

Halton Borough Council

**Delivery and Allocations Local Plan
Scoping Document**

January 2014

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I. Purpose of the Scoping Document

- 1.1 The purpose of this Scoping Document is to look at the main policy areas that the Council proposes to cover when preparing the Delivery and Allocations Local Plan. This is the first public consultation in the preparation of the Local Plan and is the starting point for discussion on what the Local Plan should include and what should inform its preparation.
- 1.2 The role of the Delivery and Allocations Local Plan is to allocate sites and provide detailed planning policies for Halton's places, areas and issues. This will support the spatial vision and strategic objectives of the Council's adopted Core Strategy Local Plan (April 2013).
- 1.3 The Delivery and Allocations Local Plan will:
 - identify development site allocations and land use designations for the Borough to address the policy direction outlined and referred to in the Core Strategy;
 - set out specific policies which will help to guide and inform the development of the identified site allocations and the future growth of the Borough; and,
 - provide further detail on the Key Areas of Change identified in the Core Strategy, where a clustering of opportunity sites warrant a collaborative strategy and policy approach for the area.
- 1.4 This first stage will 'scope' the Delivery and Allocations Local Plan, essentially meaning that it is identifying the policies that are needed within the plan in order to guide the future development of the Borough.
- 1.5 During the consultation period for the Delivery and Allocations Local Plan Scoping Document the Council wants your views and comments on what is proposed to be included in the Local Plan. Is there anything that has not been included at this point and which is important to the future development of Halton? Are there any policy approaches that should be changed or improved? Please respond to the 'Consultation Questions' that are set out in boxes at the end of appropriate sections in this document. Appendix G details how to return your views and comments back to us.

CONSULTATION QUESTIONS

- I. Do you agree with the purpose of the Delivery and Allocations Local Plan Scoping Document?

2. Policy Framework

- 2.1 The Delivery and Allocations Local Plan will consider how development issues are covered by existing Halton planning documents, how this fits in with the Government's National Planning Policy Framework and where there are opportunities to update existing planning policies to help us achieve sustainable development.

National Context

- 2.2 National planning policies are set out in the form of the National Planning Policy Framework (NPPF)¹ and the accompanying technical guidance². The NPPF establishes high-level planning principles for England and requirements for the planning system, covering the full range of land use topics from sustainable development, to the historic environment to flood risk. The only exceptions to this, being national planning policy for Gypsies, Travellers and Travelling Showpeople which has its own standalone advice³, and national planning policy for waste⁴.
- 2.3 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as central to plan-making and decision-taking. The NPPF states that all plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally. The NPPF states that for plan-making this means that Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. Government considers that sustainable development is about positive growth, making economic, environmental and social progress for this and future generations.
- 2.4 Local Planning Authorities are encouraged not to repeat national guidance in their plans. Where sufficient guidance exists and there are no additional local issues to be addressed, there is no need to set policy at the local level.
- 2.5 Appendix A sets out the specific requirements detailed in the NPPF which need to be addressed through the Delivery and Allocations Local Plan. Requirements from the Planning Policy for Traveller Sites statement are also included.

Local Context

- 2.6 The Delivery and Allocations Local Plan will complement the planning policies contained in the Halton Core Strategy Local Plan⁵. The Core Strategy sets out the spatial vision, strategic objectives, key policies and broad locations for development, regeneration and other land uses for Halton and was adopted in April 2013.
- 2.7 The adopted Core Strategy does not allocate sites or define areas across the Borough where specific policies apply. The Delivery and Allocations Local Plan will therefore provide that necessary detail, including for the Key Areas of Change. The exception to this is Daresbury within the East Runcorn Key Area of Change where the Core Strategy designated it as a Strategic Site. This was because Daresbury was seen as a key component in the Borough's future development and would see substantial change over the lifetime of the Core Strategy.
- 2.8 Appendix B sets out the requirements stemming from the Core Strategy which need to be addressed in the Delivery and Allocations Local Plan.

¹ CLG (2012) National Planning Policy Framework

² CLG (2012) Technical Guidance to the National Planning Policy Framework

³ CLG (2012) Planning policy for traveller sites

⁴ CLG (2011) Planning Policy Statement 10: Planning for Sustainable Waste Management

⁵ HBC (2013) Halton Core Strategy Local Plan

- 2.9 The Joint Merseyside and Halton Waste Local Plan (Joint Waste Local Plan) sets out the planning strategy for sustainable waste management to 2025 and was adopted in July 2013. The six Councils of Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral prepared the Waste Local Plan for the purpose of enabling the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal, commercial and industrial, construction, demolition and excavation, and hazardous wastes.
- 2.10 The Halton Unitary Development Plan (UDP) was adopted by Halton Borough Council in 2005 and currently sits alongside the Halton Core Strategy Local Plan and the Joint Waste Local Plan as part of the statutory development plan for the Borough. The UDP was adopted under the transitional arrangements in the Planning and Compulsory Purchase Act 2004. These arrangements allowed policies to be adopted for an initial three year period from adoption, after which time they would lapse unless separate approval was given by the Secretary of State to 'save' them beyond this initial period. Halton applied to the Secretary of State and received permission to save the vast majority of policies for a further (indeterminate) period, although six were not saved and no longer apply. The Core Strategy upon adoption also deleted a number of UDP policies and the Joint Waste Local Plan additionally deleted a range of policies. The Delivery and Allocations Local Plan is intended to replace or delete the remaining UDP policies in their entirety.
- 2.11 A Proposals Map was also adopted alongside the UDP. The Delivery and Allocations Local Plan will replace the Proposals Map with a 'Policies Map'. This will illustrate the site allocations and designations made through the Delivery and Allocations Local Plan and the Core Strategy Local Plan.
- 2.12 A policy analysis of the UDP has been undertaken in Appendix C to show how the saved UDP policies are going to be taken forward by the Delivery and Allocations Local Plan and to identify policies which are important to assist Development Management matters within the Council. Appendix D details potential policies which may not be taken forward by the Local Plan and which would as a consequence become deleted. The reasons for deletion and subsequent outcome(s) (if appropriate) are also detailed.
- 2.13 The Delivery and Allocations Local Plan, as the Core Strategy does, will have a close relationship with Halton's Sustainable Community Strategy,⁶ which outlines the long-term vision to achieve sustainable improvement in Halton; the Halton Local Transport Plan,⁷ which aims to provide a good quality transport system; the Borough's Economic Regeneration Strategies, which support the economic performance of the Borough; Halton's Housing Strategy, ensuring that Halton offers a broad range of good quality housing which meets the needs of existing and future communities; and Halton's Health and Wellbeing Strategy 2013-16, which aims to improve the health and wellbeing of Halton people so they live longer, healthier and happier lives.

CONSULTATION QUESTIONS

2. Do you think that there are any other plans or strategies at the national or local level which need to be taken into account?

⁶ HBC (2010) Halton Sustainable Community Strategy 2011-2026

⁷ HBC (2011) Halton Local Transport Plan 3

3. Supporting Documents

- 3.1 The Halton Delivery and Allocations Local Plan will be accompanied by a number of important supporting documents which perform a variety of roles. These documents are set out in more detail below:

Sustainability Appraisal

- 3.2 The Local Plan is required to be accompanied by a Sustainability Appraisal (SA). The purpose of this document is to consider all the likely significant effects of the Local Plan on various environmental, economic and social factors. In addition to this, if the Local Plan is likely to have a significant effect on the environment, the SA must also meet the legal requirements of the European Directive on SEA
- 3.3 The SA process began with a Scoping Report in 2006 which was revised in 2009 for the Core Strategy Local Plan. This Scoping report has again been updated for the Delivery and Allocations Local Plan Scoping Document and is being consulted on at the same time as this document⁸. This sets out the sustainability challenges the Borough faces, and the context in which this plan must be prepared.

Infrastructure Plan

- 3.4 The Halton Infrastructure Plan is a key supporting document for the Delivery and Allocations Local Plan, demonstrating deliverability. The Infrastructure Plan identifies what infrastructure is required, when it is needed, who is responsible for its provision and how it will be funded. It reflects and is intended to influence the investment plans of the local authority and other organisations. It is a 'living document' reviewed and updated as necessary to incorporate changes and add new infrastructure projects as appropriate. The Infrastructure Plan was originally produced to support the Core Strategy and was published in 2011. A 2013 update to the Infrastructure Plan has been completed⁹ and is currently available on the Council's website.
- 3.5 The Delivery and Allocations Local Plan will have a strong, direct relationship with the Infrastructure Plan as it will identify site specific allocations. The infrastructure requirements of specific sites will be determined during the preparation of the Local Plan to ensure that there is enough infrastructure in the right location at the appropriate time to meet the needs of development. Integral to this will be on-going dialogue with infrastructure providers.

Habitats Regulations Assessment

- 3.6 Local Plans must also be subject to a Habitats Regulations Assessment (HRA). Under this the Council must ascertain; before it can be adopted, that the Delivery and Allocations Local Plan will not adversely affect the integrity of a site of European nature conservation importance, either alone or in combination with other plans and projects. The HRA of this Local Plan will be reported on separately at a later stage in its preparation.

Health Impact Assessment

- 3.7 A Health Impact Assessment (HIA) will support the Delivery and Allocations Local Plan. Health has been identified as a key challenge for the Borough and despite significant improvements in health, Halton's socio-economic circumstances mean that the relative health status of the Borough is poor. The HIA process offers a systematic approach involving an evidence-based assessment of the potential health impacts that the Local Plan may have on health in the Borough. This may identify both negative and positive

⁸ HBC (2013) Delivery and Allocations Local Plan SA Scoping Report

⁹ HBC (2013) Infrastructure Plan: 2013 Review

elements, recommendations for action and opportunities to maximise positive contributions.

Equality Impact Assessment

- 3.8 The Delivery and Allocations Local Plan will also be assessed for its potential impact on equalities. The need for an Equality Impact Assessment (EqIA) to be undertaken stems from the duty placed on Public Authorities to eliminate unlawful discrimination in carrying out their function, and promoting equality of access and opportunity for all communities. Local Authorities are also specifically required to demonstrate compliance with the Equality Act¹⁰ and how they promote equality in all aspects of strategic decision making and service provision. The EqIA will assess the Local Plan for potential disproportionate impacts on Halton's diverse communities.

Duty to Cooperate Statement

- 3.9 The Localism Act 2011¹¹ introduced a 'Duty to Co-operate' on Local Planning Authorities in the preparation of Local Plans. Local Planning Authorities must demonstrate their wider co-operation in plan making with adjoining authorities and other organisations in relation to identified strategic matters.
- 3.10 A Duty to Cooperate Statement will demonstrate that Halton Borough Council will have met these requirements with regards to the Delivery and Allocations Local Plan. It will also be considered by the independent Inspector at the Examination stage to determine whether the Duty has been legally complied with (i.e. the processes and procedures of plan making) and whether these arrangements have led to a sound plan.

CONSULTATION QUESTIONS

3. Are the supporting documents proposed to be produced to support the Delivery and Allocations Local Plan appropriate and do they meet the necessary requirements?

¹⁰ HMSO (2010) Equality Act 2010

¹¹ HM Gov (2011) Localism Act

4. Evidence Base

- 4.1 The Delivery and Allocations Local Plan will be underpinned by a comprehensive evidence base. This evidence base has been, and will be, developed in response to issues and challenges faced by Halton. Certain evidence base documents are also required to be produced under national policy and regulations. The evidence base will be used to inform policy approaches within the Local Plan.
- 4.2 Some of the Borough's issues and challenges are shared with the Liverpool City Region (core authorities include Halton, Knowsley, Liverpool, St Helens, Wirral and Sefton), the Mid-Mersey housing area (Halton, St Helens and Warrington) and Cheshire (Cheshire East, Cheshire West and Chester, Halton and Warrington). As such a number of evidence base documents have been or will be developed in partnership with these authorities in order to provide a more complete and robust interpretation of issues, challenges and opportunities that are not necessarily bound by administrative boundaries.

Existing Evidence Base

- 4.3 The key pieces of Halton's existing evidence base which will be used to support the Delivery and Allocations Local Plan are set out below (please note that other existing evidence base documents may also be used, where required, alongside these):
 - **Mid Mersey Strategic Housing Market Assessment** (GL Hearn and JGC, 2011): This has been undertaken with St Helens and Warrington Council's and provides an assessment of past, current and future trends in housing type and tenure, household size and housing need.
 - **Joint Employment Land and Premises Study** (BE Group, 2010): The study assesses the quantity and quality of employment land in the Borough and recommends future allocations of employment land to maintain economic growth.
 - **Halton Retail and Leisure Study** (GVA Grimley, 2009): This is a capacity study looking to identify trading roles and performance of the Borough's main retail centres and to quantify the need, if any, for additional provision.
 - **Halton Landscape Character Assessment** (TEP, 2009): This identifies, describes and maps areas according to various landscape character types.
 - **Halton Open Space Study** (PMP and HBC, 2006). The study assesses existing and future needs for open space, sport and recreation in Halton and the current ability to meet these needs
 - **Halton Strategic Flood Risk Assessment** (HBC, 2007): Provides a detailed assessment of the extent and nature of the risk of flooding and the implications for future development.
 - **Halton Level 2 Strategic Flood Risk Assessment** (JBA, 2011): Focuses on three primary watercourses and development areas in the Borough.
 - **Liverpool City Region Renewable Energy Capacity Study** (Arup, 2010): This study identifies Energy Priority Zones for the delivery of low and zero carbon technologies.

- 4.4 A full list of the Evidence Base which supports Halton's planning policy framework can be found on the Council's website under the 'Planning Policy Evidence Base' page:
<http://www3.halton.gov.uk/environmentandplanning/planning/294413/>

Proposed Evidence Base

- 4.5 Evidence base documents to be developed alongside the Delivery and Allocations Local Plan are set out below:

- **Widnes and Hale Green Belt Study:** This study will review and assess the Widnes and Hale Green Belt in accordance with Core Strategy policy CS6: Green Belt.
 - **Strategic Housing Land Availability Assessment** (annual update): This is the main mechanism to identify a deliverable and developable supply of sites in the Borough for housing.
 - **Halton Housing Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for housing within Halton
 - **Halton Employment Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for employment uses within Halton
 - **Gypsy and Traveller Accommodation Assessment** (ORS, 2013): In association with the Cheshire Partnership this document will assess accommodation and related service needs of Gypsies, Travellers and Travelling Showpeople
 - **Borough Development Viability Study:** This study will assess the economic viability of development
 - **Liverpool City Region and Local Transport Plan 4:** This will be the forth Local Transport Plan covering Halton, containing transport strategy and policies, and the proposed schemes for implementation over the coming years.
 - **Playing Pitch Strategy:** This strategy will assess existing and future needs for playing pitch provision in Halton
- 4.6 The local evidence base which supports each of the Delivery and Allocations Local Plan policies has been included in Appendix E.

CONSULTATION QUESTIONS

4. Are there any other evidence base documents that need to be taken into account or prepared for the Delivery and Allocations Local Plan?

5. Timetable

- 5.1 The table below sets out how the Local Plan will be prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012¹², including further stages of consultation. Further details of how the Council will consult are also set out in the Halton Statement of Community Involvement¹³.

Stage	Estimated Date
Scoping Document preparation	Completed
Developing the Evidence Base	Underway and Continuing
Consultation on the Scoping Document	February – March 2014
Preparation of the Draft Local Plan	March – June 2014
Consultation on Draft Local Plan	July - September 2014
Pre-Submission consultation of the Local Plan	November – December 2014
Submission to Planning Inspectorate	March 2015
Examination Hearings	June 2015
Receipt of Inspectors Report	August 2015
Adoption of Local Plan	September 2015

Proposed Timetable with Estimated Dates

- 5.2 As can be seen by the above timetable this current consultation on the Scoping Document is only the first stage of what will be an on-going process of engagement and dialogue with the community and other interested partners in the preparation of the Delivery and Allocations Local Plan. All comments received during this stage of consultation will be carefully considered before work commences on the actual drafting of the Local Plan.

CONSULTATION QUESTIONS

5. Do you think that the proposed timetable meets the requirements of the Planning Acts and Regulations?

¹² HM GOV (2012) Town and Country Planning (Local Planning) (England) Regulations 2012

¹³ HBC (2013) Halton Statement of Community Involvement

6. Vision and Objectives

- 6.1 It is proposed that the Delivery and Allocations Local Plan will share the same Vision and Strategic Objectives as set out in the Core Strategy. The Vision and Strategic Objectives were developed through the production of the Core Strategy with a consideration of the Borough's characteristics and the challenges that Halton faces.
- 6.2 **Halton's challenges are to:**
- respond to the changing population structure including the Borough's ageing population;
 - tackle issues of deprivation and health for the Borough's residents;
 - deliver and secure a balanced housing offer which is appropriate to local markets and ultimately supports the Borough's economic growth;
 - continue to create an environment where employers want to invest and create jobs;
 - attract skilled workers into the Borough and increase the proportion of Halton's working age population with appropriate qualifications;
 - support the Borough's economic growth sectors including science and technology, and logistics and distribution;
 - ensure all development is of a high quality of design and that areas of contaminated land are successfully remediated;
 - maintain and enhance Halton's natural and heritage assets including its sites of local, national and international importance, waterside environments and distinctive character;
 - protect, enhance and, where appropriate, expand the Borough's green infrastructure network;
 - put in place mitigation and adaptation measures to deal with the threat of climate change;
 - utilise resources sustainably;
 - reduce congestion and support travel by sustainable modes;
 - maintain and enhance the retail and leisure offer of Widnes Town Centre, Halton Lea and Runcorn Old Town; and,
 - minimise and respond to the potential risk of major accidents, flooding, contamination and pollution.
- 6.3 The overarching vision is taken from the Halton Sustainable Community Strategy 2011-2026:¹⁴
- 6.4 “*Halton will be a thriving and vibrant Borough where people can learn and develop their skills, enjoy a good quality life with good health; a high quality, modern urban environment; the opportunity for all to fulfil their potential; greater wealth and equality; sustained by a thriving business community; and within safer, stronger and more attractive neighbourhoods.*”
- 6.5 **Flowing from this, the spatial vision underpinning Halton's Core Strategy is as follows:**
- 6.6 “*In 2028, Halton is well equipped to meet its own needs with housing for all sections of society, a range of employment opportunities, plus retail and leisure facilities for everyone. Halton continues to contribute positively to achieving the economic, environmental and social potential of the Liverpool City Region and the North West.*”

¹⁴ Available at: <http://www.haltonpartnership.com/index.php/halton-strategic-partnership/documents/>

- 6.7 *Thriving and diverse residential communities are growing at Sandymoor, Daresbury Strategic Site and Runcorn Waterfront while additional high quality housing in other locations across Runcorn and Widnes are reinforcing and diversifying the Borough's residential offer, responding to the needs of the Borough's communities. There has been a renewed emphasis on the delivery of affordable housing providing accommodation for those who were previously unable to access the type of home they required.*
- 6.8 *The Borough's economy has been strengthened by the expansion of key employment areas at Daresbury Strategic Site, 3MG, Mersey Gateway Port and Widnes Waterfront, and Halton has developed an important role in the sub-region for sustainable distribution and logistics and in high-tech science and research. Halton's residents are well equipped with the skills needed to compete for jobs in all sectors and locations throughout the Borough, where existing employment areas have been retained and improved through appropriate regeneration to meet the needs of modern employers. The Borough's traditional industries, centred on the chemicals sector, continue to play a key role in both Runcorn and Widnes.*
- 6.9 *Retail and leisure centres in the Borough maintain their function as key areas for the provision of shops, services and community facilities. The town centres at Widnes and Halton Lea offer vibrant and busy destinations for people to do their shopping, access services and meet one another. Runcorn Old Town has developed into a unique location for shopping and leisure, with a niche role compared to the two main town centres in the Borough.*
- 6.10 *Development across the Borough is highly sustainable and contributes to the health and well-being of Halton's communities, has made the best use of previously developed land and has utilised infrastructure and resources efficiently. Climatic risks continue to be managed and mitigated and development has contributed to minimising Halton's carbon footprint. Additionally, Halton benefits from high quality infrastructure serving new and existing development.*
- 6.11 *The rural character and setting of the Borough's villages of Moore, Daresbury and Preston-on-the-Hill within the Green Belt has been retained through restrictions on new development. The character of Hale Village (inset within the Green Belt), has also been protected, and any negative impacts associated with the expansion at Liverpool John Lennon Airport are minimised. The Borough's Green Belt continues to provide a vital resource for current and future residents, keeping important spaces between settlements.*
- 6.12 *The historic and natural environments across Halton have been conserved and enhanced for future generations and the Borough's multifunctional green infrastructure network fulfils the recreational needs of residents, contributes to general well-being and provides important linked diverse habitats. Additionally, Halton's legacy of contaminated land continues to be remediated and regenerated, and development responds to the potential risks of major accidents and flooding.*
- 6.13 *Transport routes both through the Borough and to surrounding areas are intrinsic to how the Borough functions on its own and as part of the sub-region, for the movement of goods and people. A second river crossing between the Borough's towns of Runcorn and Widnes, in the form of the Mersey Gateway Project, has been secured, improving connections and acting as a major sub-regional catalyst for development and regeneration.”*

6.14 The spatial vision will be achieved through the delivery of the strategic objectives:

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

CONSULTATION QUESTIONS

6. Are the challenges for Halton, taken from the Core Strategy Local Plan, still relevant for the Delivery and Allocations Local Plan?
7. Are there any additional challenges that will be relevant to the Delivery and Allocations Local Plan?
8. Does Halton's spatial vision to 2028, taken from the Core Strategy Local Plan remain relevant for the Delivery and Allocations Local Plan?
9. Should any further detail be added to the spatial vision as part of the Delivery and Allocations Local Plan?
10. Are Halton's strategic objectives, taken from the Core Strategy Local Plan, relevant for the Delivery and Allocations Local Plan?
11. Are there any additional objectives that should be included within the Delivery and Allocations Local Plan?

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7. Policy Outline

Policy Principles

- 7.1 The following table sets out the proposed policy areas for the Delivery and Allocations Local Plan. The principles have been outlined for each policy. This highlights the matters that are likely to be included in the policy and will give an indication of the scope that will be covered. It should be noted that the policy outline cannot cover all matters and there is potential for modifications at this point in the plan's preparation. Policy wording is not proposed through the policy outline.
- 7.2 There are specific questions at the end of each section concerning the scope and content of each of the proposed policy areas. We would like your views on these proposed policy outlines to ensure that we cover the right areas, use the correct approach and that we include all the appropriate topics.

Residential Development Policies

- 7.3 The spatial strategy for Halton is set out in Policy CS1 of the Core Strategy it states that 9,930 net additional dwellings will be built in Halton between 2010 and 2028. Whilst Policy CS3 identifies the housing supply and locational priorities, it suggests that the overall distribution of development is 5,660 dwellings should be provided in Runcorn and 4,270 dwellings should be provided in Widnes and Hale.
- 7.4 The policies within this section seek to allocate appropriate sites for residential, to maintain residential amenity and ensure high quality residential environments.
- 7.5 Core Policies have been provided within the Core Strategy Local Plan in relation to Housing Mix and Affordable Housing and therefore these policies areas are not covered in the proposed scope of the Delivery and Allocations Local Plan.

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
I	RI: Residential Development Allocations	Aim of this policy would be to: <ul style="list-style-type: none"> allocate sites for residential development purposes (defined in a Site Allocations Section) to deliver the Core Strategy housing requirements 		H1	CS3	Y

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
2	R2: Residential Amenity	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> • retain character of existing properties and residential areas • preserve amenity of existing area • ensure that adequate private garden space is provided • ensure that appropriate external storage space is provided, in particular for waste and recycling facilities • maintain safe highway conditions for pedestrians, cyclists and motor vehicles • provide a high standard of amenity and living conditions for future occupiers • prevent unreasonably restricting the continued operation of established authorised uses and activities on adjacent sites • support redevelopment of residential areas where it would improve amenity, quality and the local environment • 		H6 / H7		
3	R3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> • retain character of existing properties and residential areas <ul style="list-style-type: none"> ◦ Including consideration of the form, scale, design and materials to be used. • ensure that any extensions do increase the size of the property by more a set percentage more than the original property • ensure that any replacement dwelling is not more than a set percentage larger than the dwelling it is replacing • ensure that any conversion is within a building of permanent and substantial construction capable of being converted • Ensure that the proposal would not result in isolated residential development • maintain safe highway conditions for pedestrians, cyclists and motor vehicles • provide, or retain, appropriate parking 				
4	R4: Non Dwelling House Uses	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> • consider the effects of proposals which would result in the loss of residential accommodation • Protect the character of the local area • support alternate uses in locations no longer suitable or viable for residential use • support development in identified regeneration areas which provides for the improvement of the housing stock 		H8		

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
5	R5: Open Space Provision for Residential Development	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> • require development to consider adequate open space provision • set open space standards (in accordance with the current draft Open Space SPD) • explain that the precise levels for open space will depend on the location of the development • state that off-site provision or financial contributions will only be agreed where it can be demonstrated that there is no practical alternative • identify other exceptions to policy 		H3		
6	R6: Traveller Sites Allocations	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> • identify specific sites that will enable continuous delivery of sites for at least 15 years • identify existing sites to be retained 		N/A	CS14	Y

CONSULTATION QUESTIONS

12. Are these the appropriate housing policies and principles?
13. Are there any additional housing policies or principles that should be included in the Delivery and Allocations Local Plan?
14. Do you have any other comments relating to the policy outline?

Economic Development Policies

- 7.6 The spatial strategy for Halton is set out in Policy CS1 of the Core Strategy it states that approximately 313ha (gross) of land for employment purposes will be built in Halton between 2010 and 2028. Whilst Policy CS4 identifies the employment land supply and locational priorities, it suggests that there will be a 5 year supply of land available at any given time, that there will be an emphasis on logistics and distribution, science and high tech industries and that proposals for non-employment uses within existing employment areas should be accompanied by an examination of the wider employment land situation.
- 7.7 The policies within this section of the Delivery and Allocations Local Plan document will seek to allocate appropriate sites for employment, to create high quality working environments and to allow for flexibility.

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
7	E1: Employment Provision Allocations	Aim of this policy would be to: <ul style="list-style-type: none"> allocate sites for employment purposes (defined in a Site Allocations Section) to deliver the Core Strategy requirements 		E1 / E2 / E3	CS4	Y
8	E2: New Employment Development	Aim of this policy would be to: <ul style="list-style-type: none"> identify the appropriate employment uses within designated employment zones ensure development is compatible with existing and proposed surrounding uses ensure new employment development is designed to allow for future flexibility for a range of uses, including future subdivision and/or amalgamation for a range of business accommodation encourage the intensification of existing business floorspace within Town/District centres and employment areas require development to consider design and access issues and where possible alleviate issues. This may include landscape buffer zones to separate uses, measures to reduce amenity issues and screening of storage areas 	Designate the boundaries and extent of Halton's Local Employment Areas	E5	CS4	Y
9	E3: Complementary Services and Facilities within Employment Areas	Aim of this policy would be to: <ul style="list-style-type: none"> permit complementary services and facilities in employment areas where appropriate ensure that complementary services and facilities do not impact on local employment or the local economy explain that, where appropriate, housing development can form an integral part of a mixed use development and could be permitted within a designated employment area if it is located in or adjacent to a Town or District Centre 		E4		

CONSULTATION QUESTIONS

15. Are these the appropriate economic development policies and principles?
16. Are there any additional economic development policies or principles that should be included in the Delivery and Allocations Local Plan?
17. Do you have any other comments relating to the policy outline?

Town, District and Local Centres Policies

- 7.8 The spatial strategy for Halton is set out in Policy CS1 of the Core Strategy it states that about 35,000sqm of town centre convenience / comparison goods retailing, and about a further 22,000sqm of retail warehousing will be built in Halton between 2010 and 2028. Policy CS5 goes on to identify the network of centres, with Widnes Town Centre and Halton Lea and Town Centres, Runcorn Old Town as a District Centre and a number of smaller centres across Halton identified as Local Centres including Ascot Avenue, Ditchfield Road, Langdale Road and Halebank.
- 7.9 Policy CS5 provides policy on the location of new retail and leisure proposals and the need for sequential and impact assessments in certain circumstances.

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
10	TC1: Allocations	Aim of this policy would be to: <ul style="list-style-type: none"> allocate sites for retail / leisure / tourism / community purposes (defined in a Site Allocations Section) to deliver the Core Strategy requirements 		TC1 / TC3	CS5	Y
11	TC2: Halton's Centres	Aim of this policy would be to: <ul style="list-style-type: none"> define and protect primary and secondary retail frontages define and protect primary shopping areas of the town centres by controlling changes to uses that do not contribute to the vitality and viability of the centre. protect primary retail role of local centres with other uses supported where they complement the existing role of these centres ensure that the design of retail development is considered, including it being of an appropriate size and scale ensure that retail developments do not detrimentally effect the appearance or character of the area, local amenity or highway conditions ensure that retail development is compatible with the prime retail function of the area identify non retail uses consider food and drink outlets support the retention and enhancement of the town markets 	Designate Primary and Secondary Retail Frontages Designate Primary Shopping Areas and Local Centres	TC8 / TC9 / TC10 TC2 / TC4 / TC5 / TC6 / TC7 / TC11	CS5	Y
12	TC3: Commercial Leisure Facilities	Aim of this policy would be to: <ul style="list-style-type: none"> protect existing leisure facilities unless their loss can be justified set out the criteria for leisure facilities in designated centres, edge of designated centres and out of centre locations ensure that the design of leisure development is considered, including it being of an appropriate size and scale ensure that leisure developments do not detrimentally effect the appearance or character of the area, local amenity or highway conditions 		LTC1 / LTC2 / LTC3		

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
13	TC4: Community Facilities	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> ensure that the development of community facilities is permitted in or adjacent to town, district or local centres support the provision of new community facilities and the retention and enhancement of existing community facilities ensure that the development involving the loss of a community facility would only be permitted where it can be demonstrated that the existing community use is no longer required, not viable, or proposals for its replacement are included in the application) 		LTC4 / LTC5 / LTC6		
14	TC5: Tourism Attractions	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> promote tourism assets and encourage tourism development identify specific areas of assets and future development (e.g. West Bank) ensure that development that would affect an existing tourist attraction would not be permitted if it would be likely to detract from the function, appearance or setting of the attraction ensure that development proposals for new tourism attractions / facilities be permitted provided that the proposals are appropriate in size, visually unobtrusive and would not lead to unsatisfactory traffic conditions or other nuisance seek to consider favourably tourism attractions associated with the Borough's waterfronts (see section 11) 		S15 / LTC8 / LTC9		

CONSULTATION QUESTIONS

18. Are these the appropriate Town, District and Local Centres policies and principles?
19. Are there any additional Town, District and Local Centres policies or principles that should be included in the Delivery and Allocations Local Plan?
20. Do you have any other comments relating to the policy outline?

Key Areas of Change Policies

- 7.10 The four Key Areas of Change are identified in Policy CS1 of the Halton Core Strategy Local Plan, the policy states that the strategy will largely be realised by the delivery of these Key Areas of Change. The four identified areas are:
- 3MG, (Ditton) in Widnes;
 - South Widnes;
 - West Runcorn; and
 - East Runcorn.
- 7.11 These key areas are seen as fundamental to the longer term development of the Borough and in most cases represent existing areas where impetus for change already exists, through priority projects and, or, support from the development industry.

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
15	KA1: 3MG	The policy would: <ul style="list-style-type: none">• include site specific policies• include an illustrative layout		N/A	CS8	Y
16	KA2: South Widnes	The policy would: <ul style="list-style-type: none">• include site specific policies• include an illustrative layout		RG1 / RG2 / RG3	CS9	Y
17	KA3: West Runcorn	The policy would: <ul style="list-style-type: none">• include site specific policies• include an illustrative layout		RG4	CS10	Y
18	KA4: East Runcorn	The policy would: <ul style="list-style-type: none">• include site specific policies• include an illustrative layout		N/A	CS11	Y

CONSULTATION QUESTIONS

21. Are these the appropriate Key Area of Change policies and principles?
22. Are there any additional Key Area of Change policies or principles that should be included in the Delivery and Allocations Local Plan?
23. Do you have any other comments relating to the policy outline?

Green Belt Policies

- 7.12 Policy CS6 of the Core Strategy Local Plan highlights the need for a partial Green Belt review to ensure a sufficient on-going supply of deliverable development land. It also states that the general extent of the Green Belt surrounding Runcorn will remain unchanged, whilst small scale development amounting minor infilling within the washed over settlements of Daresbury, Moore and Preston on the Hill may be permitted where it can be shown to be necessary to meet specific local needs.

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
19	GB1: Green Belt Release Allocations*	*Will be dependent on the outcome of the Green Belt Study		N/A	CS6	Y
20	GB2: Control of Development in the Green Belt	Aim of this policy would be to: <ul style="list-style-type: none"> identify what is considered appropriate development in Halton's Green Belt identify the local circumstances for the construction of new buildings and changes of use in the Green Belt ensure that extensions, alterations and replacement dwellings will only be permitted subject to scale, character and appearance highlight local circumstances for limited infilling 	Designate extent of the Green Belt	GE1 / GE2 / GE3 / GE4		Y
21	GB3: Safeguarded Land	Aim of this policy would be to: <ul style="list-style-type: none"> Ensure that any land is safeguarded for future needs 				

CONSULTATION QUESTIONS

24. Are these the appropriate Green Belt policies and principles?
25. Are there any additional Green Belt policies or principles that should be included in the Delivery and Allocations Local Plan?
26. Do you have any other comments relating to the policy outline?

Connectivity Policies

7.13 Policy CS15 seeks to encourage sustainable modes of transport and to reduce the need to travel, whilst Policy CS16 and CS17 provide more detail on the Mersey Gateway and Liverpool John Lennon Airport respectively. The policies in this section of the Delivery and Allocations Local Plan document will provide more detail in relation to these Core Strategy policies.

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
22	C1: Transport Allocations	Aim of this policy would be to: <ul style="list-style-type: none"> Where necessary allocate sites for transport purposes (defined in a Site Allocations Section) 		N/A		Y
23	C2: Sustainable Transport Network	Aim of this policy would be to: <ul style="list-style-type: none"> ensure that development is only permitted where frequent public transport provision exists or is made for protect existing and disused facilities (location specific) ensure that development would not be permitted where this would prejudice the provision of new public transport facilities (location specific) require development to prioritise design measures to ensure safe and convenient cycle and pedestrian access seek, where appropriate, new routes to link appropriately to the Greenway Network (including the Trans-Pennine Trail and the Mersey Way), and include improvements and extensions where feasible 	Designate Sustainable Transport Network	TP1 / TP2 / TP3 / TP4 / TP6 / TP7 / TP8 / TP9 / TP10		Y
24	C3: Transport Network and Accessibility	Aim of this policy would be to: <ul style="list-style-type: none"> define road schemes (location specific) Freight and logistic hubs set out the expectation for larger development applications to be accompanied by a Transport Assessment and Travel Plan (above a set threshold) set out the expectation for smaller development (below a set threshold) to produce a Transport Statement ensure that development does not increase traffic to undesirable levels unless traffic problems can be alleviated ensure that development considers the effects on the sustainable transport network including public transport links, pedestrian and cycling routes ensure that development provides safe access to the overall transport network ensure that development seeks to enhance accessibility for sustainable modes of transport, by giving priority to pedestrian, cycling and public transport access to ensure they are safe, convenient and attractive, and linked to existing networks highlight the need for development to incorporate traffic management and traffic calming schemes where appropriate highlight the need for development to provide equal access for all people, including inclusive access 		TP13/ TP14 / TP15 / TP16 / TP17 / TP18		Y

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
25	C4: Parking Standards	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> incorporate appropriate parking standards (including cycle parking) require development proposals to provide an appropriate level of safe, secure, accessible and viable parking provision highlight any exceptions to the policy – development would need to justify in terms of no harmful impact to street scene or the availability of on-street parking consider off-airport car parks (LJLA) consider the provision of electric car charging points where acceptable consider space for on-site car clubs and pool car schemes 		TP12	CS15	
26	C5: Delivery of Communications Infrastructure	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> encourage and support proposals for the provision, upgrading and enhancement of wireless and fixed data transfer and telecommunications networks and their associated infrastructure ensure that development proposals have no unacceptable impact on the character and appearance of the area, on residential amenity or on the safe and satisfactory functioning of highways require that development proposals demonstrate that there will be no significant and irremediable interference with electrical equipment, air traffic service or instrumentation operating in the national interest ensure that development proposals have special regard to the Green Belt, and the natural and historic environment where the quality of the landscape / townscape may be particularly sensitive to the intrusion of communications infrastructure 		BE21		
27	C6: Expansion of Liverpool John Lennon Airport	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> consider the expansion of Liverpool John Lennon Airport (LJLA) define existing and expanded Airport boundary identify if any land were to be removed from the Green Belt (specific to the runway extension) 		N/A	CS17	Y
28	C7: Liverpool John Lennon Airport	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> seek to ensure that development is not permitted should it impede the operational requirements of the Airport ensure that development has regard to the Airports Surface Access Strategy address the issues of Airport parking consider Circular 1/2003 Safeguarding Aerodromes 		N/A		

CONSULTATION QUESTIONS

27. Are these the appropriate Connectivity policies and principles?
28. Are there any additional Connectivity policies or principles that should be included in the Delivery and Allocations Local Plan?
29. Do you have any other comments relating to the policy outline?

Sustainable Design Policies

- 7.14 Policy CS2 sets out the presumption in favour of sustainable development, looking to secure development that improves the economic, social and environmental conditions in the area. Policy CS18 seeks to raise the quality of design in all development in Halton.
- 7.15 The design of places and spaces can have a profound effect on the way that we live, how we understand an area, the way that we treat an area and the way that we move through it. This will be considered in the setting of these policies and the consideration of development.
- 7.16 Sustainable development is generally defined as '*development which meets the needs of the present without compromising the ability of future generations to meet their own need*'. Again, this will be taken into consideration in the preparation of the proposed policies.

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
29	SD1: Design of Development	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> ensure that development has regard to: local character, frontages, scale, height, massing, proportion, form, sustainable development, adaptability, layout, access, boundary walls and fences, public realm, amenity, climate change, low carbon, use of renewables detailing and materials 		BE1 / BE2 / BE18 / BE19 / BE20 / BE22		
30	SD2: Shop Fronts, Signage and Advertising	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> ensure that new and altered shop fronts are only permitted should they be appropriate to the building and the character of the area ensure that proposals for shop fronts have appropriate regard to design, security and safety, amenity and access ensure that signage and advertisements are only permitted where the size, design, positioning, materials and degree of illumination of the advertisement would not have an adverse visual impact or a detrimental effect on public safety 		BE16 / BE17		
31	SD3: Temporary Buildings	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> ensure that proposals for temporary buildings do not prejudice the long term after-use of the site require proposals for temporary buildings to be for a specified period 		BE23		
32	SD4: Renewable and Low Carbon Energy	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> ensure renewable and low carbon energy proposals are of the appropriate scale and design seek Energy Statements as part of the Design and Access Statement to demonstrate how the energy hierarchy has been achieved (subject to exclusions) highlight that opportunities for Energy Priority Zones in the Key Areas of Change will be supported where development can draw its energy from decentralised, renewable or low carbon energy require developments in Energy Priority Zones to connect to District Heating networks where it is feasible and viable to do so ensure that proposals for renewable and low carbon energy generation includes a landscape and visual assessment Support the sustainable retrofitting of existing development 		MW18	CS19	

CONSULTATION QUESTIONS

30. Are these the appropriate Sustainable Design policies and principles?
31. Are there any additional Sustainable Design policies or principles that should be included in the Delivery and Allocations Local Plan?
32. Do you have any other comments relating to the policy outline?

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Natural and Historic Environment Policies

7.17 Policy CS20 seeks to enhance the value of Halton's natural assets and to conserve and enhance the Borough's heritage assets and landscape character. It also looks to employ replacement or compensatory measures where appropriate to ensure no net loss of natural or heritage assets or landscape character as a result of development. The policies in this section of the Delivery and Allocations Local Plan will seek to provide more detailed guidance in relation to this overarching policy of the Core Strategy.

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
33	NH1: Heritage Assets and the Historic Environment	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> support proposals that help preserve or enhance heritage assets consider the development of listed buildings including demolition, change of use, alterations and additions consider development within Conservation Areas including requesting Conservation Area Appraisals to be undertaken (where appropriate) to help increase understanding and respect the significance, special character, context, appearance and historical importance consider other development issues associated with the historic environment including those related to Areas of Archaeological Interest and Scheduled Monuments list locally significant buildings (those that have been identified on the Local List – these are assets which have been jointly identified by local residents and the Council as a valued and distinctive element of the local historic environment) 	<p>Designate Borough's heritage assets including:</p> <ul style="list-style-type: none"> Listed Buildings Conservation Areas Areas of Archaeological Interest Scheduled Monuments 	BE4 / BE5 / BE6 / BE7 / BE8 / BE9 / BE10 / BE11 / BE12 / BE13 / BE15	CS20	Y
34	NH2: Nature Conservation	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> consider development issues associated with the natural environment including Local Nature Reserves, Local Geological Sites, Local Wildlife Sites, Ancient Woodland and Habitats and species identified in the BAP consider other development issues in the natural environment including the protection of ponds, hedgerows, trees and woodlands. 	<p>Designate sites of local importance including:</p> <ul style="list-style-type: none"> Nature Improvement Areas Local Nature Reserves Local Geological Sites Local Wildlife Sites Ancient Woodland Habitats and species identified in the BAP 	GE19 / GE20 / GE21 / GE22 / GE23 / GE24 / GE25 / GE26 / GE27	CS20	Y

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
35	NH3: Halton's Waterfronts	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> Identify the coastal change management areas and provide policy to reduce risk to these areas from inappropriate development explain how waterways and their banks provide established habitats with nature conservation value support proposals for recreation and tourism (where appropriate) expect development to respect the important amenity, landscape and ecological characteristics, important landscape and wildlife resources, attractive views and access points ensure that waterside development is not permitted if it would have an unacceptable effect on water quality or cause significant run-off seek opportunities for development to connect any identified habitats, species or features set out the need to consult (if appropriate) the owners of any waterways for any works that might affect the integrity of the waterway or linkages (for instance to towpaths) support the reinstatement of the Runcorn Locks 		GE29 / GE30/ LTC10		
36	NH4: Open Countryside	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> Ensure that any land allocated as Open Countryside is appropriately protected 	Designate Open Countryside	S23		Y
37	NH5: Protection of Green Infrastructure	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> identify in what instances appropriate compensatory / financial contributions would be sought with regard to green infrastructure require development, where appropriate, to include assessments for on-site ecology, connectivity of the site with the green infrastructure network and make provision for improvements where necessary both on-site and off-site ensure that where development is permitted, that it is of a scale, form, layout and design which respects the character of the Borough's green infrastructure network and does not lead to a loss in the overall amenity Support cross boundary working to support the maintenance and development of wider green infrastructure networks 	Designation of green infrastructure sites	GE5 / GE6 / GE7 / GE8 / GE10 / GE11 / GE12 / GE13 / GE15 / GE16	CS21	Y
38	NH6; Open Space and Outdoor Sports Provision	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> set out standards for open space and outdoor playing pitch, sport and recreation provision in the Borough, to help in assessing development proposals for sport and recreation facilities (link to policy G1) 		LTC4 / LTC5 / LTC6		

CONSULTATION QUESTIONS

33. Are these the appropriate Natural and Historic Environment policies and principles?
34. Are there any additional Natural and Historic Environment policies or principles that should be included in the Delivery and Allocations Local Plan?
35. Do you have any other comments relating to the policy outline?

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Pollution and Risk Policies

- 7.18 Halton is affected by risk to its population, environment and buildings from a variety of sources from both within and outside the Borough. New development should minimise all forms of pollution and manage potential conflicts between sources of risk and surrounding uses.
- 7.19 Policy CS23 of the Core Strategy Local Plan seeks to control development which may give rise to pollution, reduce risks from hazardous installations and manage flood risk. The policies in this section of the Delivery and Allocations Local Plan would seek to build on this policy, providing more information in relation to particular types of pollution and risk.

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
39	PR1: Nuisance	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> • ensure that development proposals would not be permitted if it is likely to have an unacceptable effect on: <ul style="list-style-type: none"> ◦ air quality ◦ noise nuisance ◦ odour nuisance ◦ light pollution and nuisance ◦ water quality • explain that 'unacceptable effects' include those which have an effect on: local amenity; public health; public safety; quality standards; investment confidence; visual obtrusion and risk to the natural environment • require that any development which has the potential to pollute or cause nuisance to demonstrate that mitigation measures have been incorporated 		PR1 / PR2 / PR3 / PR4 / PR5 / PR8 / TPI9 / GE14		
40	PR2: Contaminated Land	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> • require development proposals on land which may be contaminated to be accompanied by a land investigation to establish the level of contamination • require appropriate site remediation and aftercare measures where appropriate and if necessary include details of a programme of implementation • encourage the adoption of sustainable remediation technologies • ensure that Development is not permitted if it is likely to cause contamination of the soil or sub-soil • consideration given to the impact of contamination on the wider environment including water courses, flora and fauna. • explain that the requirement to undertake work associated with contaminated land will be controlled by either planning conditions or where necessary by planning obligations 		PR6 / PR14		
41	PR3: Pollution Sources	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> • ensure that development near to established pollution sources is not permitted if it is likely that those existing sources of pollution will have an unacceptable effect on the proposed development 		PR7		

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
42	PR4: Major Accident Risks	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> build on the policy set out in Core Strategy by setting out the requirements for development affected by the following: <ul style="list-style-type: none"> Control of Major Accident Hazards (COMAH) Zones – Development should not impose significant restrictions in terms of off-site accidental risk assessment on surrounding land users. Potential use of PADHI, HSE approach to planning advice for developments near hazardous installations LJLA Public Safety Zone (PSZ) – Development should not increase the numbers of people living, working or congregating in the zone LJLA Height Restriction Zone (HRZ) – Development should be below the specific height and not cause a hazard to air travellers Air Quality Management Area (AQMA) – Development should contribute to the reduction in air pollutants as specified by an AQMA 	Designate: • COMAHs • LJLA PSZ • LJLA HRZ • AQMAs	PR9 / PR10 / PR11 / PR12	CS23	Y
43	PR5: Flood Risk	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> set out the criteria for development regarding flood risk identify land to be safeguarded from development that is required for current and future flood management (if necessary) 	Designate Flood Risk Areas (if necessary)	PR15 / PR16		Y

CONSULTATION QUESTIONS

36. Are these the appropriate Pollution and Risk policies and principles?
37. Are there any additional Pollution and Risk policies or principles that should be included in the Delivery and Allocations Local Plan?
38. Do you have any other comments relating to the policy outline?

Minerals Policies

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

Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
44	M1: Minerals Allocations	Aim of this policy would be to: <ul style="list-style-type: none"> allocate areas of mineral resources – Minerals Safeguarding Areas (defined in a Site Allocations Section) 			CS25	Y
45	M2: Minerals	Aim of this policy would be to: <ul style="list-style-type: none"> set out the criteria for the potential extraction of minerals resources ensuring that minerals development does not have an unacceptable detrimental impact on the Borough's Green Belt, green infrastructure network, the natural environment, the historic environment, local amenity, the best and most versatile agricultural land, or the highway network. Development should also not cause unacceptable nuisance to surrounding uses set out the circumstances (where appropriate) for the prior extraction of minerals require minerals development to incorporate a restoration plan for the reclamation of the site to an appropriate after use, or to a state capable of beneficial after use within a suitable timeframe 		MW1 / MW2 / MW4 / MW6	CS25	

CONSULTATION QUESTIONS

39. Are these the appropriate Minerals policies and principles?
40. Are there any additional Minerals policies or principles that should be included in the Delivery and Allocations Local Plan?
41. Do you have any other comments relating to the policy outline?

8 Site Allocations, Designations & Policies Map

Site Allocations

8.1 Site Allocations will be referred to by a specific policy (highlighted in blue in the table). The policy will list the allocations for development and the expected capacity of the site, site reference numbers will be provided which will link to the Site Allocations Section of the Local Plan. Site specific allocations will be set out using the following sub-headings (an example is included at Appendix F):

- **Red Line Boundary**

For each site a red line boundary will be provided showing the extent of the site to be allocated.

- **Site Description**

This will provide a description of the site, its surrounds and its history. It is intended to provide a brief context for the site and its allocation.

- **Proposed Development and Indicative development capacities**

It is important to assess the extent to which the allocated sites will contribute to the housing, employment, retail and leisure development identified in the Core Strategy. Therefore, within each Site Allocation estimated totals are set out for the number of residential units, hectares of employment or square metres of retail and leisure that the site may contribute.

- **Principles of Development**

Each allocation will include the principles for the future development or use of sites to which any future planning applications will need to pay regard. It is not however, the function of this document to set out overly detailed prescriptions.

When a planning application is submitted this will contain detailed proposals about the development. A process of consultation will take place before and/or during the submission and assessment of an application.

- **Phasing**

For each site a broad timescale for when the site is likely to come forward for development will be indicated. This will be based on:

- whether the scheme currently has planning permission;
- engagement with landowners / developers about the sites in the preparation of the document, or through the planning application or pre-application process; and
- the size and complexity of the scheme – large schemes in fragmented ownership, with complex site constraints will normally take longer to bring forward due to the greater number of issues that need to be addressed.

Based on these factors an assumption has been made as to when development is likely to take place.

- **Infrastructure Implications**

New development will place pressure on local infrastructure such as transport, parks, utilities, health and education services. So it is important to ensure that there is sufficient infrastructure to meet the needs of existing and future populations. There may be site specific infrastructure that needs to be assessed and/or addressed before development can go ahead. Where this is already known, this is set out in this Site Allocations.

- **Relevant Core Strategy Policies**

It is important to assess the extent to which the allocated sites identified in the Delivery and Allocations Local Plan will contribute to the housing, employment, retail and leisure development identified in the Core Strategy and which policies will be relevant in terms of the development principles and requirements.

- **Justification**

This will provide an explanation and justification for the inclusion of the site, the proposed development, the infrastructure implications, the principles of development and the proposed phasing.

- 8.2 The potential Site Allocations will be identified following a Site Assessment exercise. It is proposed that the assessment comprises a number of criteria chosen to ensure that consistent information is considered for each site before a site selection process is undertaken. Information for the assessment will come from a variety of sources, mainly but not exclusively, held within the Council. It is considered that such an approach is in line with the National Planning Policy Framework (NPPF) which states that Local Plans should be based upon a robust, up-to-date and adequate evidence base. The proposed methodology is set out in Appendix G.
- 8.3 Commentary will be included on each criteria to highlight the key issues associated with individual sites, and to identify any significant constraints. These outcomes are summarised in a conclusion for each site. Sites have not been ranked but the assessment provides an overall indication of those sites that have the most potential to accommodate future development. As such, it provides the basis for moving forward with the Delivery and Allocations Local Plan.
- 8.4 It should be noted that the outcomes of the Sustainability Appraisal, and a number of other evidence base documents listed below, will also be given due consideration in the site selection process and will be made available alongside the publication of the Delivery and Allocations Local Plan.
- 8.5 Other relevant studies from the evidence base that will also be given consideration in the site selection process include:
 - Results of public consultation
 - Strategic Housing Land Availability Assessment (SHLAA)
 - Strategic Housing Market Assessment (SHMA)
 - Joint Employment Land and Premises Study
 - Retail and Leisure Study
 - Landscape Character Assessment
 - Strategic Flood Risk Assessment (SFRA)
 - Open Space Study
 - Playing Pitch Strategy
 - Green Belt Review
 - Development Viability Study
 - Local Transport Plan

CONSULTATION QUESTIONS

42. Are you aware of any land or buildings that should be considered for allocation in the Delivery and Allocations Local Plan, including alternate uses for existing allocations? If

- yes, please complete the Call for Sites Form in Appendix H.
43. Do you think the Proposed Site Assessment Methodology (Appendix G) is appropriate?
44. Do you think the suggested presentation of the Site Allocations is appropriate?
45. Should any further information be collected as part of the Proposed Site Assessment or published as part of the Site Allocations Section of the Delivery and Site Allocation Local Plan?

Designations

- 8.6 Designations will identify land that should be safeguarded (for example open space or transport infrastructure) or where specific policies apply (for example local centres). Designations relate to Core Strategy or Delivery and Allocations policies. These designations will be shown on the Policies Map which will accompany the Delivery and Allocations Local Plan.
- 8.7 The proposed designations are listed in the Policy Outline alongside the proposed policy outlines, they include:
- Local Employment Areas
 - Primary and Secondary Retail Frontages
 - Primary Shopping Areas
 - Local Centres
 - Green Belt
 - Sustainable Transport Network
 - Heritage Assets (Listed Buildings, Conservation Areas, Areas of Archaeological Interest, Scheduled Monuments)
 - Nature Improvement Areas
 - Local Nature Reserves
 - Local Geological Sites
 - Local Wildlife Sites
 - Ancient Woodland
 - Habitats and Species identified in the Biodiversity Action Plan
 - Open Countryside
 - Green Infrastructure Sites
 - COMAHs (Control of Major Accident Hazards)
 - Liverpool John Lennon Airport Public Safety Zone
 - Air Quality Management Areas
 - Flood Risk Areas

CONSULTATION QUESTIONS

46. Are the currently proposed designations appropriate?
47. Do you think there are any further designations that should be considered in the Delivery and Allocations Local Plan?

Policies Map

- 8.8 The Policies Map (previously known as the Proposals Map) will map the policies, allocations and designations from the Delivery and Allocations Local Plan policies and the Core Strategy

Local Plan. The Policy Outline section identifies the allocations and designations to be shown on the Policies Map.

CONSULTATION QUESTIONS

- 48.** Is there anything else that you think should be considered or included in the Delivery and Allocations Local Plan?

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Appendix A: NPPF Requirements

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

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Delivery and Allocations Local Plan Policy
Building a Strong, Competitive Economy	(21) Set criteria, or identify strategic sites, for local and inward investment to match the [economic vision and] strategy and to meet anticipated needs over the plan period.	E1: Employment Provision Allocations
	(21) Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.	E2: New Employment Development / E3: Complementary Services and Facilities within Employment Areas
Ensuring the Vitality of Town Centres	(23) Define the extent of primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations.	R2: Halton's Centres
	(23) Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needs in town centres.	R1: Retail Provision Allocations
	(23) Allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available. If sufficient edge of centre sites cannot be identified, set policies for meeting the identified needs in other accessible locations that are well connected to the town centre.	R1: Retail Provision Allocations
	(23) Set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres.	R2: Halton's Centres
Promoting Sustainable Transport	(30) Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.	TA2: Sustainable Transport Network / TA3: Transport Network and Accessibility
	(39) If setting local parking standards for residential and non-residential development, local planning authorities should take into account: <ul style="list-style-type: none"> • the accessibility of the development; • the type, mix and use of the development; • the availability of and opportunities for public transport; • local car ownership levels; and • an overall need to reduce the use of high-emission vehicles 	TA4: Parking Standards
Supporting High Quality Communications Infrastructure	(43) In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband.	BE3: Delivery of Communications Infrastructure

Delivering a Wide Choice of High Quality Homes	(47) Identify key sites which are critical to the delivery of the housing strategy over the plan period	H1: Residential Development Allocations
Requiring Good Design	(58) Local Plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area.	BE1: Design of Development
Protecting Green Belt Land	(83) Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy	GE1: Green Belt Release Allocations / GB2: Control of Development in the Green Belt
	(83) Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.	GE1: Green Belt Release Allocations / GB2: Control of Development in the Green Belt
Meeting the Challenge of Climate Change, Flooding and Coastal Change	(97) Consider identifying suitable areas for renewable and low-carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources.	SD1: Renewable and Low Carbon Energy
	(97) Identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.	SD1: Renewable and Low Carbon Energy
Conserving and Enhancing the Natural Environment	(117) Identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation.	NH2: Nature Conservation
Facilitating the Sustainable Use of Minerals	(143) Identify and include policies for extraction of mineral resources of local and national importance in their area.	M2: Minerals
	(143) Define Minerals Safeguarding Areas and adopt appropriate policies in order that known locations of specific minerals resources of local and national importance are not needlessly sterilised by non-mineral development, whilst not creating a presumption that resources defined will be worked; and define Minerals Consultation Areas based on these Minerals Safeguarding Areas.	M1: Minerals Allocations
	(143) Set out policies to encourage the prior extraction of minerals, where practicable and environmentally feasible, if it is necessary for non-mineral development to take place.	M2: Minerals
	(143) Set out environmental criteria against which planning applications will be assessed so as to ensure that permitted operations do not have unacceptable adverse impacts on the natural and historic environment or human health.	M2: Minerals
	(143) Put in place policies to ensure worked land is reclaimed at the earliest opportunity, taking account of aviation safety, and that high quality restoration and aftercare of mineral sites takes place, including for agriculture, geodiversity, biodiversity, native woodland, the historic environment and recreation.	M2: Minerals

Planning Policy for Traveller Sites PPS

Policy Section	Specific Requirement for Delivery and Allocations Local Plan (including paragraph number)	Delivery and Allocations Local Plan Policy
Policy A: Using evidence to plan positively and manage development	(c) Use a robust evidence base to establish accommodation needs to inform the preparation of local plans and making planning decisions.	T1: Traveller Sites Allocations
Policy B: Planning for traveller sites	(8) Local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area, working collaboratively with neighbouring local planning authorities.	T1: Traveller Sites Allocations

Appendix B: Core Strategy Requirements

This appendix shows the requirements of the Halton Core Strategy Local Plan relevant to the Delivery and Allocations Local Plan and the corresponding policy that the requirement would be covered in.

Core Strategy Policy	Requirement for Delivery and Allocations Local Plan	Delivery and Allocations Local Plan Policy
CS1: Halton's Spatial Strategy	No specific requirements	n/a
CS2: Presumption in Favour of Sustainable Development	No specific requirements	n/a
CS3: Housing Supply and Locational Priorities	Allocate specific sites that will contribute to housing supply	H1: Residential Development Allocations
CS4: Employment Land and Locational Priorities	Allocate specific sites that will contribute to employment land supply	E1: Employment Provision Allocations
	Designate the boundaries and extent of Halton's Local Employment Areas and Regional Employment Sites	E2: New Employment Development
CS5: A Network of Centres	Designate the Primary and Secondary retail frontages for Widnes Town Centre, Halton Lea and Runcorn Old Town	R2: Halton's Centres
	Designate Primary Shopping Areas for Widnes Town Centre, Halton Lea and Runcorn Old Town	R2: Halton's Centres
	Re-appraise existing and allocate new Local Centre boundaries	R2: Halton's Centres
	Allocate areas for future retail development	R1: Retail Provision Allocations
CS6: Green Belt	Review and designate extent of the Green Belt	GB1: Green Belt Release Allocations
CS7: Infrastructure Provision	No specific requirements	n/a
CS8: 3MG	No specific requirements	n/a
CS9: South Widnes	No specific requirements	n/a
CS10: West Runcorn	No specific requirements	n/a
CS11: East Runcorn	No specific requirements	n/a
CS12: Housing Mix	No specific requirements	n/a
CS13: Affordable Housing	No specific requirements	n/a
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople	Target and allocation of sites for Gypsy, Traveller and Travelling Showpeople	T1: Traveller Sites Allocations
CS15: Sustainable Transport	Set maximum parking standards	TA4: Parking Standards
	Designate existing Sustainable Transport Network and safeguard future routes and facilities	TA2: Sustainable Transport Network
CS16: The Mersey Gateway Project	No specific requirements	n/a
CS17: Liverpool John Lennon Airport	Consideration of allocation of land for runway extension	LJLA1: Expansion of Liverpool John Lennon Airport
CS18: High Quality Design	No specific requirements	n/a
CS19: Sustainable Development and Climate	Support Energy Priority Zones	SD1: Renewable and Low Carbon Energy

Change		
CS20: Natural and Historic Environment	Designate sites of local importance including Local Nature Reserves, Local Geological Sites, Local Wildlife Sites, Ancient Woodland, and habitats and species identified in Halton's Biodiversity Action Plan	NH2: Nature Conservation
	Designate Borough's heritage assets including Listed Buildings, Conservation Areas, Areas of Archaeological Interest, Scheduled Monuments	NH1: Historic Environment
CS21: Green Infrastructure	Set out the priorities for the protection, enhancement and where appropriate the expansion of green infrastructure	GI: Protection of Green Infrastructure
	Designate green infrastructure network	GI: Protection of Green Infrastructure
	Update the standards for green infrastructure	GI: Protection of Green Infrastructure
CS22: Health and Well-Being	No specific requirements	n/a
CS23: Managing Pollution and Risk	Designate AQMAs, COMAHs, LJLA PSZ	PR4: Major Accident Risks
CS24: Waste	No specific requirements	n/a
CS25: Minerals	Allocate areas of minerals resources	M1: Minerals Allocations
	Criteria for potential extraction of mineral resources	M2: Minerals

Appendix C: UDP Policy Analysis

This appendix consists of an analysis of the Halton Unitary Development Plan (UDP) saved policies, illustrating policies which have already been deleted and how the remaining policies would be taken forward by the Delivery and Allocations Local Plan. The analysis also highlights UDP saved policies which have been highly cited in planning permission refusals over recent years, demonstrating policy effectiveness.

Key

	Deleted Policies (not 'saved' beyond 2008)
	Deleted by Core Strategy Local Plan
	Deleted by Waste Local Plan
	Proposed to be deleted by Delivery and Allocations Local Plan
	Part or all of policy taken forward to Delivery and Allocations Local Plan

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
S1	Regeneration	
S2	The Built Environment	
S3	The Green Environment	
S4	Pollution and Health	
S5	Major Accident Land Use Risk	
S6	Reuse and Remediation of Previously Used or Contaminated Land	
S7	Minerals and Waste	
S8	Sustainable Waste Management Facilities	
S9	Waste Management Facilities	
S10	Reducing Greenhouse Gas Emissions	
S11	Renewable Energy Sources	
S12	Areas at Risk from Flooding	
S13	Transport	
S14	A New Crossing of the River Mersey	
S15	Leisure and Tourism	Merge into C2: Tourism Attractions
S16	Retail Hierarchy	
S17	Retail Development	
S18	Provision of Land for Housing	
S19	Provision of Land for Employment	
S20	Regional Investment Sites	
S21	Green Belt	
S22	Unallocated Land in Urban Areas	
S23	Open Countryside	Merge into GB3: Open Land
S24	Sustainable Urban Extensions	
S25	Planning Obligations	
Chapter 1 - Regeneration		
RG1	Action Area 1 - Southern Widnes	Merge into KA2: South Widnes
RG2	Action Area 2 - Central Widnes	Merge into KA2: South Widnes
RG3	Action Area 3 - Widnes Waterfront	Merge into KA2: South Widnes
RG4	Action Area 4 - Runcorn and Weston Docklands	Merge into KA3: West Runcorn
RG5	Action Area 5 - Halebank	
RG6	Action Area 6 - Castlefields and Norton Priory	
Chapter 2 - Built Environment		
BE1	General Requirements for Development	Merge into BE1: Design of Development
BE2	Quality of Design	Merge into BE1: Design of Development

BE3	Environment Priority Areas	
BE4	Scheduled Ancient Monuments	Merge into NHI: Historic Environment
BE5	Other Sites of Archaeological Importance	Merge into NHI: Historic Environment
BE6	Archaeological Evaluations	Merge into NHI: Historic Environment
BE7	Demolition of Listed Buildings	Merge into NHI: Historic Environment
BE8	Changes of Use of Listed Buildings	Merge into NHI: Historic Environment
BE9	Alterations and Additions to Listed Buildings	Merge into NHI: Historic Environment
BE10	Protecting the Setting of Listed Buildings	Merge into NHI: Historic Environment
BE11	Enabling Development and the Conservation of Heritage Assets	Merge into NHI: Historic Environment
BE12	General Development Criteria - Conservation Areas	Merge into NHI: Historic Environment
BE13	Demolition in Conservation Areas	Merge into NHI: Historic Environment
BE14	Outline Applications – Conservation Areas	
BE15	Local List of Buildings and Structures of Architectural and Historic Interest	Merge into NHI: Historic Environment
BE16	Alterations to and New Shop Fronts	Merge into BE2: Shop Fronts, Signage and Advertising
BE17	Advertising and Advertisements	Merge into BE2: Shop Fronts, Signage and Advertising
BE18	Access to New Buildings Used by the Public	Merge into BE1: Design of Development
BE19	Disabled Access for Changes of Use, Alterations and Extensions	Merge into BE1: Design of Development
BE20	Disabled Access in Public Places	Merge into BE1: Design of Development
BE21	Telecommunications Apparatus	Keep similar policy – BE3: Delivery of Communications Infrastructure
BE22	Boundary Walls and Fences	Merge into BE1: Design of Development
BE23	Temporary Buildings	Keep similar policy – BE4: Temporary Buildings

Chapter 3 – The Green Environment

GE1	Control of Development in the Green Belt	Merge into GB1: Green Belt Release Allocations
GE2	Hale Village Green Belt	Merge into GB1: Green Belt Release Allocations
GE3	Extensions, Alterations and Replacement of Existing Dwellings in the Green Belt	Merge into GB1: Green Belt Release Allocations
GE4	Re-use of Buildings in the Green Belt	Merge into GB1: Green Belt Release Allocations
GE5	Outdoor Sport and Recreation Facilities in the Urban Fringe and Open Countryside	Merge into GI: Protection of Green Infrastructure
GE6	Protection of Designated Greenspace	Merge into GI: Protection of Green Infrastructure
GE7	Proposed Greenspace Designations	Merge into GI: Protection of Green Infrastructure
GE8	Development within Designated Greenspace	Merge into GI: Protection of Green Infrastructure
GE9	Redevelopment and Changes of Use of Redundant School Buildings	
GE10	Protection of Linkages in Greenspace Systems	Merge into GI: Protection of Green Infrastructure
GE11	Protection of Incidental Greenspaces	Merge into GI: Protection of Green Infrastructure
GE12	Protection of Outdoor Playing Space for Formal Sport And Recreation	Merge into GI: Protection of Green Infrastructure
GE13	Intensifying Use of Existing Outdoor Sports and Recreation Provision	Merge into GI: Protection of Green Infrastructure

GE14	Noisy Outdoor Sports	Merge into PR1: Nuisance
GE15	Protection of Outdoor Playing Space for Children	Merge into G1: Protection of Green Infrastructure
GE16	Protection of Allotments	Merge into G1: Protection of Green Infrastructure
GE17	Protection of Sites of International Importance for Nature Conservation	
GE18	Protection of Sites of National Importance for Nature Conservation	
GE19	Protection of Sites of Importance for Nature Conservation	Merge into HN2: Nature Conservation
GE20	Protection and Creation of Local Nature Reserves	Merge into HN2: Nature Conservation
GE21	Species Protection	Merge into HN2: Nature Conservation
GE22	Protection of Ancient Woodlands	Merge into HN2: Nature Conservation
GE23	Protection of Areas of Special Landscape Value	Merge into HN2: Nature Conservation
GE24	Protection of Important Landscape Features	Merge into HN2: Nature Conservation
GE25	Protection of Ponds	Merge into HN2: Nature Conservation
GE26	Protection of Hedgerows	Merge into HN2: Nature Conservation
GE27	Protection of Trees and Woodland	Merge into HN2: Nature Conservation
GE28	The Mersey Forest	
GE29	Canals and Rivers	Merge into NH3: Halton's Waterfronts
GE30	The Mersey Costal Zone	
Chapter 4 – Pollution and Risk		
PR1	Air Quality	Merge into PR1: Nuisance
PR2	Noise Nuisance	Merge into PR1: Nuisance
PR3	Odour Nuisance	Merge into PR1: Nuisance
PR4	Light Pollution and Nuisance	Merge into PR1: Nuisance
PR5	Water Quality	Merge into PR1: Nuisance
PR6	Land Quality	Merge into PR2: Contaminated Land
PR7	Development Near to Established Pollution Sources	Keep similar policy – PR3: Pollution Sources
PR8	Noise Sensitive Developments	Merge into PR1: Nuisance
PR9	Development within the Liverpool Airport Public Safety Zone	Merge into PR4: Major Accident Risks
PR10	Development within the Liverpool Airport Height Restriction Zone	Merge into PR4: Major Accident Risks
PR11	Development of Sites Designated under the Control of Major Hazards (Planning) Regulations 1999 (COMAH)	Merge into PR4: Major Accident Risks
PR12	Development on Land Surrounding COMAH Sites	Merge into PR4: Major Accident Risks
PR13	Vacant and Derelict Land	
PR14	Contaminated Land	Merge into PR2: Contaminated Land
PR15	Groundwater	Merge into PR5: Flood Risk
PR16	Development and Flood Risk	Merge into PR5: Flood Risk
Chapter 5 – Minerals and Waste Management		
MW1	All Minerals and Waste Management Developments	Merge into M2: Minerals
MW2	Requirements for all Applications	Merge into M2: Minerals
MW3	Requirements for all Waste Management Applications	
MW4	Aggregate Minerals	Merge into M2: Minerals
MW5	Protection of Mineral resources	
MW6	Aftercare	Merge into M2: Minerals
MW7	Waste Recycling and Collection Facilities	

MW8	Aerobic Composting Facilities	
MW9	Anaerobic Digestion Facilities	
MW10	Wastewater and Sewage Treatment Facilities	
MW11	Extensions to Wastewater Treatment Facilities	
MW12	Recycling and Household Waste Centres	
MW13	Energy Recovery	
MW14	Incineration	
MW15	Landfill/Landrising of Non-inert Wastes	
MW16	Landfill/Landrising of Inert Wastes	
MW17	Waste Minimisation and Recycling	
MW18	Energy from Non-fossil Sources	Merge into SD1: Renewable and Low Carbon Energy
Chapter 6 – Transport		
TP1	Public Transport Provision as Part of New Development	Merge into TA2: Public Transport Provision / Facilities
TP2	Existing Public Transport Facilities	Merge into TA2: Public Transport Provision / Facilities
TP3	Disused Public Transport Facilities	Merge into TA2: Public Transport Provision / Facilities
TP4	New Public Transport Facilities	Merge into TA2: Public Transport Provision / Facilities
TP5	Taxi Ranks and Offices	
TP6	Cycle Provision as Part of New Development	Merge into TA2: Public Transport Provision / Facilities
TP7	Pedestrian Provision as Part of New Development	Merge into TA2: Public Transport Provision / Facilities
TP8	Pedestrian Improvement Schemes	Merge into TA2: Public Transport Provision / Facilities
TP9	The Greenway Network	Merge into TA2: Public Transport Provision / Facilities
TP10	The Trans-Pennine Trail and Mersey Way	Merge into TA2: Public Transport Provision / Facilities
TP11	Road Schemes	
TP12	Car Parking	Merge into TA4: Parking Standards
TP13	Freight	
TP14	Transport Assessments	Merge into TA3: Transport Network and Accessibility
TP15	Accessibility to New Development	Merge into TA3: Transport Network and Accessibility
TP16	Green Travel Plans	Merge into TA3: Transport Network and Accessibility
TP17	Safe travel for All	Merge into TA3: Transport Network and Accessibility
TP18	Traffic Management	Merge into TA3: Transport Network and Accessibility
TP19	Air Quality	Merge into PR1: Nuisance
TP20	Liverpool Airport	
Chapter 7 – Leisure, Tourism and Community Facilities		
LTC1	Developments of Major Leisure and Community Facilities within Designated Shopping Centres	Merge into R3: Leisure Facilities
LTC2	Developments of Major Leisure and Community Facilities on the Edge of Designated Shopping Centres	Merge into R3: Leisure Facilities
LTC3	Development of Major Leisure and	Merge into R3: Leisure Facilities

	Community Facilities in Out-of-Centre locations	
LTC4	Development of Local Leisure and Community Facilities	Merge into C1: Community Facilities
LTC5	Protection of Community Facilities	Merge into C1: Community Facilities
LTC6	Children's Day Care Provision	Merge into C1: Community Facilities
LTC7	The Proposed Halton Arts and Cultural Centre Site	
LTC8	Protection of Tourism Attractions	Merge into C2: Tourism Attractions
LTC9	Tourism Development	Merge into C2: Tourism Attractions
LTC10	Water Based Recreation	Merge into NH3: Halton's Waterfronts
Chapter 8 – Shopping and Town Centres		
TC1	Retail and Leisure Allocations	Merge into R1: Retail Provision Allocations
TC2	Retail Development to the Edge of Designated Shopping Centres	Merge into R2: Halton's Centres
TC3	Warrington Road/Eastern Widnes Bypass Site	Merge into R1: Retail Provision Allocations
TC4	Retail Development within Designated Shopping Centres	Merge into R2: Halton's Centres
TC5	Design of Retail Development	Merge into R2: Halton's Centres
TC6	Out of Centre Retail Development	Merge into R2: Halton's Centres
TC7	Existing Small Scale Local Shopping Facilities Outside Defined Shopping Centres	Merge into R2: Halton's Centres
TC8	Non-retail Uses within Primary and Secondary Shopping Areas	Merge into R2: Halton's Centres
TC9	Non-retail Uses within Neighbourhood Centres	Merge into R2: Halton's Centres
TC10	Runcorn Mixed Town Centre Uses Area	Merge into R2: Halton's Centres
TC11	Food and Drink Outlets	Merge into R2: Halton's Centres
Chapter 9 – Housing		
H1	Provision for New Housing	H1: Residential Development Allocations
H2	Design and Density of New Residential Development	
H3	Provision of Recreational Greenspace	Develop similar policy – H4: Open Space Provision for Residential Development
H4	Sheltered Housing	
H5	Gypsy Sites	
H6	House Extensions	Merged into H2: Dwelling Alterations, Extensions and Replacement Dwellings
H7	Conversions to Flats	Merged into H2: Dwelling Alterations, Extensions and Replacement Dwellings
H8	Non Dwelling House Uses	Develop similar policy - H3: Non Dwelling House Uses
Chapter 10 – Employment		
E1	Local and Regional Employment Land Allocations	Merge into E1: Employment Provision Allocations
E2	Priority Employment Redevelopment Areas	Merge into E1: Employment Provision Allocations
E3	Primarily Employment Areas	Merge into E1: Employment Provision Allocations
E4	Complementary Services and Facilities within Primarily Employment Areas	Develop similar policy – E3: Complementary Services and Facilities within Employment Areas
E5	New Industrial and Commercial Development	Develop similar policy – E2: New Employment Development
E6	Daresbury Laboratories	

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Appendix D: UDP Policies Proposed to be Deleted without being directly replaced.

The below table shows the remaining UDP policies proposed to be deleted by the Delivery and Allocations Local Plan. The reasons for deletion are included along with the potential outcome of a policies deletion. It should be noted that this is indicative only and may be subject to change.

UDP Policy	Reasons to be Deleted	Outcome of Deletion
S22: Unallocated Land in Urban Areas	<ul style="list-style-type: none"> All land should be allocated in the Site Allocations and Development Management DPD 	<ul style="list-style-type: none"> Ensure all land is allocated through the Delivery and Allocations Local Plan If not will need to add an additional policy to the Delivery and Allocations Local Plan to deal with any unallocated land in the Urban Area
RG5: Action Area 5 – Halebank	<ul style="list-style-type: none"> Area not identified as a Key Area of Change (Action Areas not being taken forward as part of the Local Plan) Halebank SPD not adopted 	<ul style="list-style-type: none"> None identified
RG6: Action Area 6 – Castlefields and Norton Priory	<ul style="list-style-type: none"> Area not identified as a Key Area of Change (Action Areas not being taken forward as part of the Local Plan) Adopted SPD to guide development Largely delivered 	<ul style="list-style-type: none"> Potential issues for remaining phase of development? SPD will need to 'hang off' an appropriate policy until such time as it is fully implemented
BE3: Environmental Priority Areas	<ul style="list-style-type: none"> Not identified as part of the Core Strategy No longer applicable 	<ul style="list-style-type: none"> None identified
GE9: Redevelopment and Changes of Use of Redundant School Buildings	<ul style="list-style-type: none"> Does not require a standalone policy and does not 'slot' into any of the proposed policy areas However, it may be appropriate to incorporate in the Local Plan once policy drafting begins. 	<ul style="list-style-type: none"> Issues if school buildings are made redundant - need to ensure that development is controlled
GE18: Protection of Sites of National Importance for Nature Conservation	<ul style="list-style-type: none"> Protected nationally, therefore no need to protect locally 	<ul style="list-style-type: none"> None identified
GE28: The Mersey Forest	<ul style="list-style-type: none"> Not considered to be an appropriate policy for the Delivery and Allocations Local Plan Would be covered by Natural Environment policy 	<ul style="list-style-type: none"> None identified
TP13: Freight	<ul style="list-style-type: none"> Covered by Core Strategy policies through the Key Areas of Change 	<ul style="list-style-type: none"> None identified
TP5: Taxi Ranks and Offices	<ul style="list-style-type: none"> Unnecessary to have specific reference 	<ul style="list-style-type: none"> None identified

UDP Policy	Reasons to be Deleted	Outcome of Deletion
TP11: Road Schemes	<ul style="list-style-type: none">Policy is now out of dateAny future road schemes will be included in policy TA3: Transport Network and Accessibility	<ul style="list-style-type: none">None identified
H4: Sheltered Housing	<ul style="list-style-type: none">This type of housing development should be covered by the more general housing policiesUnnecessary to have specific reference	<ul style="list-style-type: none">None identified

Appendix E: Local Evidence Base

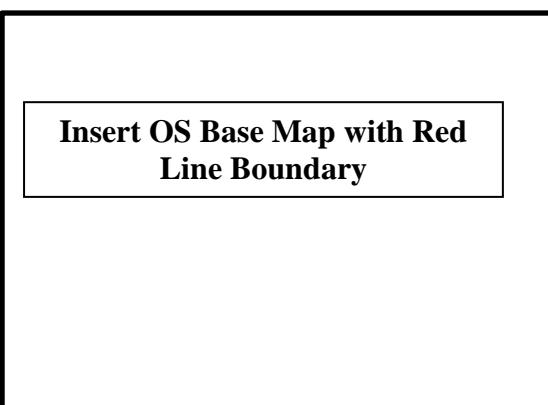
The below table shows the key local evidence base documents which will be used to support the Delivery and Allocations Local Plan policies (where appropriate).

Policy No.	Delivery and Allocations Local Plan Policy	Local Evidence Base Documents Applicable to Policy
1	H1: Residential Development Allocations	Halton Strategic Housing Land Availability Assessment (annual update)
		Halton Housing Baseline Report (annual update)
		Mid-Mersey Strategic Housing Market Assessment (GL Hearn and JGC, 2011)
2	H2: Dwelling Alterations, Extensions and Replacement Dwellings	Halton Housing Strategy (HBC, 2008)
3	H3: Non Dwelling House Uses	
4	H4: Open Space Provision for Residential Development	
5	E1: Employment Provision Allocations	Joint Employment Land and Premises Study (BE Group, 2010)
		Halton Employment Baseline Report (annual update)
6	E2: New Employment Development	Joint Employment Land and Premises Study (BE Group, 2010)
		Halton Employment Baseline Report (annual update)
		Halton Economic Review (BE Group, 2008)
7	E3: Complementary Services and Facilities within Employment Areas	Joint Employment Land and Premises Study (BE Group, 2010)
		Halton Employment Baseline Report (annual update)
8	R1: Retail Provision Allocations	Halton Retail and Leisure Study (GVA Grimley, 2009)
		Joint Employment Land and Premises Study (BE Group, 2010)
9	R2: Halton's Centres	Halton Retail and Leisure Study (GVA Grimley, 2009)
10	R3: Leisure Facilities	Halton Retail and Leisure Study (GVA Grimley, 2009)
11	KA1: 3MG	Draft 3MG Masterplan (Atkins 2004)
		3MG SPD (HBC, 2009)
12	KA2: South Widnes	Widnes Waterfront Phase 2 Masterplan and Delivery Strategy (HBC, 2009)
		Draft West Bank SPD (HBC, 2009)
		Mersey Gateway Regeneration Strategy (HBC and GVA, 2008)
13	KA3: West Runcorn	Mersey Gateway Regeneration Strategy (HBC and GVA, 2008)
14	KA4: East Runcorn	East Runcorn Sustainable Transport Study (2011)
		Sandymoor SPD
15	GB1: Green Belt Release Allocations	North Widnes and Hale Green Belt Study (in production)
		Halton Landscape Character Assessment (TEP, 2009)
16	GB2: Control of Development in the Green Belt	Halton Landscape Character Assessment (TEP, 2009)
17	GB3: Open Land	North Widnes and Hale Green Belt Study (in production)
		Halton Landscape Character Assessment (TEP, 2009)
18	LJLA1: Expansion of Liverpool John Lennon Airport	Airport Master Plan to 2030 (Liverpool John Lennon Airport, 2007)
19	LJLA2: Liverpool John Lennon Airport	Airport Master Plan to 2030 (Liverpool John Lennon

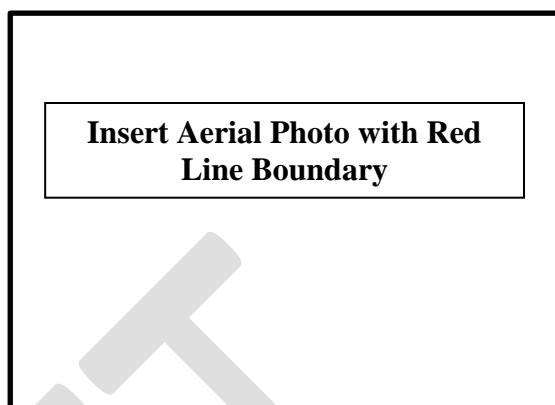
		Airport, 2007)
20	T1: Traveller Sites Allocations	Gypsy and Traveller Accommodation Assessment (in production)
21	TA1: Transport Allocations	Halton Local Transport Plan
22	TA2: Sustainable Transport Network	Halton Local Transport Plan
		Halton Curve Rail Improvements: Demand Study (Steer Davies Gleave, 2009)
		Mid-Mersey Local Authorities Cross Boundary Public Transport Accessibility Report (Atkins, 2010)
		Rights of Way Improvement Plan (HBC, 2009)
23	TA3: Transport Network and Accessibility	Halton Local Transport Plan
		Mid-Mersey Local Authorities Cross Boundary Public Transport Accessibility Report (Atkins, 2010)
24	TA4: Parking Standards	
25	BE1: Design of Development	Design of Residential Development SPD (HBC, 2012)
		Design of New Industrial and Commercial Development SPD (HBC, 2005)
26	BE2: Shop Fronts, Signage and Advertising	
27	BE4: Temporary Buildings	
28	SD1: Renewable and Low Carbon Energy	Liverpool City Region Renewable Energy Capacity Study (Arup, 2010)
29	NH1: Historic Environment	
30	NH2: Nature Conservation	Halton Landscape Character Assessment (TEP, 2009)
31	NH3: Halton's Waterfronts	Halton Landscape Character Assessment (TEP, 2009)
32	G1: Protection of Green Infrastructure	Playing Pitch Strategy (HBC, in production)
		Halton Borough Council Open Space Study (HBC and PMP, 2004 and as updated 2006)
		Liverpool City Region Ecological Framework (MEAS, 2011)
33	BE3: Delivery of Communications Infrastructure	
34	C1: Community Facilities	
35	C2: Tourism Attractions	Economic and Tourism Development Strategy for Halton (HBC, 2005)
36	PR1: Nuisance	Halton Air Quality Management Areas Orders 1 and 2 (2011)
37	PR2: Contaminated Land	Halton Contaminated Land Strategy (2008-2013)
38	PR3: Pollution Sources	
39	PR4: Major Accident Risks	Planning for Risk SPD (HBC, 2010)
40	PR5: Flood Risk	Halton Strategic Flood Risk Assessment (HBC, 2007)
		Halton Level 2 Strategic Flood Risk Assessment (JBA, 2011)
41	M1: Minerals Allocations	The Evidence Base for Minerals Planning in Merseyside (Urban Vision, GMGU and MEAS 2006)
42	M2: Minerals	Minerals Planning in Merseyside (Urban Vision, 2008)

Appendix F: Example of Site Allocations

Site H1: Any Site Jones Avenue, Smith Town, H12 3AB



Insert OS Base Map with Red Line Boundary



Insert Aerial Photo with Red Line Boundary

Site Description

This is a generally flat greenfield site of approximately 3ha, located within the urban area of Smith Town. It is currently used for grazing purposes and is not believed to be contaminated. The site is surrounded on three sides by residential dwellings and on the remaining side by a busy main road and then a primary school.

Proposed Development / Indicative development capacities

- 80 residential dwellings (including 20 affordable dwellings)

Principles of Development

- Protect amenity of surrounding residential properties
- Reflect character of the surrounding areas in terms of materials, scale and density
- Provide an appropriate mix of dwellings
- Achieve high standards of sustainable design and construction
- Provide an appropriate pedestrian access to the local primary school
- Appropriate provision of open space and green infrastructure

Phasing

It is estimated that this site could start delivering new homes in 2018 and depending on market conditions and other factors it is estimated that the development will take 4 years to complete (at approximately 25 dwellings each year).

Infrastructure Implications

- Financial contributions towards: transport improvements; and educational provision
- On site provision of open space
- Integration of Sustainable Drainage Systems
- Provision of appropriate Green Infrastructure

Relevant Core Strategy Policies

Policy CS1: Halton's Spatial Strategy – Contribution to the provision of dwellings

Policy CS3: Housing Supply and Locational Priorities - Contribution to the provision of dwellings

Policy CS7: Infrastructure Provision – maximising the benefit of existing infrastructure and provision of appropriate new infrastructure

Policy CS12: Housing Mix – providing an appropriate mix of house types, sizes and tenures

Policy CS13: Affordable Housing – Provision of 25% affordable housing

Policy CS15: Sustainable Transport – highly accessible, reduced need to travel

Policy CS18: High Quality Design – using high quality design in development

Policy CS19: Sustainable Development and Climate Change

Policy CS21: Green Infrastructure

Comment / Justification

This site will provide valuable residential development within the urban area. It will provide an appropriate mix of dwellings to support the local community and to maintain the viability of local services and amenities.

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Site H2: Another Site
Smith Close, Jones Town, H98 7ZY

Insert OS Base Map with Red Line Boundary

Insert Aerial Photo with Red Line Boundary

Site Description

This site is predominantly previously developed, with some parts of the site currently in use. It is located within the district centre of Jones Town and is considered to be well located in terms of access to public transport services, health facilities and leisure provision. It is constrained by a number of historic designations and is currently in multiple ownerships.

Proposed Development / Indicative development capacities

- 1,000 sqm comparison retail development
- 1,500 sqm convenience retail development
- 20 dwellings
- 100 car parking spaces

Phasing

It is expected that the redevelopment of this site will start in 2015 and will continue throughout the plan period.

Infrastructure Implications

- Improved pedestrian and cycle links

Principles of Development

- Retention, and where appropriate restoration, of Listed Buildings.
- Create a series of interconnected, attractive streets and spaces.
- Proposals should take account of the scale, massing and density of the existing adjacent properties and access should be taken from the new link road. Site layouts should preserve the amenity of existing properties.
- Pedestrian and cycle links to existing routes and the proposed parcels of development should be provided.
- The proposed scheme should be set within appropriate hard and soft landscaping that is safe, attractive and comfortable for users.

Relevant Core Strategy Policies

Policy CS1: Halton's Spatial Strategy – Contribution to the provision of development

Policy CS3: Housing Supply and Locational Priorities - Contribution to the provision of dwellings

Policy CS4: Employment Land Supply and Locational Priorities – Contribution to the provision of employment land

Policy CS5: A Network of Centres – access to retail and town centre uses

Policy CS7: Infrastructure Provision – maximising the benefit of existing infrastructure and provision of appropriate new infrastructure

Policy CS12: Housing Mix – providing an appropriate mix of house types, sizes and tenures

Policy CS13: Affordable Housing – Provision of 25% affordable housing

Policy CS15: Sustainable Transport – highly accessible, reduced need to travel

Policy CS18: High Quality Design – using high quality design in development

Policy CS19: Sustainable Development and Climate Change

Policy CS20: Natural and Historic Environment

Policy CS21: Green Infrastructure

Comment / Justification

The allocation of this site will complement the district centre by allowing redevelopment and encouraging the improvement of related buildings to enhance the local environment, to improve pedestrian routes, to provide improved premises for retail, service and local business uses and new housing. Retain adequate car parking to meet the needs of the Centre. The scheme must be to a high quality traditional design to ensure the district centre is within an attractive setting that will form an active and lively centre.

Site H3: What Site
Where Drive, Jones Town, H98 7ZY

Insert OS Base Map with Red Line Boundary

Insert Aerial Photo with Red Line Boundary

Site Description

This site is greenfield, with a slight slope to the south of the site and towards the main road. The site is currently in agricultural use and has field boundaries including trees and hedgerows.

Proposed Development / Indicative development capacities

- 10ha employment land

Phasing

It is estimated that this site could start delivering new employment development in 2017 and depending on market conditions and other factors it is estimated that the development will take 10 years to complete (at approximately 1ha each year).

Infrastructure Implications

- Contributions to improvements to the highways network.

Principles of Development

- Development will be expected to be of a high quality and innovative design, which will consider site constraints whilst providing an attractive place to work.
- A comprehensive landscaping scheme will be required.
- Improve connectivity and accessibility within the site and to the wider local area including links to the Railway Station and residential areas.
- Development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.

Relevant Core Strategy Policies

Policy CS1: Halton's Spatial Strategy – Contribution to the provision of employment land

Policy CS4: Employment Land Supply and Locational Priorities – Contribution to the provision of employment land

Policy CS7: Infrastructure Provision – maximising the benefit of existing infrastructure and provision of appropriate new infrastructure

Policy CS15: Sustainable Transport – highly accessible, reduced need to travel

Policy CS18: High Quality Design – using high quality design in development

Policy CS19: Sustainable Development and Climate Change

Policy CS21: Green Infrastructure

Comment / Justification

The allocation of this site will complement the existing employment development in this area and provide additional jobs for local people. The site will be expected to include a comprehensive

landscaping scheme to protect and improve the green infrastructure and the nature potential of the area, maintaining where possible areas of hedgerow and valuable trees.

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Appendix G: Proposed Site Assessment Methodology

Proposed Methodology

It is proposed to undertake an assessment as set out in the stages below:

Stage 1: Initial Sieve

The first stage of the assessment will be an initial sieve of the Borough against any constraints that would prevent development this will include:

- Existing built development, unless an area is known to be available within the Plan Period;
- Land with the highest flood risk (zones 3a and 3b);
- Areas subject to unacceptable risk (e.g. COMAH / Airport PSZ);
- Sites of Special Scientific Importance;
- Areas containing ancient woodland; and
- Land with known remediation or contamination issues that would prevent the area being developed.

Land covered by one or more of these constraints has been discarded and excluded from further assessment at this stage. Any land within this area will only be included within future Local Plan allocations if appropriate evidence is provided that the constraint identified above can be overcome or mitigated to an appropriate standard.

Sites will also not be assessed if they are already allocated in the Halton Local Plan Core Strategy or if they already have planning permission for development.

Stage 2: Identification of Sites

The initial identification of sites is to be based on sites that have been submitted to the Council as part of the Local Plan process or as part of the production of evidence documents such as the SHLAA or the Green Belt Review.

A further exercise will then be undertaken using electronic mapping and aerial photography to identify any further sites that should be considered.

Stage 3: Site Assessment

Once the sites have been identified, these will then be assessed against the proposed site assessment form. This will allow each site to be assessed on a consistent basis.

The form is split into a number of sections as follows:

- **Site Description:** This provides details about the history of the site, its current uses and surrounding uses. It considers if the site's locality is suitable for development.
- **Proposal:** This section considers the proposed development of the site or the types of development that may be suitable for the site, if no proposal has been made. It looks at the potential benefits of the development of the site and considers its contribution to the Local Plan.
- **Physical Constraints:** This identifies any physical constraints to development, along with any potential mitigation measures or management techniques.
- **Designations:** This highlights any designations covering the site or parts of the site.

- Connectivity: This identifies access to public transport, footpaths, cycleways and the road network and considers their quality.
- Accessibility: This assesses the accessibility of sites to services and facilities for example accessibility to a primary school, the nearest shopping facilities, the nearest bus stop and the nearest rail station are used as indicators.
- Deliverability: This considers the suitability, availability, viability and deliverability of a site.
- Summary Conclusion: This provides a summary of the assessment of the site, highlighting any key issues and considerations.

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Proposed Assessment Form

Site Name	
Site Ref:	
Address:	
Site Size:	
Grid Ref:	
Ward:	
Site Description	
Brownfield / Greenfield:	
Current Use:	
Previous Uses:	(If known, particularly if risk of contamination)
Surrounding Uses:	
Planning History:	(Existing permissions, historic refusals, previous allocations etc)
Ownership:	
Source of Site:	(SHLAA, Green Belt Review, Local Plan Process, Planning Applications, Call for Sites, Officer Knowledge etc)
Conclusion:	(Is the site's locality suitable for development taking account of its overall character, neighbouring uses and historic use? Proposed housing sites should be capable of becoming attractive places to live. Proposed employment sites should be sited to allow their operation to occur without causing significant disturbance to neighbouring residential areas.)
Proposal	
Proposal:	
Benefits:	
Contribution to Local Plan:	
Conclusion:	
Physical Constraints	
Flood Risk:	(Flood Zone)
Ground Conditions:	(Flat, Undulating, Steep, Contaminated, Grade 1 agricultural land, Previous Landfill, instability issues etc)
Heritage:	(Listed Building, Historic Park, Local Listing, non-designated heritage asset etc)
Habitats:	(Is the site home to any Protected Species? etc)
Landscape:	(Landscape Character Area, TPOs, Trees, Ancient Woodland, Hedgerows, Visual Impact etc)
Townscape:	(Urban Character, Density, Scale, Visual Impact etc)
Pollution:	(Air quality management areas, noise, smell, water etc)
Mitigation:	(Proposed and potential mitigation or management etc)
Other Information:	
Conclusion:	
Designations	

Environmental:	(Proximity to SSSI, SPA, SAC, Ramsar etc)
Heritage:	(Conservation Area etc)
Key Area of Change:	(3 MG, South Widnes, West Runcorn, East Runcorn or not in a Key Area of Change)
Policy Designations:	(Open space, Green Belt etc)
Policy Allocations:	(Employment Allocation etc)
Conclusion:	
Connectivity	
Walking:	(Access to footpaths, footpaths to services and facilities, lighting, PROWs)
Cycling:	(Access to cycle paths and network)
Train:	(Distance to Station, frequency of service provided, destinations of services, quality of route to station)
Bus:	(Distance to Stop, frequency of service provided, destinations of services, quality of route)
Road:	(A roads, motorway, single carriageway etc)
Site Access:	(Is site accessible from highway network, could it be?)
ICT:	(Broadband available, mobile coverage, phone connectivity, new technologies)
Conclusion:	
Infrastructure	
Water and Sewerage:	
Education:	(Capacity)
Health:	
Community:	
Open Space:	(Deficiency, Surplus, quality etc)
Other:	
Conclusion:	
Accessibility	
Distance to Convenience Store:	
Quality of Route to Convenience Store:	
Distance to Town Centre:	
Quality of Route to Town Centre:	
Distance to Primary School:	
Quality of Route to Primary School:	
Distance to Secondary School:	
Quality of Route to Secondary School:	

Distance to Employment Site:	
Quality of Route to Employment Site:	
Quality of Employment Site:	
Distance to GP Surgery:	
Quality of Route to GP Surgery:	
Distance to Open Space:	
Quality of Route to Open Space:	
Quality of Open Space:	
Other Information:	
Conclusion:	Is the site's locality suitable for development taking account of its overall accessibility and convenience. Proposed housing sites should be well-located to access jobs, schools and other services. Proposed employment sites should be sited to enable future businesses to have convenient access for suppliers, employees and to markets.
Deliverability	
Suitability:	(Is the site suitable for the proposed use, taking into consideration the assessment above)
Availability:	(Is it available, are there ownership issues, ransom strips, is it for sale, is it owned or optioned by a housebuilder etc)
Viability:	(The likely economic prospects of developing a site taking account of broad costs and the state of the local market)
Conclusion:	
Site Assessment Summary Conclusion:	

Appendix H: Responding to the Consultation

Delivery and Allocations Local Plan Scoping Document

Please use this form to comment on the Delivery and Allocations Local Plan Scoping Document.

Copies of this consultation document can be inspected online at www.halton.gov.uk as well as the Halton Direct Links (HDLs) at Halton Lea, Runcorn; Brook Street, Widnes; and Granville Street, Runcorn, and the Libraries at Halton Lea, Runcorn; Kingsway, Widnes and Granville Street, Runcorn and Ditton, Widnes.

We ask that consultation responses are made online if possible, to save time and money. Paper copies of the comments form will also be considered.

Your Name and Address (block capitals)¹⁵:

	Personal Details	Agent Details*
Name		
Email		
Postal Address		
Telephone		
Organisation ¹⁶		

Signature:		Date:	
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If you would like to be kept informed of the subsequent stages of the preparation of this document please tick this box:

Preferred Contact Method:

Letter

E-mail

¹⁵ All responses received will be available for public inspection and will be placed on the Halton Borough Council website. **This will include your name and post town but the remainder of your personal details will remain confidential.** Anonymous responses will not be accepted

Your personal information will be held and used in line with the Data Protection Act 1998. Your personal data will not be sold on to third parties and we will use the data you give solely for the purpose of preparing the Halton Local Plan or other Planning Policies.

Your details will be added to the Local Plan Consultation Database. If you want to be removed from the database please notify us using the contact details on this form.

¹⁶ Where applicable

Please return your comments by **xx March 2014**

- **Online:** Via the online consultation form at www.halton.gov.uk
- **Email:** forward.planning@halton.gov.uk
- **By hand:** At the Council's Direct Links (Halton Lea, Runcorn; Brook Street, Widnes; and Granville Street, Runcorn)
- **By post:** Planning and Policy Division, Halton Borough Council, Municipal Building, Kingsway, Widnes, WA8 7QF

Comment Box	Comment ID: (office use only)
Which question are you commenting on? (If you wish to provide a more general comment please highlight the paragraph number or section)	
Please provide your comments:	<i>Please continue on a separate sheet if necessary</i>
Please provide a succinct summary of your thoughts in 50 words or less.	

Comment Box	Comment ID: (office use only)
Which question are you commenting on? (If you wish to provide a more general comment please highlight the paragraph number or section)	
Please provide your comments:	<i>Please continue on a separate sheet if necessary</i>
Please provide a succinct summary of your thoughts in 50 words or less.	

Thank-you for taking the time to complete this comments form. Please complete and attach further comments forms if you wish to submit additional comments on other sections or documents.

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