Should the policies in the Core Strategy Proposed Submission Draft undergo any further significant changes in the future prior to submission, including as a result of taking into account any representations received on the Proposed Submission Draft, the significant changes will also be submitted for further SA.

## Glossary – to be completed

### **Annual Monitoring Report (AMR)**

One of a number of documents required to be included in the Local Development Framework Development Plan Documents. It is submitted to Government via the Regional Government office by a local planning authority at the end of December each year to assess the progress and the effectiveness of a Local Development Framework.

### **Air Quality Management Area (AQMA)**

Non-permanent designation created if monitoring reveals that statutory air quality thresholds are being exceeded or will be exceeded in the near future.

### **Built Research Establishment Environmental Assessment Method (BREEAM)**

A voluntary measurement rating for green buildings that was established in the UK by the BRE. Since its inception it has since grown in scope and geographically, being exported in various guises across the globe.

### **Carbon Dioxide (CO<sub>2</sub>)**

A heavy odorless colorless gas formed during respiration and by the decomposition of organic substances; absorbed from the air by plants in photosynthesis.

### **Conservation Area**

A conservation area is a tract of land that has been awarded protected status in order to ensure that natural features, cultural heritage or biota are safeguarded. A conservation area may be a nature reserve, a park, a land reclamation project, or other area.

### **Core Strategy**

Core Strategy Document is the key compulsory Local Development Document specified in United Kingdom planning law. Every other Local Development Document is built on the principles it sets out, regarding the development and use of land in a Local Planning Authority's area. The principles should be in accordance with the Community strategy.

### **Development Plan Document (DPD)**

A Local Development Document which forms part of the statutory development plan, including the Core Strategy and Allocations and Proposals Map DPD.

### **Geodiversity**

Geodiversity is the variety of earth materials, forms and processes that constitute and shape the Earth, either the whole or a specific part of it.

### **Green Belt**

Green Belt is undeveloped land, which has been specifically designated for long-term protection. It is a nationally important designation.

## **Green Infrastructure**

Green Infrastructure is a concept originating in the United States in the mid-1990s that highlights the importance of the natural environment in decisions about land use planning. In particular there is an emphasis on the "life support" functions provided by a network of natural ecosystems, with an emphasis on interconnectivity to support long term sustainability.

## **Greenhouse Gas (GHG)**

Greenhouse gases are gases in an atmosphere that absorb and emit radiation within the thermal infrared range. This process is the fundamental cause of the greenhouse effect.

## **Local Development Document (LDD)**

The individual documents that set out planning policies and guidance for the Borough for specific topics or for the geographical areas.

## **Local Development Framework (LDF)**

The Local Development Framework is the portfolio or folder of Local Development Documents, which set out the planning policy framework for the Borough.

## **Local nature Reserves (LNR)**

A Local Nature Reserve or LNR is a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities in England, Scotland and Wales. In Northern Ireland, the powers of district councils to establish LNRs are contained in Article 22 of the Nature Conservation and Amenity Lands (Northern Ireland) Order 1985.

## **Local Planning Authority (LPA)**

A Local Planning Authority is the local authority or council that is empowered by law to exercise planning functions for a particular area of the United Kingdom.

## **Local Strategic Partnership (LSP)**

Local strategic partnerships exist in nearly all local authority areas in England. They bring together representatives from the local statutory, voluntary, community and private sectors to address local problems, allocate funding, discuss strategies and initiatives.

## **Local Geological Sites (LGS)**

Local Geological Sites (formerly known as Regionally Important Geological Sites - or RIGS) are non-statutory sites that have been identified by local geo-conservation groups as being of importance. A potential Local Geological Site is put through an assessment panel and, if a site is dually recommended, is notified to the relevant local authority. By designating a Local Geological Site, the features identified then become a material consideration in any future development.

## **Per capita consumption**

The amount of a commodity used by each person.

## **Planning Policy Guidance (PPG)**

Guidance documents which set out national planning policy.

### **Planning Policy Statement (PPS)**

Planning Policy Statement Guidance documents which set out national planning policy. These are gradually replacing PPGs.

### **Previously Developed Land (PDL)**

Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously developed land may occur in both built-up and rural settings.

### **Site of Special Scientific Interest (SSSI)**

Site of Special Scientific Interest is a special area to protect wildlife, habitats and geographic features based on scientific interest.

### **Special Areas of Conservation (SAC)**

A Special Area of Conservation (SAC) is defined in the European Union's Habitats Directive (92/43/EEC), also known as the Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora.

### **Special Protection Areas (SPA)**

A Special Protection Area or SPA is a designation under the European Union directive on the Conservation of Wild Birds.

### **Strategic Environmental Assessment (SEA)**

Strategic Environmental Assessment (SEA) is a system of incorporating environmental considerations into policies, plans and programmes. It is sometimes referred to as Strategic Environmental Impact Assessment.

### **Strategic Flood Risk Assessment (SFRA)**

In England and Wales, Strategic Flood Risk Assessments (SFRAs) are a required part of the local planning process, as set out in Planning Policy Statement 25, produced by the Department for Communities and Local Government.

### **Strategic Housing Land Availability Assessment (SHLAA)**

A document that's primary objective is to identify sites with potential for housing, assess their housing potential and when they are likely to be developed.

### **Sustainable**

When making decisions in relation to land uses, local authorities have a duty to ensure that a development is sustainable. This means that a development or activity must meet the needs of people today without compromising the ability of future generations to meet their own needs.

### **Sustainability Appraisal (SA)**

In United Kingdom Planning Law a Sustainability Appraisal is an appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development. Since 2001, Sustainability Appraisals have had to be in conformity with the Strategic Environmental Assessment EU directive.

**Supplementary Planning Document (SPD)**

These are Local Development Documents that have not been subject to independent testing and do not have the weight of development plan status. Replaces Supplementary Planning Guidance.

## Appendix 1: Procedural ‘Quality Assurance’ Checklist – **To be completed**

This table is taken from the PAS SA guidance document<sup>6</sup>. Assessment findings are colour coded as follows:

	Requirement is satisfactorily covered in this report
	Requirement is partially covered in this report
	Requirement is not adequately covered in this report

Does the Core Strategy Proposed Submission Draft Report...	Commentary
<b>Scoping Report</b>	
Describe the emerging plan and summarise the Scoping Report?	
Account for the recommendations included in the review of the scoping report?	
Adequately summarise the scoping report?	
<b>Test the Core Strategy Objectives Against the SA Framework (Stage B1)</b>	
Describe findings of stage B1 of the SA process?	
Test the compatibility of the plan objectives with the SA objectives?	
<b>Develop the Options (Stage B2)</b>	
Include reasonable options/alternatives in line with stage B2 of the SA process?	
Document the reasonable alternatives taking into account the objectives of the plan?	
Include an outline of the reasons for selecting the alternatives dealt with?	
<b>Prediction, Evaluation and Mitigation of the Effects and Maximisation of Benefits Associated with the Options and Preferred Options (Stage B3 – B5)</b>	
Describe the findings of Stage B3–B5 of the SA process?	
Ensure that all significant effects on the economy, community and environment are considered including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors?	
Predict effects in terms of their magnitude, geographical scale, the time period over which they will occur, whether they are permanent or temporary, positive or negative, probable or	

<sup>6</sup> Planning Advisory Service (PAS) and Scott Wilson, (2007), Local Development Frameworks: Guidance on Sustainability Appraisal

Does the Core Strategy Proposed Submission Draft Report...	Commentary
improbable, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects?	
Quantify predictions and evaluations of significance where possible, taking care to avoid false precision?	
Ensure that qualitative judgement of predictions and evaluation of significance is supported by baseline evidence, such as likely effects on specific indicators, trends, targets or other evidence?	
Highlight where a number of small, less significant effects may act in a cumulative or synergistic fashion to result in a significant effect?	
Compare options against sustainability criteria and each other and possibly a business-as-usual option?	
Consider and document ways of mitigating significant adverse effects and maximising beneficial effects?	
Document any uncertainties or limitations in the information underlying both quantitative and qualitative predictions and evaluations of significance?	
<b>Propose Measures to Monitor the Significant Effects of the Core Strategy (Stage B6)</b>	
Document stage b6 of the SA guidance?	
Include a description of the measures envisaged concerning monitoring?	
<b>Other</b>	
Contain a non-technical summary that is written in a way most likely to engage prospective readers?	
Use simple, clear language and avoids or explains technical terms?	
Is clear and concise in its layout and presentation?	
Use maps and other illustrations where appropriate?	
Set out what happens next in the SA process?	



## Appendix 2: Policy and Topic Impact Table

Policy No	Policy Title	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness including skills and education	Local Economy and Employment	Transportation	Housing
	Halton's Spatial Strategy	Primary Effect	Little or no Effect	Primary Effect	Secondary Effect	Little or no Effect	Little or no Effect	Little or no Effect	Primary Effect	Primary Effect	Primary Effect	Primary Effect
	Sustainable Development Principles	Primary Effect	Secondary Effect	Primary Effect	Secondary Effect	Primary Effect	Primary Effect	Primary Effect	Primary Effect	Primary Effect	Primary Effect	Secondary Effect
	Housing Supply and Locational Priorities	Primary Effect	Little or no Effect	Little or no Effect	Little or no Effect	Secondary Effect	Little or no Effect	Primary Effect	Little or no Effect	Primary Effect	Secondary Effect	Primary Effect
	Employment Land Supply and Locational Priorities	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Secondary Effect	Little or no Effect	Secondary Effect	Primary Effect	Primary Effect	Secondary Effect	Little or no Effect
	A Network of Centres for Halton	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Primary Effect	Secondary Effect	Little or no Effect
	Infrastructure Provision	Secondary Effect	Primary Effect	Secondary Effect	Little or no Effect	Secondary Effect	Secondary Effect	Secondary Effect	Primary Effect	Primary Effect	Primary Effect	Secondary Effect
	3MG	Secondary Effect	Secondary Effect	Primary Effect	Primary Effect	Secondary Effect	Secondary Effect	Secondary Effect	Primary Effect	Primary Effect	Primary Effect	Little or no Effect
	South Widnes	Little or no Effect	Little or no Effect	Primary Effect	Secondary Effect	Secondary Effect	Secondary Effect	Secondary Effect	Primary Effect	Primary Effect	Secondary Effect	Secondary Effect
	West Runcom	Little or no Effect	Secondary Effect	Secondary Effect	Secondary Effect	Secondary Effect	Primary Effect	Little or no Effect	Primary Effect	Primary Effect	Primary Effect	Primary Effect
	East Runcom	Primary Effect	Secondary Effect	Secondary Effect	Secondary Effect	Secondary Effect	Primary Effect	Little or no Effect	Primary Effect	Primary Effect	Primary Effect	Primary Effect
	Affordable Housing	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Primary Effect	Secondary Effect	Primary Effect	Secondary Effect	Primary Effect
	Housing Mix	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Secondary Effect	Little or no Effect	Primary Effect	Secondary Effect	Primary Effect
	Meeting the Needs of Gypsies, Travellers and Travelling Show People	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Primary Effect	Primary Effect	Primary Effect	Secondary Effect	Primary Effect
	Sustainable Transport and Travel	Little or no Effect	Little or no Effect	Little or no Effect	Primary Effect	Primary Effect	Little or no Effect	Primary Effect	Secondary Effect	Primary Effect	Primary Effect	Secondary Effect
	The Mersey Gateway Project	Primary Effect	Primary Effect	Secondary Effect	Primary Effect	Secondary Effect	Primary Effect	Little or no Effect	Little or no Effect	Primary Effect	Primary Effect	Secondary Effect
	Liverpool John Lennon Airport	Primary Effect	Little or no Effect	Secondary Effect	Secondary Effect	Secondary Effect	Secondary Effect	Secondary Effect	Primary Effect	Primary Effect	Primary Effect	Little or no Effect
	Sustainable Development and Climate Change	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Primary Effect	Secondary Effect	Secondary Effect	Primary Effect	Primary Effect	Secondary Effect	Secondary Effect
	High Quality Design	Primary Effect	Little or no Effect	Little or no Effect	Little or no Effect	Secondary Effect	Primary Effect	Secondary Effect	Primary Effect	Primary Effect	Primary Effect	Primary Effect
	Natural and Historic Environments	Primary Effect	Little or no Effect	Secondary Effect	Little or no Effect	Secondary Effect	Primary Effect	Secondary Effect	Primary Effect	Primary Effect	Secondary Effect	Little or no Effect
	Green Infrastructure	Primary Effect	Primary Effect	Primary Effect	Secondary Effect	Secondary Effect	Secondary Effect	Primary Effect	Secondary Effect	Primary Effect	Primary Effect	Little or no Effect
	Green Belt	Primary Effect	Little or no Effect	Primary Effect	Little or no Effect	Little or no Effect	Little or no Effect	Little or no Effect	Primary Effect	Primary Effect	Primary Effect	Secondary Effect
	Health and Well-Being	Secondary Effect	Little or no Effect	Little or no Effect	Secondary Effect	Secondary Effect	Secondary Effect	Primary Effect	Secondary Effect	Primary Effect	Secondary Effect	Little or no Effect
	Managing Pollution and Risk	Little or no Effect	Primary Effect	Primary Effect	Primary Effect	Primary Effect	Little or no Effect	Primary Effect	Secondary Effect	Primary Effect	Primary Effect	Primary Effect
	Waste	Secondary Effect	Little or no Effect	Primary Effect	Little or no Effect	Secondary Effect	Secondary Effect	Secondary Effect	Primary Effect	Primary Effect	Secondary Effect	Little or no Effect
	Minerals	Little or no Effect	Little or no Effect	Primary Effect	Little or no Effect	Secondary Effect	Secondary Effect	Little or no Effect	Primary Effect	Primary Effect	Secondary Effect	Little or no Effect

KEY	
Primary Effect	Red
Secondary Effect	Orange
Little or no Effect	Blue



