

**Halton**  
**Delivery and Allocations**  
**Local Plan**  
**2014-2037**

# Foreword

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# 1. Introduction to the Delivery and Allocations Local Plan

## Why are we preparing this Delivery and Allocations Local Plan?

- 1.1. The Delivery and Allocations Local Plan will set out the planning policies and land allocations to guide decisions on the location, scale and type of development and changes in the way land and buildings are used.
- 1.2. The Halton Delivery and Allocations Local Plan will incorporate a partial review of the Halton Local Plan Core Strategy (adopted in April 2013) and will also identify key areas of land for development and policies for development management. The reviewed Core Strategy policies, development management policies and site allocations will be prepared, consulted upon and used as a document to sit alongside the remaining Core Strategy policies and will be known jointly as the Halton Local Plan.
- 1.3. It is essential that the Council continues to have an up-to-date statutory development plan in order to provide for the proper planning of the area.
- 1.4. The Halton Local Plan Core Strategy was adopted in 2013. Since the Plan was adopted there have been a number of changes that need to be addressed:
  - a. The introduction of the National Planning Policy Framework (NPPF) in March 2012.<sup>1</sup>
  - b. The introduction of National Planning Policy Guidance (PPG) in March 2014.
  - c. The revocation of the Regional Strategy for the North West in May 2013.
  - d. New housing evidence from the Strategic Housing Market Assessment (SHMA) for Mid-Mersey, commissioned jointly with St Helens and Warrington Councils.
- 1.5. The housing numbers within the Halton Local Plan Core Strategy (the Core Strategy) were derived from the Regional Strategy for the North West (2003~2021). The National Planning Policy Framework (NPPF) makes it clear that the Local Plan should be based on an up to date, objective assessment of housing need across the local Housing Market Area.
- 1.6. Recent experience from planning appeals and local plan examinations in other parts of the country show that plans based on the old regional spatial strategies, or districts where there isn't enough land earmarked in plans to keep a positive five year supply, are often unable to protect their communities from housing proposals put forward by developers on sites which aren't allocated in a local plan and don't comply with plan

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<sup>1</sup> National Planning Policy Framework was published in March 2012 prior to adoption of the Core Strategy, but after Submission to the Secretary of State and after much of the Examination (at Main Modifications stage).

policies. This means they haven't been compared against other possible sites and local people haven't had the opportunity to have a say, or worse, were considered and rejected for housing through a plan preparation process, so may not be the best sites in the best locations for new homes. The Council must make sure it retains the primacy of its development plan by moving forward with the Delivery and Allocations Local Plan.

- 1.7. The Council previously consulted on the scope of the proposed Delivery and Allocations Local Plan in February 2014. At that time it was intended that the DALP be limited to replacing the remaining 'saved' policies in the Halton Unitary Development Plan of 2005. Given the changes detailed above, it is considered necessary to extend the scope of the DALP to also revisit selected policies from the Core Strategy. This change is considered material and requires the consultation on this revised scope.

### **Purpose and format of the Delivery and Allocations Local Plan**

- 1.8. Once adopted, the Delivery and Allocations Local Plan will provide a robust and up-to-date policy framework to guide future development within the Borough.
- 1.9. Specifically, the Delivery and Allocations Local Plan and associated Adopted Policies Map will:
  - a. Replace the remaining saved policies of the Halton UDP (adopted April 2005).
  - b. Refresh and update, selected policies of the Core Strategy (adopted April 2013).
  - c. Include allocations of land for residential, employment, retail, leisure and other land uses.
  - d. Identify areas to be designated and protected for landscape, nature conservation, environmental and heritage reasons.
  - e. Provide policies to guide decision making in the development management process.
  - f. Replace the existing UDP Proposals Map

### **Public Consultation**

- 1.10. This early stage in preparing the Delivery and Allocations Local Plan is to 'scope' the broad extent or content of the plan, although this had already been undertaken for some of the policies, this is now being repeated to incorporate the wider scope including reviewing selected policies from the Core Strategy.
- 1.11. This Scoping Document essentially identifies the sort of policies that are needed within the plan in order to guide the future development of the Borough, equally important will be to identify what sort of policies are no longer needed. Although this has already been undertaken once (February 2014), the scope of the document has changed since the first consultation due to new Government guidance, evidence being produced and further evidence being procured.

- 1.12. Therefore the purpose of this current consultation is to seek the views of interested parties on the proposed contents of the new Delivery and Allocations Local Plan. These views will be used to finalise the scope of the Delivery and Allocations Local Plan and to inform the identification of any further evidence requirements.
- 1.13. This document sets out the key matters which have been identified by the Council. You are invited to comment on the proposed scope of the Delivery and Allocations Local Plan and the content of this document. You are also invited to draw the Council's attention to any matters which have not been identified, but you think should be, and explain to us why you think they should be included in this Plan review. You know your local area really well and the Council want to work with you to prepare a plan which reflects the changes that local communities want to see in their area.
- 1.14. The consultation period for this Delivery and Allocations Local Plan Scoping Document runs from: **xxx to xxx**. Only comments received during the consultation period will be considered. The Council asks that consultation responses are made online where possible (at [www.halton.gov.uk/DALP](http://www.halton.gov.uk/DALP)), to save time, paper and money. Paper copies of the comments form can be found at the locations identified below or can be downloaded from the website and will of course be considered alongside the electronic submissions.
- 1.15. You will find a copy of each of the relevant the documents online at [www.halton.gov.uk/DALP](http://www.halton.gov.uk/DALP) or you can view a paper copy at the Halton Direct Links (HDLs) at Halton Lea, Runcorn; Brook Street, Widnes; and Granville Street, Runcorn or at the Libraries at Runcorn Shopping Centre (formerly known as Halton Lea), Runcorn; Granville Street, Runcorn; Kingsway, Widnes and Ditton, Widnes.

### **Why should I get involved?**

- 1.16. This consultation is the first stage in preparing the Delivery and Allocations Local Plan. Plans can only be truly successful if they are rooted in local knowledge and an appreciation of what residents want. Too much change, change that is too fast, or not listening to people's views will not deliver a good plan. Planning for too little growth is not an option either, as the plan needs to go through independent examination by a Government appointed planning inspector to make sure it is based on robust evidence and complies with national policy/guidance. Not everyone can get the outcome they want, but making sure your ideas or concerns are understood and considered helps make a plan better. Our focus is finding out what you think. This is the first of several chances to have your say and help plan for the district for the next 20 years.

### **Structure of this Document**

- 1.17. The first four sections set the scene, providing details of the policy context, the supporting documents etc. Whilst Sections 6-11 set out the scope of the policies. Strategic policies set out the amount and broad principles for the location of development across the Borough, whilst Development Management policies are the

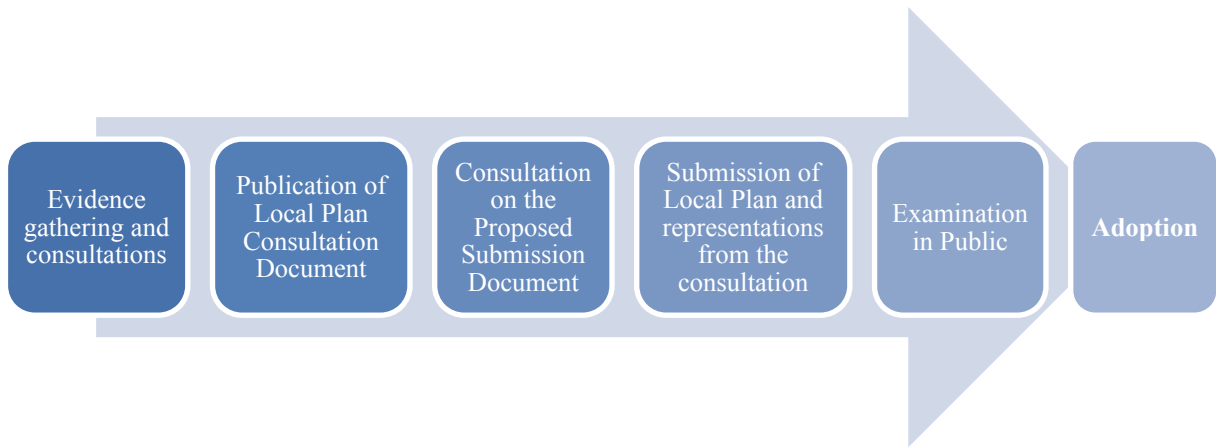
detailed planning policies which will be used by the Council when assessing planning applications. They offer detailed, often criteria-based policies in areas of policy where further detail is needed beyond that contained in the Core Strategy Local Plan.

- 1.18. The Development Management Policies do not cover all areas: where principles for development are addressed by national or Core Strategy policies, they are not repeated. Whilst some areas of policy may be supported in future by supplementary planning documents, rather than further more detailed Development Management Policies.
- 1.19. All policies within this Delivery and Allocations Local Plan should be read alongside national planning policies, the policies of the Halton Core Strategy Local Plan, the Waste Local Plan and guidance in Supplementary Planning Documents.
- 1.20. It is also important to note that this Delivery and Allocations Local Plan should be read as a whole, as the policies are cross cutting and inter-relate. Decisions on development proposals will have regard to all relevant policies within this and other appropriate documents. The fact that a particular policy may specifically support or encourage a certain type of development does not alter this requirement.
- 1.21. Site Allocations will be referred to by a specific policy (contained in a blue policy box). The draft policy will list the allocations for development and the expected capacity of the site, site reference numbers will be provided which link to the Site Allocations Section of the Local Plan.
- 1.22. Designations identify land that should be safeguarded (for example open space or transport infrastructure) or where specific policies apply (for example local centres). Designations relate to Core Strategy or Delivery and Allocations policies. These designations are shown on the Policies Map which will be produced alongside and accompany the Delivery and Allocations Local Plan.

### **Next Steps**

- 1.23. At the close of this consultation all comments will be recorded and will be considered by officers, a report of the consultation will be prepared and made available online (at [www.halton.gov.uk](http://www.halton.gov.uk)).
- 1.24. Preparation of the Delivery and Allocations Local Plan must follow a number of stages to ensure that local people and other stakeholders are fully engaged in the process, and that its contents are based on robust evidence, testing of alternatives and then external examination by an Inspector. These stages of work are summarised in Figure 1. It is expected that the Delivery and Allocations Local Plan would be adopted by the Council in 2018 however due to the complex nature of the work; the programme is kept under regular review.

### **Figure 1: Stages of work in preparing a Local Plan for Halton**



1.25. To be kept informed of work on the Local Plan please see the Latest Planning Updates page on our website ([www4.halton.gov.uk/Pages/planning/policyguidance/Planning-Policies.aspx](http://www4.halton.gov.uk/Pages/planning/policyguidance/Planning-Policies.aspx)) or contact the Planning Policy Team.



## 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 (NPPF) 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)<sup>2</sup> and the accompanying technical guidance<sup>3</sup>. 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 advice<sup>4</sup>, and national planning policy for waste<sup>5</sup>.
- 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 Local Plan. Requirements from the Planning Policy for Traveller Sites statement are also included.
- 2.6. National Planning Practice Guidance (PPG)<sup>6</sup> was issued by the department for Community and Local Government (CLG) in March 2014, it replaces much of the guidance that was previously available in the form of practice guides and Planning Policy Statements. It is an evolving guidance document and as such it will be reviewed

<sup>2</sup> CLG (2012) National Planning Policy Framework

<sup>3</sup> CLG (2012) Technical Guidance to the National Planning Policy Framework

<sup>4</sup> CLG (2012) Planning policy for traveller sites

<sup>5</sup> CLG (2011) Planning Policy Statement 10: Planning for Sustainable Waste Management

<sup>6</sup> CLG (2014 and ongoing) National Planning Practice Guidance <http://planningguidance.planningportal.gov.uk/>

regularly and updated as needed, this will be taken in to consideration when drafting policies in the Delivery and Allocations Local Plan.

- 2.7. It should be noted that neither the NPPF nor the PPG change the statutory status of the development plan as the starting point for decision making. Planning law requires that applications for planning permission must be determined in accordance with the development plan, notably this Local Plan, unless material considerations indicate otherwise.
- 2.8. Halton has a greater than average proportion of social renting. This means that the Borough may be disproportionately affected by Government welfare reforms and changes to housing policy, particularly affecting Registered Providers.

### **Local Context**

- 2.9. The Halton Delivery and Allocations Local Plan will review and may replace some of the planning policies contained in the Halton Core Strategy Local Plan<sup>7</sup> and will complement the policies of the Joint Merseyside and Halton Waste Local Plan (Joint Waste Local Plan).
- 2.10. The Core Strategy will continue to set out the Spatial Vision, Strategic Objectives, key policies and broad locations for development, regeneration and other land uses for Halton, it was adopted in April 2013.
- 2.11. The Joint Waste Local Plan will continue to set 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.
- 2.12. Together the Delivery and Allocations Local Plan, the Core Strategy Local Plan and the Joint Merseyside and Halton Waste Local Plan will make up the Development Plan for Halton.
- 2.13. 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.

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<sup>7</sup> HBC (2013) Halton Core Strategy Local Plan

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.

- 2.14. A Proposals Map was also adopted alongside the UDP and partially altered by Joint Waste Plan and Core Strategy policy CS11. The Halton 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 Joint Merseyside and Halton Waste Local Plan.
- 2.15. A policy analysis of the Core Strategy and the UDP has been undertaken in Appendix C to show how the saved UDP policies are going to be taken forward by the Delivery and Allocations Local Plan. Appendix D details potential policies which may not be taken forward by the Delivery and Allocations Local Plan and which would as a consequence become deleted. The reasons for deletion and subsequent outcome(s) (if appropriate) are also detailed.
- 2.16. The Delivery and Allocations Local Plan will continue to have a close relationship with Halton's Sustainable Community Strategy,<sup>8</sup> which outlines the long-term vision to achieve sustainable improvement in Halton; the Halton Local Transport Plan,<sup>9</sup> 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.

### **Devolution Agreement**

- 2.17. The Government has recently signed a Devolution Agreement with Halton, the five Merseyside Authorities and the Liverpool City Region Local Enterprise Partnership that will see the devolution of additional powers to the new office of Mayor. These powers include defined strategic planning functions, including the production of a Single Statutory Strategic Framework for the City Region.
- 2.18. There are overlaps between the Spatial Policies of the Halton Core Strategy Local Plan, including policies proposed to be encompassed in the revised scope of the Delivery and Allocations Local Plan and the proposed City Region Strategic Framework. The

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<sup>8</sup> HBC (2010) Halton Sustainable Community Strategy 2011-2026

<sup>9</sup> HBC (2011) Halton Local Transport Plan 3

Devolution Agreement requires that the development of the Strategic Framework must not delay the preparation of Local Plans and as such, Halton proposes to proceed with the Delivery and Allocations Local Plan as set out in this scoping document whilst fully engaging with partner authorities to support and influence the delivery of the Spatial Framework.

***Question 2.1:***

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

***Question 2.2:***

***Do you agree that the Delivery and Allocations Local Plan should proceed as proposed pending the details of the production of the Liverpool City Region Strategic Framework?***

## 3. Supporting Documents

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

### **Sustainability Appraisal**

- 3.2. The Delivery and Allocations 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 Sustainable Environmental Assessment (SEA).
- 3.3. The SA process began with a Scoping Report in 2006 which was revised in 2009 for the Core Strategy Local Plan and again for the original Delivery and Allocations Local Plan Scoping Document<sup>10</sup>. This document set out the sustainability challenges the Borough faces, and the context in which this plan must be prepared.
- 3.4. This document which has been further updated to take account of the latest background information is accompanied by a draft Sustainability Appraisal that considers the likely significant effects of the sites and policies of the Local Plan and will be consulted upon alongside this document.

### **Infrastructure Plan**

- 3.5. The Halton Infrastructure Plan is a key supporting document for the Local Plan, demonstrating deliverability. The Infrastructure Plan identifies what infrastructure is required, when it is needed, who is responsible for its provision and how it will be funded. It reflects and is intended to influence the investment plans of the local authority and other organisations. It is a 'living document' reviewed and updated as necessary to incorporate changes and add new infrastructure projects as appropriate. The Infrastructure Plan was originally produced to support the Core Strategy and was published in 2011. A 2014 update to the Infrastructure Plan was completed<sup>11</sup> and is available on the Council website ([www.halton.gov.uk/DALP](http://www.halton.gov.uk/DALP)).
- 3.6. 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 Delivery and Allocations Local Plan to ensure that there is appropriate infrastructure in the right

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<sup>10</sup> HBC (2014) Delivery and Allocations Local Plan SA Scoping Report

<sup>11</sup> HBC (2014) Infrastructure Plan: 2014 Review

location at the right time to meet the needs of development. Integral to this will be on-going dialogue with infrastructure providers.

### **Habitats Regulations Assessment**

- 3.7. Local Plans must also be subject to a Habitats Regulations Assessment (HRA). Under this the Council must ascertain; before it can be adopted, that the 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 Delivery and Allocations Local Plan has started and will be consulted upon alongside the next stage of the consultation.**

### **Health Impact Assessment**

- 3.8. A Health Impact Assessment (HIA) will also 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 elements, recommendations for action and opportunities to maximise positive contributions. **The HIA of this Delivery and Allocations Local Plan has started and will be consulted upon alongside the next stage of the consultation.**

### **Equality Impact Assessment**

- 3.9. The 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 Act<sup>12</sup> 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. **The EqIA of this Delivery and Allocations Local Plan has been drafted and will be consulted upon alongside this document.**

### **Duty to Co-operate Statement**

- 3.10. The Localism Act 2011<sup>13</sup> 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.

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<sup>12</sup> HMSO (2010) Equality Act 2010

<sup>13</sup> HM Gov (2011) Localism Act

- 3.11. The Duty to Co-operate Statement demonstrates that Halton Borough Council has 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 Statement**

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

***Question 3.1:***

***Are there any other supporting documents that should be prepared alongside the Delivery and Allocations Local Plan?***

## 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.

### Evidence Base Documents

- 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, 2015): This has been commissioned with St Helens and Warrington Council's and provides an assessment of past, current and future trends in housing type and tenure, household size and housing need. (Work ongoing)
  - **Liverpool City Region Strategic Housing and Employment Land Market Assessment:** (Work ongoing) This study will bring together the evidence base for both housing need and employment land need, taking into account the anticipated economic growth in the City Region over the next 25 years to provide a robust basis for Local Plan policies and allocations across the City Region.
  - **Joint Employment Land and Premises Study** (BE Group, 2010): The study assesses the quantity and quality of employment land in the Borough and recommends future allocations of employment land to maintain economic growth.
  - **Halton Retail 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 Retail Study** (2016): This study will include a capacity study to update the 2009 Study, but will also include a town centre health check and further consideration of the hierarchy and town centre areas. (Work Ongoing)
  - **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.
- **Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment** (ORS, 2014): In association with the Cheshire Partnership this document assesses accommodation and related service needs of Gypsies, Travellers and Travelling Showpeople.
- **Liverpool City Region and Warrington Green Infrastructure Framework Draft** (Mersey Forest, 2013): This Framework provides information and new perspectives on green infrastructure across the seven local authorities.
- **Liverpool City Region and Warrington Green Infrastructure Framework Action Plan** (Mersey Forest, 2013): This Plan identifies actions at a city region level that meet key priorities of the Green Infrastructure Framework.
- **Listed Buildings in Halton:** This document details each of the buildings Listed in Halton (at the time of writing the document), including a map and an image of the property or structure.
- **Mersey Gateway Regeneration Strategy** (HBC and GVA, 2008)
- **Widnes and Hale Green Belt Study** (HBC, work ongoing): This study reviews and assesses the Widnes and Hale Green Belt.
- **Strategic Housing Land Availability Assessment** (annual update): This is the main mechanism to identify a deliverable and developable supply of sites in the Borough for housing.
- **Halton Housing Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for housing within Halton
- **Halton Employment Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for employment uses within Halton
- **Borough Development Viability Study:** This study will assess the economic viability of development
- **Liverpool City Region; Transport Plan for Growth:** This document brings together the previously separate Local Transport Plans (LTP3s) for Halton and Merseyside (LCR Combined Authority, 2015)

- **Playing Pitch Strategy:** This strategy is currently being prepared and will assess existing and future needs for playing pitch provision in Halton.(HBC, work ongoing)
- **Halton Local List:** This document is currently being prepared and will identify the non-designated heritage assets in Halton.(HBC,work ongoing)
- **Liverpool City Region Ecological Network** (MEAS, 2015): This document comprises ecological and biodiversity information on the City Region’s natural assets. It also identifies opportunities to enable better protection and management of those natural assets and at the same time, describes opportunities to create new natural assets.

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/Pages/planning/policyguidance/Evidence.aspx>

***Question 4.1:***

***Are there any other background evidence documents that should be produced to support the preparation of the Delivery and Allocations Local Plan?***

## 5. Vision and Objectives

- 5.1. 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.
- 5.2. 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.
- 5.3. The overarching vision is taken from the Halton Sustainable Community Strategy 2011-2026:
- 5.4. *"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."*

- 5.5. Flowing from this, the spatial vision underpinning Halton's Core Strategy is as follows:
- 5.6. "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.
- 5.7. 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.
- 5.8. 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.
- 5.9. 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.
- 5.10. 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.
- 5.11. 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 (excluded from 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.

- 5.12. 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.
- 5.13. 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.”
- 5.14. *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.

**Question 5.1:**

***Do you agree that Halton’s challenges taken from the Core Strategy Local Plan remain relevant for the Delivery and Allocations Local Plan?***

**Question 5.2:**

***Do you agree that Halton’s spatial vision to 2028 taken from the Core Strategy Local Plan remain relevant for the Delivery and Allocations Local Plan?***

**Question 5.3:**

***Do you agree that Halton’s strategic objectives taken from the Core Strategy Local Plan remain relevant for the Delivery and Allocations Local Plan?***

## **6. Supporting Halton’s Economy**

### **Spatial Portrait**

- 6.1. Halton's local economy has been subject to major restructuring with the decline of the traditional chemical manufacturing industries that once dominated both Widnes and Runcorn. However, Halton still has a larger proportion of workers employed in manufacturing as compared to the Liverpool City Region<sup>14</sup>. Distribution, information and communication sectors are also large employment sectors in the Borough.
- 6.2. In terms of economic activity, Halton displays issues of worklessness and unemployment. The economic activity rate, which shows the percentage of economically active people of working age, for Halton (73.9%) is below both the North West (74.6%) and Great Britain (77.3%)<sup>15</sup>. The Job Seekers Allowance claimant rate in Halton in 2015 was 2.1%; this was greater than the North West rate (1.7%) and the national rate (1.9%)<sup>16</sup>. Having risen to a peak of 6% in January 2010, there has been a steady decline in claimants in Halton to present (April 2015).
- 6.3. Despite recent successes in education, and more specifically school exam results in the Borough, low levels of educational attainment and skills are apparent within the local workforce. This has led to a mismatch between workforce skills and the jobs available. Consequently, Halton's residents have been unable to access the full spectrum of jobs in the Borough. The median gross weekly pay data (for full-time employees) shows that at 2014, people who worked in Halton had a weekly pay of £512.50 (£588.10 mean) compared to £458.50 (£541.40 mean) for the residents of Halton<sup>17</sup>.
- 6.4. Whilst there is general satisfaction with Halton as a place to do business, there are problems with the range of commercial sites and premises on offer. Widnes suffers from an excess of poor quality, despoiled former industrial land and has a limited modern office market. Runcorn has early New Town industrial estates, most notably Astmoor, where layouts and unit specifications do not meet modern business requirements and high vacancy rates are prevalent. The Widnes Waterfront development and regeneration area, the multimodal logistics and distribution development at 3MG and the Business Improvement Districts at Astmoor and Halebank Industrial Estates are among the measures already being used to address these deficiencies.
- 6.5. Despite the contraction of the chemical industry due to globalisation, high value-added, specialist chemical manufacturing, and scientific and research based employers remain a key component of the local economy with the remaining firms such as Ineos Chlor amongst the largest individual private sector employers in the Borough.

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<sup>14</sup>

<sup>15</sup> Nomis, Employment and Unemployment (Jan 2014 – Dec 2014), (Source: ONS Annual Population Survey) (<http://www.nomisweb.co.uk/reports/lmp/la/1946157073/report.aspx>)

<sup>16</sup> Nomis, Total JSA Claimants (April 2015) (Source: ONS Claimant Count with rates and proportions) (<http://www.nomisweb.co.uk/reports/lmp/la/1946157073/report.aspx>)

<sup>17</sup> Nomis, Annual Survey of Hours and Earnings 2014

Redevelopment of ICI's former headquarters at the Heath Business Park and the public sector investment at Sci-Tech Daresbury (formerly known as the Science and Innovation Campus or SIC) has ensured Halton has strong foundations in, and is now becoming home to, science, technology and research sectors.

- 6.6. Other significant employers in the Borough include Halton Borough Council, Community Integrated Care, Warrington and Halton Hospitals NHS Foundation Trust, O2 and Riverside.
- 6.7. Halton has opportunity to gain economic growth from changes that are going on in the wider area. This will include SuperPort<sup>18</sup>, Liverpool John Lennon Airport, HS2 and HS3. The SuperPort is one of the LEPs four transformational priorities, and is expected to bring major economic benefits for the Liverpool City Region. The port, airport and rail network are important infrastructure assets that can support economic growth in the Borough. They provide important links across the country, to Europe and beyond, they also provide job opportunities.
- 6.8. Sustainable economic prosperity will depend on building on existing strengths, seizing new opportunities and helping businesses to grow locally.

### **Identified Issues and Challenges**

- 6.9. One of the key issues for Halton is to create an environment in the Borough where employers want to invest and create jobs. The challenge for the Local Plan will be to provide an appropriate supply of land for employment development supported by good infrastructure and a high quality environment. Another challenge will be to balance the supply of new homes with the creation of new job opportunities.
- 6.10. The difference between the pay of those who work in the Borough and those that live in the Borough is another issue and highlights the need for the area to attract more skilled workers to live and work and the need to increase the educational attainment and skills of the existing residents of Halton. This is also likely to be influenced by changing national policy, which is seeing the school leaving age rise to 18 in 2015 and cap on student numbers attending higher education removed. The challenge for the Local Plan will be to create the environment, to bring in the appropriate employers and provide the homes that will attract more skilled workers and will retain the skilled workers that we already have.
- 6.11. The Delivery and Allocations Local Plan will also be expected to help to deliver the plans of the LCR LEP, including helping to:

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<sup>18</sup> Superport is an integrated cluster of logistics assets and expertise that will provide links to and from the northern UK via an enlarged deep water container terminal.



- develop a more competitive business base;
- creating a globally connected City Region;
- being a centre for low carbon businesses;
- a hub for innovation, science and creativity; and
- creating a competitive place with competitive people.

**Question 6.1:**

*Do you agree, or disagree, that these are issues and challenges that should be addressed in relation to the Economy in the Delivery and Allocations Local Plan?*

**Question 6.2:**

*Are there any other issues and challenges that should be considered in relation to the Economy?*

**Delivery Options**

6.12. The Local Plan needs to provide enough employment land to ensure there is sufficient space available for both existing businesses to expand and new businesses to start up or relocate from other areas.

Supporting Halton’s Economy 6.1 - Amount of Employment Land Provided

6.13. The amount of employment land provided will be important in ensuring that we meet the needs of current employers and that we are able to attract employers into the Borough. It is also important to ensure that there are employment opportunities available to Halton residents, and to attract new working age people into the Borough.

• Option 6.1A:	Based on Economic Forecasts
• Option 6.1B:	Based on past take up rates
• Option 6.1C:	A balance between the Economic Forecasts and the past take up rates
• Option 6.1D:	A level above those suggested by either forecasts or past take up rates to increase job opportunities within the Borough
• Option 6.1E:	Provide an increased level of employment land for higher skilled jobs e.g. office development or research and laboratories or advanced manufacturing to increase job opportunities in these areas

Supporting Halton’s Economy 6.2 – Location of Employment Land

6.14. The location of employment land can be key in attracting employers and can be particularly important in ensuring that local people can access jobs.

- Option 6.2A: Focused around key transport routes
- Option 6.2B: Redevelopment of existing or previous employment area
- Option 6.2C: Expanding the existing employment areas
- Option 6.2D: Greenfield sites on the edge of Runcorn, Widnes and Hale

Supporting Halton’s Economy 6.3 – Protection of existing Employment Land

- 6.15. In order to maintain an appropriate portfolio of sites in Halton, a precautionary approach could be taken to ensure that sites are not developed for other uses where they are considered essential to meeting the economic priorities of the Borough. The need to retain a site could be informed by how a site could contribute to meeting projected requirements, as well as any specific demand for development demonstrated by market signals in specific areas of the Borough.
- Option 6.3A: Protection<sup>19</sup> of existing Employment Land
  - Option 6.3B: No Protection of existing Employment Land
  - Option 6.3C: Protection<sup>27</sup> of a particular area(s) of Employment Land
  - Option 6.3D: Protection<sup>27</sup> of a particular type(s) of Employment Land

**Question 6.3:**

*Are there any other Options in relation to Halton's Economy that should be considered in the preparation of the Local Plan?*

**Question 6.4:**

*Which Option, or collection of Options, do you think would be most appropriate to follow within the Delivery and Allocations Local Plan?*

**Relevant Core Strategy Policies**

- 6.16. The spatial strategy for Halton is set out in Policy CS1 of the Core Strategy it states that provision will be made for 312 Ha. of land for employment purposes between 2010 and 2028. Policy CS4 identifies the employment land supply and seeks to protect employment uses on identified employment sites.
- 6.17. Provision for employment uses is also detailed in Key Area of Change policies CS8, CS9, CS10 and CS11. Whilst it is not the intention to change the broad approach contained in these policies, elements may become redundant with the addition of additional certainty / detail through the allocations process which may raise 'consequential changes'.

**Scope of Policies**

Proposed scope of policies to be included in the Delivery and Allocations Local Plan including Core Strategy / UDP policies to be reviewed or replaced.

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<sup>19</sup> Protection will not occur where evidence has been provided that there is no reasonable prospect of the site being used for employment purposes.

Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
E1	Economic Development	<p>The aim of this policy is to:</p> <ul style="list-style-type: none"> <li>a. Set out the amount of employment land to be provided in Halton;</li> <li>b. Consider the appropriateness of defining separate 'strategic' and 'local' employment sites</li> <li>c. Identify, if appropriate, any requirements for the mix of land to be provided; and</li> <li>d. Identify the policy for existing employment land.</li> <li>e. recognise the Council's commitments to the emerging LCR (Devolution) agenda</li> </ul>	None	CS1 CS4	N	N
E2	Employment Provision Allocations	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. allocate sites for employment purposes consistent with Policy E1 requirements</li> </ul>	Employment Allocations	E1 / E2 / E3	Y	N
E3	Employment Development	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. identify Primarily Employment Areas;</li> <li>b. ensure development is compatible with existing and proposed surrounding uses;</li> <li>c. ensure 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;</li> <li>d. encourage the intensification of existing business floorspace within Town/District centres and employment areas; and</li> <li>e. require development to consider design and access issues and where possible alleviate issues.</li> </ul>	Designate the boundaries and extent of Halton's Primarily Employment Areas	E5	Y	N

Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
E4	Complementary Services and Facilities within Employment Areas	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. define complementary services and facilities;</li> <li>b. permit complementary services and facilities in employment areas where appropriate;</li> <li>c. ensure that complementary services and facilities do not impact on local employment or the local economy; and</li> <li>d. 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.</li> </ul>	None	E4	N	N

**Question 6.5:**  
*Are these the relevant Core Strategy policies in relation to Halton’s Economy? If not please detail which policies should or should not be included and why.*

**Question 6.6:**  
*Do you consider that the identified policies should be retained, deleted or replaced?*

**Question 6.7:**  
*Are there any other policies in relation to Halton’s Economy that you consider should be incorporated within the Delivery and Allocations Local Plan?*

**Question 6.8:**  
*Is the scope of Policy E1-E4 appropriate, should they cover any other areas?*

## 7. Housing

### Spatial Portrait

- 7.1. At 2012 there were a total of 55,010 dwellings within the Borough<sup>20</sup>. The property profile is fairly varied and as such meets the needs of a wide range of population groups, however, there is currently an over representation of terraced properties (New Town in Runcorn / Victorian in Widnes) and a need for smaller social / rented properties and more family and aspirational housing<sup>21</sup>.
- 7.2. Halton has a lower proportion of owner occupied and private rented dwelling stock than the regional and national averages; the Borough also has a significantly higher proportion of the population who rent housing from a Registered Social Landlord (RSL)<sup>22</sup> due to the high proportion of social housing provided by the New Town. House prices across the Borough are still below regional and national averages but have risen significantly over recent years. However, there remains an affordable housing need in Halton with a net need per annum of 58 dwellings in Widnes and 60 in Runcorn (119 dwellings each year for Halton)<sup>23</sup>.
- 7.3. The recent provision of larger more aspirational housing developments at Upton Rocks (Widnes) and Sandymoor (East Runcorn), the latter representing a remaining consent from the New Town period, has begun to address an identified deficiency in the local stock for larger family houses, and may have contributed to the recent stabilisation in population numbers. However, there is still an identified need for these house types across the Borough.
- 7.4. As part of providing access to housing for all sectors of the community, Halton must also consider the specific needs of Gypsies, Travellers and Travelling Showpeople. The Council currently owns and manages two permanent sites for Gypsies and Travellers, one in Widnes and the other in Runcorn. Additionally there are two private sites located in Runcorn. In total (as at 2014) there are 30 permanent pitches and 10 transit pitches across Halton. There is a need for 25 additional permanent pitches in the Borough in the period 2013-2028, there is no need for any further transit provision or for travelling showpeople provision.<sup>24</sup>
- 7.5. Halton is expected to see a notable increase in the older person population with the total number of people aged 65 and over expected to increase by 64% over the period 2014

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<sup>20</sup> CLG, Local Authority Housing Flow Reconciliation (<https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>)

<sup>21</sup> SHMA

<sup>22</sup> HBC (2011) State of the Borough in Halton

<sup>23</sup> SHMA

<sup>24</sup> Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (March 2014)

to 2037, with those over 85 expected to increase by 198%; this compares with a decline in the population under 65 of 1%.<sup>25</sup>

- 7.6. In 2011-13, the average life expectancy at birth for a male born in Halton was 77.3 years, whilst for a woman it was 80.4 years, this compares to North West and England average of 78.0 (male) / 81.8 (female) years and 79.4 / 83.1 years respectively. This is a slight increase on life expectancy in Halton from the 09-11 life expectancy information of 0.8 years for men and a slight decrease of 0.3 years for women.
- 7.7. There are a range of deprivation indicators that have been developed to assist in assessing and comparing ‘deprivation’, or poverty, at local, regional or national level. The most up to date Index of Multiple Deprivation is the 2015 IMD. The indices of deprivation are made up of seven “domains” of deprivation. These are: Income Deprivation; Employment Deprivation; Health Deprivation and Disability; Education, Skills and training deprivation; Crime; Barriers to Housing and Services; and Living Environment. These are combined to create an overall score of deprivation.
- 7.8. Halton’s overall score and rank is 27th out of the 326 English Local Authorities, with 1 being the worst and 376 the best, it was also ranked 27<sup>th</sup> in the 2010 IMD. 21 of Halton’s 79 Lower Super Output Areas (LSOAs) fall within the top 10% most deprived nationally, this equates to around 26% of the Borough’s population.

### **Identified Issues and Challenges**

- 7.9. The spatial portrait highlights the demographic changes that are expected in Halton over the next 20 or so years. One of the key issues it raises is how we will need to respond to is the changing population structure, particularly the ageing population.
- 7.10. Information from the indices of deprivation highlights key areas in the Borough where there is a real need to tackle the deprivation; however, it will be necessary to ensure that there is real growth in affluence across the Borough. Whilst the lower than average life expectancy of residents of Halton highlights the need to continue to improve the health of Halton’s residents.
- 7.11. The Strategic Housing Market Assessment (SHMA) has identified the Objectively Assessed Need (OAN) for housing, including for affordable housing. However, one of the key issues will be to determine the right amount of new homes needed to meet these requirements, how they are provided across Runcorn and Widnes, and how they include appropriate provisions for gypsy and traveller sites.

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<sup>25</sup> SHMA (2015)

7.12. Historically, housing development in the Borough has been successfully directed towards previously developed land in order to minimise the amount of greenfield land that is released to meet Halton’s development needs. However, there are limited remaining development opportunities on previously developed land and a greater proportion of future development will therefore need to take place on greenfield sites, including sites in the Green Belt. Increasing the density of housing development would mean less greenfield land would be required to meet the Borough’s housing needs. However, higher densities, especially on the edge of settlements, can have an impact on the character of settlements and the surrounding landscape.

**Question 7.1:**  
*Do you agree, or disagree, that these are issues and challenges that should be addressed in relation to housing in the Delivery and Allocations Local Plan?*

**Question 7.2:**  
*Are there any other issues and challenges that should be considered in relation to housing?*

**Delivery Options**

Housing 7.1 – number of dwellings

7.13. The Strategic Housing Market Assessment (SHMA) has identified the Objectively Assessed Need (OAN) as 466 dwellings each year with a the proposed distribution north south of the river.

• Option 7.1A:	To use the OAN as the housing requirement
• Option 7.1B:	To have a housing requirement higher than the OAN to allow for an increase in working age people in the Borough and to increase the levels of affordability in the Borough. [and meet other LA’s housing need]
• Option 7.1C:	To have a housing requirement lower than the OAN to allow for constraints to develop in the Borough including the use of Green Belt and the levels of contamination in certain parts of the Borough that would make development unviable
• Option 7.1D:	To retain the Core Strategy housing requirement (an average of 552dwgs each year)

Housing 7.3: Gypsies and Travellers

7.14. National planning policy requires the council to address the specific accommodation needs of Gypsies and Travellers by setting pitch targets for gypsies and travellers which addresses the likely permanent and transit site accommodation needs. The Council will be expected to identify and update a supply of specific deliverable sites sufficient to provide five years’ worth of sites against the targets.

• Option 7.3A:	Extend existing sites
• Option 7.3B:	Locate sites close to existing services
• Option 7.3C:	Locate sites close to travelling routes

Housing 7.4 – Other forms of housing

7.15. The Local Plan must also consider the specific needs of older people and other vulnerable groups and set out an approach to deal with demand and the need to provide suitable accommodation. Following the national trend, Halton is forecast to see considerable growth in the proportion of older people and older person households. Some older households may require specialist housing solutions.

• Option 7.4A:	Require all sites allocated for housing or including housing, to provide a proportion of housing for specialist accommodation.
• Option 7.4B:	Require all sites allocated for housing to include a proportion of dwellings that meet the lifetime homes standards.
• Option 7.4C:	Allocate sites for specialist accommodation.
• Option 7.4D:	Identify criteria for sites

- that could be used for specialist accommodation.

**Question 7.3:**  
*Are there any other Options in relation to housing that should be considered in the preparation of the Local Plan?*

**Question 7.4:**  
*Which Option, or collection of Options, do you think would be most appropriate to follow within the Delivery and Allocations Local Plan?*

**Relevant Core Strategy Policies**

7.16. 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. It is proposed to delete these policies and to replace them with new policies that relate to the most recent evidence base.

7.17. Core Policies have been provided within the Core Strategy Local Plan in relation to Housing Mix (Policy CS12) and Affordable Housing (Policy CS13) it is also proposed to revisit these policies to relate to new evidence contained within the SHMA.

7.18. Policy CS14 (Meeting the Needs of Gypsies, Travellers and Travelling Showpeople) is likely to be updated to include new evidence in relation to the number of pitches to be provided as set out in the Gypsy and Traveller Accommodation Assessment 2014.

7.19. National standards for residential development are also provided within Buildings Regulations that are not intended to be repeated within these policies.



### Scope of Policies

Proposed scope of policies to be included in the Delivery and Allocations Local Plan including Core Strategy / UDP policies to be reviewed or replaced.

HOUSING POLICIES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
H1	Housing	The aim of this policy is to: a. Set out the net number of dwellings to be provided in Halton; b. Set out, if appropriate, the number of dwellings to be provided in any sub-housing market areas; and c. Identify, if appropriate, any requirements for the mix of housing to be provided. d. recognise the Council's commitments to the emerging LCR (Devolution) agenda	None	CS1 / CS3 / CS12	N	N
H2	Residential Development Allocations	Aim of this policy would be to: a. allocate sites for residential development purposes consistent with policy H1 requirements; and b. Identify Primarily Residential Areas. c. Consider identifying / setting criteria for identifying vulnerable housing market areas where some form of intervention / targeted development may be necessary / appropriate?	Residential Allocations Primarily Residential Areas	H1	Y	N
H3	Affordable Housing	The aim of this policy is to: a. Provide the thresholds for when affordable housing will be required; b. Set out the proportion of affordable housing that will be required; c. Set out the mix of affordable housing that will be required; and d. Identify the circumstances when off-site provision or a payment in lieu may be accepted.	None	CS13	N	Y
H4	Gypsy & Travellers	The aim of this policy is to: a. Set out the level of Gypsy and Traveller provision required within Halton; and b. Identify the criteria by which Gypsy and Traveller applications will be considered against.	None	CS14	N	N

HOUSING POLICIES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
H5	Traveller Sites Allocations	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. identify specific sites that will enable continuous delivery of sites for at least 15 years; and</li> <li>b. identify existing sites to be retained.</li> </ul>	Gypsy and Traveller Allocations & Existing Sites	N/A	Y	N
H6	Dwelling Alterations, Extensions, Conversions and Replacement Dwellings	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. retain character of existing properties and residential areas;                             <ul style="list-style-type: none"> <li>i. Including consideration of the form, scale, design and materials to be used;</li> </ul> </li> <li>b. ensure that any extensions do not increase the size of the property by more than a set percentage over the original property;</li> <li>c. ensure that any replacement dwelling is not more than a set percentage larger than the dwelling it is replacing;</li> <li>d. ensure that any conversion is within a building of permanent and substantial construction capable of being converted;</li> <li>e. ensure that the proposal would not result in isolated residential development;</li> <li>f. maintain safe highway conditions for pedestrians, cyclists and motor vehicles; and</li> <li>g. provide, or retain, appropriate parking</li> </ul>	None	CS18, BE1, BE2, H6, H7	N	N

HOUSING POLICIES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
H7	Open Space Provision for Residential Development	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. require development to consider adequate open space provision;</li> <li>b. require development to consider adequate formal sports provision</li> <li>c. set open space standards (in accordance with the current draft Open Space SPD);</li> <li>d. explain that the precise levels for open space will depend on the location of the development;</li> <li>e. state that off-site open space provision or financial contributions will only be agreed where it can be demonstrated that there is no practical alternative</li> <li>f. that off-site formal sports provision or financial contributions will only be agreed where it can be demonstrated that this is consistent with the Playing Pitch Strategy Action Plan; and</li> <li>g. identify other exceptions to policy.</li> </ul>	None	H3	N	Y
H8	Specialist Housing	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. Ensure that development gives consideration to the needs of an ageing population in relation to types, size, style and flexibility of dwellings provided;</li> <li>b. Ensure that any specialist housing or accommodation is appropriately located and meets the needs of its residents; and</li> <li>c. Identify appropriate locations for development and /or provide criteria to define appropriate locations.</li> </ul>	Specialist Housing Allocations	H4	Y	N

**Question 7.5:**  
*Are these the relevant Core Strategy policies in relation to housing? If not please detail which policies should or should not be included and why.*

**Question 7.6:**  
*Do you consider that the identified policies should be retained, deleted or replaced?*

***Question 7.7:***

***Are there any other policies in relation to housing that you consider should be incorporated within the Delivery and Allocations Local Plan?***

***Question 7.8:***

***Is the scope of Policy H1-H8 appropriate, should they cover any other areas?***

## 8. Connectivity & Infrastructure

### Spatial Portrait

- 8.1. Infrastructure can be defined as the basic facilities, services, and structures needed for a community or society to function effectively, such as buildings, roads, communications systems, water and power lines, and public institutions including schools, post offices, and prisons. The term ‘infrastructure’ in this document means infrastructure in its broadest sense, not just physical buildings or works.
- 8.2. The Borough enjoys excellent links being at the heart of the region’s transport network. The M56 motorway runs through the south of the Borough and the M62 is located just to the north, both a short drive from the M6, whilst A-class routes converge on the Silver Jubilee Bridge river crossing.
- 8.3. The Liverpool branch of the West Coast Main Line railway offers regular services from Runcorn Train Station delivering passengers to London in less than 2 hours and to Liverpool in around 20 minutes. Local and Trans- Pennine services call at Widnes, Hough Green and Runcorn East stations before connecting with Manchester and other destinations across the north of England.
- 8.4. Liverpool John Lennon Airport is located adjacent to Halton Borough Council’s western boundary within Liverpool City Council’s administrative area. The Airport provides national and international connectivity for the Borough whilst also bringing economic benefits including job creation.
- 8.5. Travel patterns show that a total of 13.8% of commuting flows to Halton are by residents from local authorities in the Liverpool City Region, however, the largest individual flow by local authority area is residents from Warrington (9.7%)<sup>26</sup>. Overall, 70% of journeys to work within Halton are made by car<sup>27</sup>.
- 8.6. Although, as explained previously, there are a range of issues associated with congestion and the unpredictability of journey times for cross river traffic, Halton exhibits a number of locational advantages presented by the Borough’s existing rail links, waterways, ports, Liverpool John Lennon Airport and the proposed Mersey Gateway Project. These present a unique opportunity to ensure that Halton fulfils its potential as a major hub for distribution and logistics. This opportunity is also taken forward in the Liverpool City Region ‘SuperPort’ concept<sup>28</sup> which aims to ensure that

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<sup>26</sup> ???

<sup>27</sup> ???

<sup>28</sup> ???

these assets along with other freight infrastructure across the sub-region become a key driver in the local economy.

- 8.7. Halton benefits from waterborne connectivity by virtue of the location of the towns of Runcorn and Widnes being dissected by the River Mersey, and also due to the waterways which cross through the Borough, including:
- The Manchester Ship Canal
    - From Eastham (Wirral) to Salford
  - The Bridgewater Canal
    - From Runcorn to Leigh and central Manchester
  - The St Helens (Sankey) Canal
    - From Spike Island (West Bank, Widnes) to St Helens
  - The Weaver Navigation Canal
    - From Winsford (Cheshire) to the Manchester Ship Canal at Runcorn Docks
  - Runcorn and Weston Canal in West Runcorn (Mersey Gateway Port)
    - Small section of Canal remains which links to the Weaver Navigation Canal
- Halton's ports and freight terminals are well positioned in relation to other freight assets in the North West, including the Port of Liverpool and Liverpool John Lennon Airport.
- 8.8. A Digital Economy and Inclusion Strategy (DEIS) was formally adopted by the Council in February 2012, this strategy targets Superfast Broadband (SFB) as a mechanism for driving economic development and social inclusion in Halton. It highlights that new communications technologies not only help businesses trade and develop; they also create opportunities for businesses to develop new applications and services. At May 2014, Halton had 57,370 premises and of these 51,041 premises were covered by the commercial fibre deployment, with the Connecting Cheshire Project planning to deliver fibre broadband to a further 4,229 premises.
- 8.9. United Utilities are responsible for the supply of water and for disposal of wastewater across the North West including the Borough of Halton, with the Environment Agency having responsibility for flood and water pollution prevention. Halton's drinking water supply is obtained from North Wales, Cumbria and other parts of the North West<sup>29</sup>.
- 8.10. National Grid Gas owns and operates the high pressure National Transmission System throughout Halton and the rest of the country. Discussions held with National Grid regarding future development in Halton and the wider Liverpool City Region raised no significant concerns regarding adequate pressure to service new development in the area.

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<sup>29</sup> United Utilities (2009) Final Water Resources Management Plan (page 5)

- 8.11. Electricity in Halton is provided by Scottish Power Manweb and it is their responsibility to distribute electricity to homes and businesses. National Grid prefers that buildings are not built directly beneath its overhead lines. Preferred uses underneath or adjacent to overhead power lines included nature conservation, open space, landscaping areas or parking areas. However, electricity infrastructure constraints were previously identified at Widnes Waterfront.

**Identified Issues and Challenges**

- 8.12. The excellent transport links within the Borough are highlighted in the Spatial Portrait, however it also highlights the numbers of commuters travelling into the Borough and the high level of car use for journeys to work. Therefore it is likely that a new Local Plan will need to continue to seek to reduce congestion, improve connectivity and increase sustainable modes of travel.
- 8.13. One of the key issues that will need to be considered is the impact of new development on existing infrastructure, especially roads, water supply, sewerage and energy. The challenge for the Local Plan will be to deliver both development and the infrastructure to support it and to ensure that the most effective use is made of existing and proposed infrastructure. However, the type and scale of infrastructure required will depend on how development is distributed, as well as how existing and future residents choose to live their lives in the future. Another challenge for the Local Plan will be to ensure that there is a transparent mechanism for funding infrastructure and that there is more certainty for developers up front over what is required, with evidence provided to justify such contributions.

**Question 8.1:**  
*Do you agree, or disagree, that these are issues and challenges that should be addressed in relation to Connectivity and Infrastructure in the Delivery and Allocations Local Plan?*

**Question 8.2:**  
*Are there any other issues and challenges that should be considered in relation to Connectivity and Infrastructure?*

**Relevant Core Strategy Policies**

- 8.14. 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. It is not intended to delete or replace any of these policies.

**Scope of Policies**

Proposed scope of policies to be included in the Delivery and Allocations Local Plan including Core Strategy / UDP policies to be reviewed or replaced.

CONNECTIVITY AND INFRASTRUCTURE						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
C1	Transport Allocations	Aim of this policy would be to: a. where necessary allocate sites for transport purposes.	Transport Allocations	TP4 / TP8 / TP11	Y	N
C2	Sustainable Transport Network	Aim of this policy would be to: a. ensure that development is only permitted where frequent public transport provision exists or is made for; b. protect existing and disused facilities (location specific); c. ensure that development would not be permitted where this would prejudice the provision of new public transport facilities (location specific); d. require development to prioritise design measures to ensure safe and convenient cycle and pedestrian access; and e. 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	CS15 / TP1 / TP2 / TP3 / TP4 / TP6 / TP7 / TP8 / TP9 / TP10	Y	Y



CONNECTIVITY AND INFRASTRUCTURE						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
C3	Transport Network and Accessibility	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. define road schemes (location specific);</li> <li>b. identify freight and logistic hubs;</li> <li>c. Identify intermodal opportunities (freight / passenger)</li> <li>d. Identify when a Transport Assessment, Travel Plan and / or Transport Statement will be required;</li> <li>e. ensure that development does not increase traffic to undesirable levels unless traffic problems can be alleviated;</li> <li>f. ensure that development considers the effects on the sustainable transport network including public transport links, pedestrian and cycling routes;</li> <li>g. ensure that development provides safe access to the overall transport network;</li> <li>h. 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;</li> <li>i. highlight the need for development to incorporate traffic management and traffic calming schemes where appropriate; and</li> <li>j. highlight the need for development to provide equal access for all people, including inclusive access.</li> <li>k. Seek to minimise increases in the usage of level crossings associated with new development and where necessary consider the requirement for alternatives (footbridge / underbridge / diversions)</li> </ul>	Transport Allocations	TP13 / TP14 / TP15 / TP16 / TP17 / TP18	Y	Y

CONNECTIVITY AND INFRASTRUCTURE						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
C4	Parking Standards	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. incorporate appropriate parking standards (including cycle parking);</li> <li>b. require development proposals to provide an appropriate level of safe, secure, accessible and viable parking provision;</li> <li>c. 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;</li> <li>d. consider off-airport car parks (LJLA);</li> <li>e. consider the provision of electric car charging points where acceptable; and</li> <li>f. consider space for on-site car clubs and pool car schemes.</li> </ul>	None	TP12	N	Y
C5	Delivery of Telecommunications Infrastructure	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. encourage and support proposals for the provision, upgrading and enhancement of wireless and fixed data transfer and telecommunications networks and their associated infrastructure;</li> <li>b. 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;</li> <li>c. 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; and</li> <li>d. 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.</li> </ul>	None	BE21	N	N

CONNECTIVITY AND INFRASTRUCTURE						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
C6	Expansion of Liverpool John Lennon Airport	Aim of this policy would be to: a. consider the expansion of Liverpool John Lennon Airport (LJLA), including any revised Airport Masterplan within defined Sustainable Development Principals ; b. define existing and expanded Airport boundary (particularly with regard to runway end safety zones); and c. identify extent (if any) of land to be removed from the Green Belt (specific to the runway extension).	Liverpool John Lennon Airport	CS17	Y	N
C7	Liverpool John Lennon Airport	Aim of this policy would be to: a. seek to ensure that development is not permitted that may impede the operational requirements of the Airport; b. ensure that development has regard to the Airport's Surface Access Strategy; c. address the issues of Airport parking; and d. consider Circular 1/2003 Safeguarding Aerodromes.	None	CS17	N	N

**Question 8.3:**  
*Are these the relevant Core Strategy policies in relation to Connectivity and Infrastructure? If not, please detail which policies should or should not be included and why.*

**Question 8.4:**  
*Do you consider that the identified policies should be retained, deleted or replaced?*

**Question 8.5:**  
*Are there any other policies in relation to Connectivity and Infrastructure that you consider should be incorporated within the Delivery and Allocations Local Plan?*

**Question 8.6:**  
*Is the scope of Policy C1-C7 appropriate, should they cover any other areas?*

## 9. Town, District and Local Centres

### Spatial Portrait

- 9.1. Halton has three main retail centres with Widnes being the largest centre followed by Halton Lea and then Runcorn Old Town.
- 9.2. Widnes Town Centre has a strong convenience and comparison retail offer. In terms of the town's market share of comparison retail, this has been substantially improved with the opening of Widnes Shopping Park in early 2010. 'The Hive' leisure development at Widnes Waterfront comprising of a cinema, ice rink and restaurants complements the Town Centre's retail offer and boosts leisure opportunities within the Borough.
- 9.3. In Runcorn, during the New Town era, the location of the new town centre, Halton Lea, can be seen as a contributing factor to the subsequent decline of Runcorn Old Town which struggled to maintain its position as a key retail centre in the Borough. As a result, Runcorn Old Town centre has been subject to several regeneration projects. In recent years Runcorn Old Town has acquired assets such as the Brindley Arts Centre, consolidating its role as an independent and specialist destination. Although Halton Lea has suffered from a number of issues including weak pedestrian access, and the lack of an evening economy. However, its new management team and the complimentary leisure facilities at Trident Retail Park have improved its offer.

### Identified Issues and Challenges

- 9.4. Town centres have been in decline for reasons including the global recession, success of internet shopping and the rationalisation of retailing. Although a number of household name stores such as Jessops and Woolworth have closed, the recession has also led to the rise of discount retailers such as Aldi, Lidl and Poundland, which are proving to be formidable competitor's to other retail operators. Whilst, many other retailers are choosing to serve larger catchments from a single location with a larger scale store. The challenge for the Local Plan will be to maintain the vitality and viability of the centres within Halton, although this may be through consolidation rather than growth.

#### **Question 9.1:**

***Do you agree, or disagree, that these are issues and challenges that should be addressed in relation to the Town, District and Local Centres in the Delivery and Allocations Local Plan?***

#### **Question 9.2:**

***Are there any other issues and challenges that should be considered in relation to the Town, District and Local Centres?***

### Delivery Options

Town, Districts and Local Centres 9.1 – Provision & Capacity

- 9.5. The Retail Study will identify the retail capacity; work on this is currently ongoing.
- Option 9.1A: To allocate land to meet the capacity identified
  - Option 9.1B: To provide a criteria to guide development to meet the capacity identified
  - Option 9.1C: To allocate land over and above the capacity identified to encourage retail growth in Halton’s centres

Town, District and Local Centres 9.2 - Thresholds for Retail Impact Assessment

- 9.6. National planning policy requires us to set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres. It requires impact tests to be carried out for all town centre development proposed outside of town centres and not in accordance with a development plan. If a local threshold for this impact test is not set then the NPPF suggests a 2,500 sq.m threshold. As development should be appropriate in terms of scale and nature to the centre in which it is located, the Retail Study will consider this issue for Halton and will provide potential thresholds.
- Option 9.2A: Apply the Threshold proposed in the retail study
  - Option 9.2B: Apply different Thresholds for each town / same thresholds for each town
  - Option 9.2C: Do not include a Threshold and instead rely on NPPF

Town, District and Local Centres 9.3 - Evening Economy

- 9.7. Uses such as bars and pubs, restaurants and cafes and take-aways are important in creating vibrant town centres.
- Option 9.3A: Establish quarters in the town centres where appropriate food and drink uses would be encouraged
  - Option 9.3B: Apply threshold limits to manage the clustering of these uses in the primary shopping areas / in Halton’s Centres

Town, District and Local Centres 9.4 – Other Town Centre Uses

- 9.8. The main uses in Halton centres are retail based, however, it is likely that the shopping role of the centres will change in the future in line with national trends.
- Option 9.4A: Create open spaces and places to socialise
  - Option 9.4B: Increase residential development in the town centres
  - Option 9.4C: Encourage non-retail uses into town centres
  - Option 9.4D: Encourage non-retail uses in to the town centres everywhere except within the Primary Shopping Area

**Question 9.3:**  
*Are there any other Options in relation to Halton’s Towns, District and Local Centres that should be considered in the preparation of the Local Plan?*

**Question 9.4:**  
*Which Option, or collection of Options, do you think would be most appropriate to follow within the Delivery and Allocations Local Plan?*

**Relevant Core Strategy Policies**

- 9.9. 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. This policy will be updated by the new evidence provided as part of the Retail Study (work ongoing).
- 9.10. 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. This policy will be updated to incorporate the results of the Local Centre Study and the Retail Study (work ongoing).

**Scope of Policies**

Proposed scope of policies to be included in the Delivery and Allocations Local Plan including Core Strategy / UDP policies to be reviewed or replaced.

TOWN AND DISTRICT CENTRES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
TC1	Halton's Centres	The aim of this policy is to: a. Set out the hierarchy of retail centres; b. Identify potential new centres; and c. Set out the amount of retail capacity within Halton and the town and district centres.	None	CS5	N	N
TC2	Allocations within Halton's Centres	Aim of this policy would be to: a. allocate sites for retail / leisure / cultural / tourism / community purposes to deliver the Core Strategy requirements.	Retail / leisure / tourism / Cultural/ community Allocations	TC1 / TC3	Y	N

TOWN AND DISTRICT CENTRES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
TC3	Town Centres, Frontages and Primary Shopping Areas	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. define the town, district and local centre boundaries;</li> <li>b. define and protect primary and secondary retail frontages; and</li> <li>c. define and protect primary shopping areas of the town centres by managing changes and development that do not contribute to the vitality and viability of the centre.</li> </ul>	<p>Define Centre Boundaries</p> <p>Designate Primary and Secondary Retail Frontages</p> <p>Designate Primary Shopping Areas and Local Centres</p>	<p>TC8 / TC9 / TC10 / TC2 / TC4 / TC5 / TC6 / TC7 / TC11</p>	Y	N
TC4	Vital and Viable Centres	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. protect primary retail role of local centres with other uses supported where they complement the existing role of these centres;</li> <li>b. provide the thresholds for when a Sequential Test or Retail Impact Assessment is required;</li> <li>c. ensure that retail developments do not detrimentally effect the appearance or character of the area, local amenity or highway conditions;</li> <li>d. ensure that development is compatible with the prime retail function of the area;</li> <li>e. identify non retail uses;</li> <li>f. consider food and drink outlets; and</li> <li>g. support the retention and enhancement of the town markets.</li> </ul>	None	<p>CS5, TC2, TC6, TC7, TC8</p>	N	N

TOWN AND DISTRICT CENTRES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
TC5	Shop Fronts, Signage and Advertising	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. ensure that the design of retail development is considered, including it being of an appropriate size and scale;</li> <li>b. ensure that new and altered shop fronts are only permitted should they be appropriate to the building and the character of the area;</li> <li>c. ensure that proposals for shop fronts have appropriate regard to design, security and safety, amenity and access; and</li> <li>d. 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.</li> </ul>	None	BE16 / BE17	N	N



TOWN AND DISTRICT CENTRES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
TC6	Commercial Leisure Developments and Cultural Facilities	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. Ensure that the development of leisure and cultural facilities are permitted in or adjacent to town, district or local centre;</li> <li>b. Support the provision of new leisure and cultural facilities and the retention and enhancement of existing leisure facilities (unless their loss can be justified);</li> <li>c. Ensure that the development involving the loss of a community facility would only be permitted where it can be justified;</li> <li>d. Set out the criteria for leisure and cultural facilities in designated centres, edge of designated centres and out of centre locations;</li> <li>e. Ensure that the design of leisure and cultural development is considered, including it being of an appropriate size and scale; and</li> <li>f. Ensure that leisure and cultural developments do not detrimentally affect the appearance or character of the area, local amenity or highway conditions.</li> </ul>	None	LTC1 / LTC2 / LTC3	N	N

TOWN AND DISTRICT CENTRES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
TC7	Community Facilities (including health facilities)	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. ensure that the development of community facilities is permitted in or adjacent to town, district or local centres;</li> <li>b. support the provision of new community facilities and the retention and enhancement of existing community facilities; and</li> <li>c. 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.</li> </ul>	None	LTC4 / LTC5 / LTC6	N	N
TC8	Visitor Attractions	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. promote tourism assets and encourage tourism development;</li> <li>b. identify specific areas of assets and future development;</li> <li>c. 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;</li> <li>d. 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; and</li> <li>e. seek to consider favourably tourism attractions associated with the Borough's waterfronts.</li> </ul>	None	S15 / LTC8 / LTC9	N	N
TC9	Evening Economy	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. Manage the development of hot food takeaways and late night bars and pubs.</li> </ul>	None		N	N

**Question 9.5:**

*Are these the relevant Core Strategy policies in relation to Halton’s Town, District and Local Centres? If not, please detail which policies should or should not be included and why.*

**Question 9.6:**

*Do you consider that the identified policies should be retained, deleted or replaced?*

**Question 9.7:**

*Are there any other policies in relation to Halton’s Towns, District and Local Centres that you consider should be incorporated within the Delivery and Allocations Local Plan?*

**Question 9.8:**

*Is the scope of Policy TC1-TC9 appropriate, should they cover any other areas?*

## 10. Halton's Environment

### Spatial Portrait

- 10.1. Halton has a historic legacy of obsolete and poor quality land, housing, commercial buildings, physical infrastructure and contaminated land. Although the physical appearance of the Borough has improved considerably over recent years, through a number of regeneration schemes, challenges still remain.
- 10.2. Despite Halton's legacy, the Borough has a large number of environmental assets and designations. Perhaps the greatest of these being the Mersey Estuary with its surrounding saltmarsh and terrestrial open space. The Borough also has a tightly drawn Green Belt boundary, and substantial green infrastructure including parks, recreation grounds and public open spaces. In Runcorn the abundance of parkland and open space can be considered as one of the New Town's great successes, but also a challenge for the Council to maintain. The Borough's green infrastructure supports a wide network of biodiversity, serves as a recreation resource for the benefit of the health and well-being of residents and as a means of mitigation against the effects of climate change. The Borough boasts one Ramsar Site, one Special Protection Area (SPA), three Sites of Special Scientific Interest (SSSI), ten Local Nature Reserves (LNRs), 50 Local Wildlife Sites and 12 Open Spaces of Green Flag award standard. There are also areas of distinct landscape character within the Borough which have been identified through the Halton Landscape Character Assessment<sup>30</sup>.
- 10.3. Additionally, a substantial part of Halton's character and 'sense of place' is formed by the Borough's waterside environments along the Mersey Estuary, the Manchester Ship Canal, the Bridgewater Canal, St Helens Canal and the Weaver Navigation. Halton's waterways provide an attractive setting for waterside development, a recreational resource and help improve the image of the Borough.
- 10.4. Climate change is recognised as one of the most serious challenges facing the UK. Evidence shows that over the last century there has been an unprecedented rate of increase in global temperatures leading to climatic changes. Scientific consensus attributes this global warming to emissions of greenhouse gases, primarily carbon dioxide from combustion of fossil fuels for energy generation or transport. The impacts of climate change may be felt within the Borough through warmer summers and wetter winters and an increased frequency of severe weather events. These climatic shifts will have a pronounced effect on Halton's natural and built environments.
- 10.5. Extreme weather events may also increase the risk of coastal and estuarine flooding. Halton's estuarine location and the number of brooks which run into the Mersey

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<sup>30</sup> TEP (2009) Halton Landscape Character Assessment

Estuary present a number of areas in the Borough that have been identified at risk from flooding.

- 10.6. The sustainable management of waste is also a major concern for Halton. European and national legislation is driving a change in the way we handle waste. Disposing the majority of our waste to landfill is no longer a viable long term option.
- 10.7. Halton is affected by a number of installations which have the potential to create a significant risk for Halton’s communities in the event of a major incident. These include industries that store quantities of potentially dangerous chemicals such as chlorine at Ineos Chlor in Runcorn, pipelines that carry explosive gases or liquids and the approach to the runway of Liverpool John Lennon Airport. Flooding events, land contamination and pollution also present a major potential risk to Halton’s communities.

**Identified Issues and Challenges**

- 10.8. Climate change is generally regarded as being one of the most significant challenges for the world, and although its effects are difficult to predict for Halton it is likely to have an impact in the future that will need to be considered in the Local Plan.
- 10.9. Water pollution has been an issue in the Mersey Estuary since at least the 18th century, when the Mersey catchment became a prime location for industrial expansion, especially the textile industry although Halton’s main contribution was the chemicals industry. The main current environmental pressures upon the Mersey Estuary SPA and Ramsar site are considered to be: disturbance of sediment; pollution via rivers and drains; pollution via commercial shipping; coastal squeeze; disturbance to birds; introduction of non-native species and the removal of species.
- 10.10. The Local Plan will need consider the potential for certain land uses (hazardous installations and Liverpool Airport) to create harm through accidents to people or the environment and endeavour to reduce the risks associated.
- 10.11. One of the key issues for Halton will be addressing the health and well-being of local residents and to contribute to its general improvement. This can be addressed in the Local Plan through increasing access to open space, green and blue infrastructure, the countryside and sport and recreational facilities.

**Question 10.1:**  
*Do you agree, or disagree, that these are issues and challenges that should be addressed in relation to Halton’s Environment in the Delivery and Allocations Local Plan?*

**Question 10.2:**

***Are there any other issues and challenges that should be considered in relation to Halton’s Environment?***

**Relevant Core Strategy Policies**

10.12. The relevant Core Strategy Policies are CS20 (Natural and Historic Environment), CS23 (Managing Pollution & Risk) and CS25 (Minerals). These policies are not currently proposed to be deleted however; they may be affected by minor consequential changes.

**Scope of Policies**

Proposed scope of policies to be included in the Delivery and Allocations Local Plan including Core Strategy / UDP policies to be reviewed or replaced.

<b>HALTON’S ENVIRONMENT</b>						
<b>Policy No.</b>	<b>Policy Title</b>	<b>Policy Outline</b>	<b>Designation Required</b>	<b>Core Strategy / UDP Policies to be Reviewed / Replaced</b>	<b>Policies Map</b>	<b>Viability Cost</b>
HE1	<b>Natural Environment</b>	The aim of this policy is to: a. Conserve and enhance the local character and distinctiveness of Halton; and b. Conserve and enhance biodiversity.	None	CS20	N	N
HE2	Nature Conservation	Aim of this policy would be to: a. consider development issues associated with the natural environment including Local Nature Reserves, Local Geological Sites, Local Wildlife Sites, Ancient Woodland, habitat networks / wildlife corridors and habitats and species identified in the BAP b. consider other development issues in the natural environment including the protection of ponds, hedgerows, trees and woodlands. c. Set out the mitigation hierarchy. d. Consider the ecological network within and across the Borough.	Designate sites of local importance including: • 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	Y	N
HE3	Halton’s Waterways	Aim of this policy would be to: a. identify the coastal change	None	GE29 / GE30/	N	N

HALTON'S ENVIRONMENT						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
	and Waterfronts	<p>management areas and provide policy to reduce risk to these areas from inappropriate development</p> <ul style="list-style-type: none"> <li>b. explain how waterways and their banks provide established habitats with nature conservation value</li> <li>c. support proposals for recreation and tourism (where appropriate)</li> <li>d. expect development to respect the important amenity, landscape and ecological characteristics, important landscape and wildlife resources, attractive views and access points</li> <li>e. ensure that waterside development is not permitted if it would have an unacceptable effect on water quality or cause significant run-off</li> <li>f. seek opportunities for development to connect any identified habitats, species or features</li> <li>g. 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)</li> <li>h. continue support for the Bridgewater Trust, including seeking contributions from canal side development.</li> <li>i. support the reinstatement of the Runcorn Locks (subject to not being detrimental to the safe operation of the Bridgewater Canal)</li> </ul>		LTC10		
HE4	Open Countryside	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. Ensure that any land designated as Open Countryside is appropriately protected</li> </ul>	Designation of Open Countryside	S23	Y	N

HALTON'S ENVIRONMENT						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
HE5	Green Infrastructure	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. identify in what instances appropriate compensatory / financial contributions would be sought with regard to green infrastructure</li> <li>b. 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</li> <li>c. 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</li> <li>d. support cross boundary working to support the maintenance and development of wider green infrastructure networks</li> </ul>	Designation of Green Infrastructure Sites and Green and Blue Infrastructure Networks	GE5 / GE6 / GE7 / GE8 / GE10 / GE11 / GE12 / GE13 / GE15 / GE16	Y	N
HE6	Open Space and Outdoor Sports Provision	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. 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 H7);</li> <li>b. Define the extent of Open Spaces within the Borough; and</li> <li>c. Define Local Green Spaces.</li> </ul>	Designation of Local Green Space and Open Space	LTC4 / LTC5 / LTC6	N	N
HE7	Pollution and Nuisance	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. ensure that development near to established sources is not permitted if it is likely that those existing sources of pollution will have an unacceptable effect on the proposed development</li> <li>b. ensure that development proposals would not be permitted if it is likely to have an unacceptable effect on:                             <ul style="list-style-type: none"> <li>i. air quality</li> <li>ii. noise nuisance</li> </ul> </li> </ul>	None	PR1 / PR2 / PR3 / PR4 / PR5 / PR7 / PR8 / TP19 / GE14	N	N



HALTON'S ENVIRONMENT						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
		<ul style="list-style-type: none"> <li>iii. odour nuisance</li> <li>iv. light pollution and nuisance</li> <li>v. water quality</li> </ul> <p>c. 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</p> <p>d. require that any development which has the potential to pollute or cause nuisance to demonstrate that mitigation measures have been incorporated</p>				

HALTON'S ENVIRONMENT						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
HE8	Contaminated Land	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. require development proposals on land which may be contaminated to be accompanied by a land investigation to establish the level of contamination</li> <li>b. require appropriate site remediation and aftercare measures where appropriate and if necessary include details of a programme of implementation</li> <li>c. encourage the adoption of sustainable remediation technologies</li> <li>d. ensure that Development is not permitted if it is likely to cause contamination of the soil or sub-soil</li> <li>e. consideration given to the impact of contamination on the wider environment including water courses, flora and fauna.</li> <li>f. explain that the requirement to undertake work associated with contaminated land will be controlled by either planning conditions or where necessary by planning obligations</li> <li>g. seek innovative methods to assist in enabling remediation and regeneration of contaminated sites to be economically viable.</li> </ul>	None	PR6 / PR14	N	N

HALTON'S ENVIRONMENT						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
HE9	Major Accident Risks	<p>Aim of this policy would be to:</p> <p>a. build on the policy set out in Core Strategy by setting out the requirements for development affected by the following:</p> <p>i. 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 HSE planning advise web application, HSE approach to planning advice for developments near hazardous installations</p> <p>ii. LJLA Public Safety Zone (PSZ) – Development should not increase the numbers of people living, working or congregating in the zone</p> <p>iii. LJLA Height Restriction Zone (HRZ) – Development should be below the specific height and not cause a hazard to air travellers</p> <p>b. Air Quality Management Area (AQMA) – Development should contribute to the reduction in air pollutants as specified by an AQMA</p>	<p>Designate:</p> <ul style="list-style-type: none"> <li>•COMAHs</li> <li>•LJLA PSZ</li> <li>•LJLA HRZ</li> </ul> <p>AQMA</p>	<p>CS23 / PR9 / PR10 / PR11 / PR12</p>	Y	N

HALTON'S ENVIRONMENT						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
HE10	Water Management and Flood Risk	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. set out the criteria for development regarding flood risk</li> <li>b. identify land to be safeguarded from development that is required for current and future flood management (if necessary)</li> <li>c. ensure that development provides for appropriate sustainable drainage mechanisms, evidenced where appropriate by drainage strategies for development sites.</li> <li>d. Ensure development fully takes account of flood risk and climate change and incorporates adaptation measures where appropriate (see policy HE10)</li> <li>e. Ensure water resources are protected appropriately</li> <li>f. Ensure that development is served by adequate water services including supply and sewerage</li> </ul>	Designate Flood Risk Areas (if necessary)	PR15 / PR16	Y	Y
HE11	Minerals Allocations	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. Prioritise the use of recycled and secondary aggregates (f replacing instead of supplementing CS25)</li> <li>b. allocate areas of winnable mineral resources – Minerals Safeguarding Areas</li> </ul>	Minerals Allocation	CS25	Y	N

HALTON'S ENVIRONMENT						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
HE12	Minerals	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. 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</li> <li>b. set out the circumstances (where appropriate) for the prior extraction of minerals</li> <li>c. 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</li> </ul>	None	CS25 / MW1 / MW2 / MW4 / MW6	N	N

**Question 10.3:**

*Are these the relevant Core Strategy policies in relation to Halton's Environment? If not, please detail which policies should or should not be included and why.*

**Question 10.4:**

*Do you consider that the identified policies should be retained, deleted or replaced?*

**Question 10.5:**

*Are there any other policies in relation to Halton's Environment that you consider should be incorporated within the Delivery and Allocations Local Plan?*

**Question 10.6:**

*Is the scope of Policy HE1-HE12 appropriate, should they cover any other areas?*



# 11. Sustainable Development in Halton

## Spatial Portrait

- 11.1. The Borough also has a tightly drawn Green Belt boundary, with the total area of Green Belt land currently standing at around 2,500ha. The Green Belt covers approximately one third of the land area of the Borough and washes over the smaller settlements of Moore, Daresbury and Preston-on-the-Hill, with Hale Village being excluded from the Green Belt.
- 11.2. The deployment of renewable and low-carbon energy and the design and construction of future development has a central role in delivering sustainable growth, contributing to the mitigation and adaptation of climate change and ensuring energy security. Innovation in energy technologies is essential if the UK is to meet its challenging future climate change goal of an 80% reduction in greenhouse gas emissions by 2050 and 15% of the UK's energy from renewables by 2020.
- 11.3. Heritage assets are defined as those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest<sup>133</sup>. It is important to conserve and enhance these assets as they contribute to Halton's sense of identity.
- 11.4. Halton has 126 Listed Buildings, 2 of which are Grade 1 listed, 17 are Grade II\* and the remaining 107 are Grade II listed. There are also seven Scheduled Monuments including Duck Decoy, Halton Castle and Lovel's Hall. Of these designations, Daresbury Hall, a Grade II\* Listed Building, and the Undercroft of West Range (Norton Priory) and Halton Castle, both Scheduled Monuments, are considered to be 'at risk'<sup>134</sup> and require necessary maintenance. Conservation Areas, of which there are ten in Halton, are areas of special architectural or historic interest designated by the Council. Within a Conservation Area there is a statutory duty to pay 'special attention' to the desirability of preserving or enhancing its character or appearance.
- 11.5. Not all locally important features of local historic or architectural interest are listed or part of a Conservation Area. However, they can still provide a valuable contribution to the local historic environment and can make an important contribution to creating a sense of place and local identity. This could include buildings and other structures and features, archaeological remains, historic open spaces and the wider historic landscape or townscape.

## Identified Issues and Challenges

- 11.6. Once designated the Green Belt boundary is a permanent feature and should only be altered in exceptional circumstances following a full review. In reviewing the Green Belt boundary, regard should be had to the long term permanence of any new boundary, such that it can endure beyond the period of the Plan. The Delivery and Allocations

Plan will need to identify sufficient development land, including through Green Belt Release to provide for beyond the current plan period. With the devolution of Strategic Planning powers to the LCR Combined Authority (new Mayor) agreed in November 2015, the Delivery and Allocations Plan will need to be mindful of the emerging more structured, strategic, approach to land requirements and Green Belt across the City Region.

- 11.7. One of the challenges for this Local Plan will be to alter the Green Belt boundary to provide the development land needed to provide sufficient housing to meet the housing requirement and to ensure that sufficient appropriate Safeguarded Land is provided. The Safeguarded Land is not proposed for development in this Plan but may be required post 2037 if a future review of the Plan identifies further needs for development.
- 11.8. The Local Plan must also set out a broad approach towards meeting the objectives of the Green Belt. Protection of the Green Belt should not just be a passive policy; it should also have series of positive objectives as set down in national policy including creating opportunities to secure access to the countryside, to provide opportunities for outdoor sport and recreation, securing nature conservation interest and retaining land in agricultural, forestry and related uses.
- 11.9. The Local Plan will need to ensure that Halton's identity and local distinctiveness is maintained, whilst also seeking to improve the appearance of the built development in areas where it is required.
- 11.10. The challenge for the Local Plan will be to encourage development that achieves high standards of sustainable design and construction, which incorporates renewable and low carbon technology where appropriate and helps to lead to a reduction in carbon emissions.
- 11.11. One of the challenges for the Local Plan will be to ensure that development utilises resources sustainably.
- 11.12. Local Plan will expect development to put in place mitigation and adaptation measures to deal with the threat of climate change;
- 11.13. Halton's Listed Buildings, Conservation Areas and other heritage assets are an irreplaceable resource within the Borough. One of the challenges for the Local Plan will be to make sure that wherever possible these assets are retained and that any changes made to them, or their setting, are sympathetic and that Halton retains its unique identity.

***Question 11.1:***

***Do you agree, or disagree, that these are issues and challenges that should be addressed in***



**relation to Sustainable Development in the Delivery and Allocations Local Plan?**

**Question 11.2:**

**Are there any other issues and challenges that should be considered in relation to Sustainable Development in Halton?**

**Relevant Core Strategy Policies**

11.14. The relevant Core Strategy Policies are CS6 (Green Belt), CS19 (Sustainable Development & Climate Change) and CS20 (Natural and Historic Environment). These policies are not currently proposed to be deleted however; they may be affected by minor consequential changes.

**Scope of Policies**

Proposed scope of policies to be included in the Delivery and Allocations Local Plan including Core Strategy / UDP policies to be reviewed or replaced.

SUSTAINABLE DEVELOPMENT IN HALTON POLICIES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
SD 1	Green Belt Release Allocations *	*Will be dependent on the outcome of the Green Belt Study a. recognise the Council’s commitments to the emerging LCR (Devolution) agenda	Designate extent of the Green Belt	N/A	Y	N
SD 2	Control of Development in the Green Belt	Aim of this policy would be to: b. identify what is considered appropriate development in Halton’s Green Belt; c. identify the local circumstances for the construction of new buildings and changes of use in the Green Belt; d. ensure that extensions, alterations and replacement dwellings will only be permitted subject to scale, character and appearance; and e. highlight local circumstances for limited infilling.	Designate extent of the Green Belt	CS6 / GE1 / GE2 / GE3 / GE4	Y	N

SUSTAINABLE DEVELOPMENT IN HALTON POLICIES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
SD 3	Safeguarded Land	Aim of this policy would be to: a. ensure that an appropriate level of land is safeguarded for future needs; and b. identify the approach to applications for development on safeguarded land.	Designate Safeguarded Land	CS6	N	N
SD 4	Design of Development	Aim of this policy would be to: a. 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, links to Green and Blue Infrastructure, climate change, low carbon, use of renewables detailing and materials	None	CS19 / BE1 / BE2 / BE18 / BE19 / BE20 / BE22	N	N
SD 5	Amenity	Aim of this policy would be to: a. retain character of existing properties and local area; b. preserve amenity of existing area; c. ensure that adequate private garden space is provided; d. ensure that appropriate external storage space is provided, in particular for waste and recycling facilities; e. maintain safe highway conditions for pedestrians, cyclists and motor vehicles; f. provide a high standard of amenity and living conditions for future occupiers; g. Support retrofitting to existing stock to improve energy efficiency / sustainability	None	H6 / H7	N	N

SUSTAINABLE DEVELOPMENT IN HALTON POLICIES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
		<ul style="list-style-type: none"> <li>h. prevent unreasonably restricting the continued operation of established authorised uses and activities on adjacent sites;</li> <li>i. support redevelopment of residential areas where it would improve amenity, quality and the local environment; and support development in identified regeneration areas which provides for the improvement of the housing stock.</li> </ul>				
SD 6	Environmental Improvement Areas	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. Ensure that development has regard to the need to raise environmental standards within this area.</li> </ul>	Environmental Improvement Areas	BE3	Y	N
SD 7	Trees and Landscaping	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. Protect woodlands, trees and hedgerows</li> <li>b. Conserve the local landscape</li> <li>c. Ensure development incorporates appropriate hard and soft landscaping</li> </ul>	Landscape Value Areas		N	N
SD 8	Temporary Buildings	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. ensure that proposals for temporary buildings do not prejudice the long term after-use of the site</li> <li>d. require proposals for temporary buildings to be for a specified period</li> </ul>	None	BE23	N	N

SUSTAINABLE DEVELOPMENT IN HALTON POLICIES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
SD 9	Renewable and Low Carbon Energy	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. ensure renewable and low carbon energy proposals are of the appropriate scale and design</li> <li>b. seek Energy Statements as part of the Design and Access Statement to demonstrate how the energy hierarchy has been achieved (subject to exclusions)</li> <li>c. 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</li> <li>d. require developments in Energy Priority Zones to connect to District Heating networks where it is feasible and viable to do so</li> <li>e. ensure that proposals for renewable and low carbon energy generation includes a landscape and visual assessment</li> <li>b. support the sustainable retrofitting of existing development</li> </ul>	Potential Energy Priority Zone	MW18	Y	N
SD 10	Historic Environment	<p>The aim of this policy is to:</p> <ul style="list-style-type: none"> <li>a. Conserve and enhance the local character and distinctiveness of Halton;</li> <li>f. Provide a positive strategy for the conservation and enjoyment of the historic environment.</li> </ul>	None	CS20	N	N

SUSTAINABLE DEVELOPMENT IN HALTON POLICIES						
Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map	Viability Cost
SD11	Heritage Assets and the Historic Environment	<p>Aim of this policy would be to:</p> <ul style="list-style-type: none"> <li>a. support proposals that help preserve or enhance heritage assets and their settings</li> <li>b. consider the development of listed buildings including demolition, change of use, alterations and additions</li> <li>c. 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</li> <li>d. consider other development issues associated with the historic environment including those related to Areas of Archaeological Interest and Scheduled Monuments</li> </ul> <p>b. Consider 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>	<p>Designate Borough’s heritage assets including:</p> <ul style="list-style-type: none"> <li>• Listed Buildings</li> <li>• Conservation Areas</li> <li>• Areas of Archaeological Interest</li> <li>Scheduled Monuments</li> </ul>	<p>BE4 / BE5 / BE6 / BE7 / BE8 / BE9 / BE10 / BE11 / BE12 / BE13 / BE15</p>	Y	N

**Question 11.3:**  
*Are these the relevant Core Strategy policies in relation to Sustainable Development? If not, please detail which policies should or should not be included and why.*

**Question 11.4:**  
*Do you consider that the identified policies should be retained, deleted or replaced?*

***Question 11.5:***

***Are there any other policies in relation to Sustainable Development that you consider should be incorporated within the Delivery and Allocations Local Plan?***

***Question 11.6:***

***Is the scope of Policy SD1-SD10 appropriate, should they cover any other areas?***

## 12. Key Areas of Change Policies

- 12.1. 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:
- a) 3MG, (Ditton) in Widnes;
  - b) South Widnes;
  - c) West Runcorn; and
  - d) East Runcorn.
- 12.2. 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.

### 3MG

- 12.3. The existing strategic rail freight interchange in Ditton, Widnes known as **3MG** (Mersey Multimodal Gateway) has been operational since 2006, and is well located in relation to the strategic road network, West Coast Main Line (WCML) rail access, the Port of Liverpool, and the expanding cargo facility at Liverpool John Lennon Airport.
- 12.4. Whilst part of the site is already well established as an operational freight facility, there remains significant development potential to the west of the existing rail freight facility where there is scope for similar employment uses. Support for the development and expansion of intermodal freight facilities such as 3MG reflects national and regional priorities to facilitate a shift in the movement of freight from road based transportation to sustainable modes.

### South Widnes

- 12.5. South Widnes includes the distinct sub-areas of Widnes Town Centre, Widnes Waterfront and West Bank. Each of the sub-areas provides a different but complementary role for Widnes and the wider Borough: Widnes Town Centre is the main retail core for the Borough providing a range of retail and leisure opportunities; Widnes Waterfront has historically and continues to provide a core employment area for the town and the wider sub-region; and, West Bank which consists of a residential community to the south with employment and industrial uses to the north. It is the integration of these three sub-areas which will be key in providing a sustainable mixed use area for the benefit of Halton's residents, businesses and visitors.
- 12.6. The area exhibits a number of issues within each sub-area and across the entire Key Area of Change, key amongst these are a physical and functional severance between different land uses, lack of connectivity between the different sub-areas, and, contamination issues, particularly along the waterfront, due to past chemical and industrial uses. The Key Area of Change, however, benefits from a prominent waterfront location, excellent regional and sub-regional transport links and a range of existing employment, retail and environmental assets. There is now a need to integrate

and unify South Widnes, concentrating on linkages and connections and complementary uses in order to provide for a sustainable mixed use area for the benefit of Halton’s residents, businesses and visitors.

**West Runcorn**

- 12.7. West Runcorn includes the retail and leisure area of Runcorn Old Town, Runcorn Waterfront and the Mersey Gateway Port.
- 12.8. These areas offer the opportunity to create a viable town centre, with better linkages between the waterfront area, the retail centre and the train station. An improved port and docks area offering opportunities to strengthen commercial development in the area and improve the road, rail, inland waterways and sea freight logistics.

**East Runcorn**

- 12.9. This Key Area of Change lies to the east of Runcorn and is currently a mixture of developed land interspersed by agricultural land. The undeveloped remainder of the Sandymoor area, along with land to the west of Daresbury village, represents some of the remaining major greenfield sites in Halton outside of the Green Belt. The area is dissected by the Bridgewater Canal which splits into two arms at the south of the area and also two railway lines; the West Coast Main Line and the Chester-Manchester line.
- 12.10. At East Runcorn, the opportunity exists to create a new community for Halton which will encompass a diverse mix of uses and continue the development of Runcorn in line with the long term vision for the Borough.

Policy No.	Policy Title	Policy Outline	Designation Required	Core Strategy / UDP Policies to be Reviewed / Replaced	Policies Map
KA1	3MG	The policy would: <ul style="list-style-type: none"> <li>• include site specific policies</li> <li>• include an illustrative layout</li> </ul>	Designate extent of Key Area of Change and Allocate uses within them.	CS8	Y
KA2	South Widnes	The policy would: <ul style="list-style-type: none"> <li>• include site specific policies</li> <li>• include an illustrative layout</li> </ul>		CS9 / RG1 / RG2 / RG3	Y
KA3	West Runcorn	The policy would: <ul style="list-style-type: none"> <li>• include site specific policies</li> <li>• include an illustrative layout</li> </ul>		CS10 / RG4	Y
KA4	East Runcorn	The policy would: <ul style="list-style-type: none"> <li>• include site specific policies</li> <li>• include an illustrative layout</li> </ul>		CS11	Y



***Question 12.1:***

***Are these the appropriate Key Area of Change policies and principles?***

***Question 12.2:***

***Are there any additional Key Area of Change policies or principles that should be included in the Delivery and Allocations Local Plan?***

***Question 12.3:***

***Do you have any other comments relating to the policy outline?***

## 13. Site Allocations

### Site Allocations

13.1. 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 and in the latest update of the Infrastructure Plan.

- **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.

- 13.2. 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.
- 13.3. The identification of any site does not necessarily mean that it will be allocated for development in the Local Plan. either as a whole or in part.
- 13.4. The choice of Strategy for Halton will influence the distribution of development and also the number of sites that need to be identified in each part of the Borough.

***Question 13.1:***

***Do you think the suggested presentation of the Site Allocations is appropriate?***

***Question 13.2:***

***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 provide details.***

## 14. Next Steps

### This Consultation

- 14.1. This document has outlined how we intend to undertake the Delivery and Allocations Local Plan. Within the document are a number of questions that the Council would like you to consider when providing your consultation responses.
- 14.2. You are invited to comment on the proposed scope of the Delivery and Allocations Local Plan and the content of this document. You are also invited to draw the Council's attention to any matters which have not been identified, but you think should be, and explain to us why you think they should be included in this Plan review. You know your local area really well and the Council want to work with you to prepare a plan which reflects the changes that local communities want to see in their area.
- 14.3. The consultation period for this Delivery and Allocations Local Plan Scoping Document runs from: **xxx to xxx**. Only comments received during the consultation period will be considered. The Council asks that consultation responses are made online where possible (at [www.halton.gov.uk/DALP](http://www.halton.gov.uk/DALP)), to save time, paper and money. Paper copies of the comments form can be found at the locations identified below or can be downloaded from the website and will of course be considered alongside the electronic submissions.
- 14.4. You will find a copy of each of the relevant the documents online at [www.halton.gov.uk/DALP](http://www.halton.gov.uk/DALP) or you can view a paper copy at the Halton Direct Links (HDLs) at Halton Lea, Runcorn; Brook Street, Widnes; and Granville Street, Runcorn or at the Libraries at Runcorn Shopping Centre (formerly known as Halton Lea), Runcorn; Granville Street, Runcorn; Kingsway, Widnes and Ditton, Widnes.

### Next Steps

- 14.5. Following the receipt of the consultation comments, the Council will review the comments and make modifications to the scope of the document as necessary. This will then feed into the production of the pre-submission draft of the Delivery and Allocations Local Plan.
- 14.6. During this time the Council will also continue to collect and analyse evidence to support the Delivery and Allocations Local Plan.
- 14.7. Supporting documentation will also be prepared and updated as part of the iterative process of preparing the Local Plan.

## 15. Glossary

Affordable Housing		Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
Affordable Rented Housing		Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
Aggregate		Materials used for construction purposes such as sand, gravel, crushed rock and other bulk material.
Air Quality Management Area	AQMA	An area designated by the local authority because they are not likely to achieve national air quality objectives by the relevant deadlines.
Allocation		The land use assigned to a parcel of land as proposed in a statutory Local Plan.
Amenity		A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.
Ancient woodland		An area that has been wooded continuously since at least 1600 AD.
Authority Monitoring Report	AMR	A publication that assesses the Council's progress in preparing local plan documents monitors their performance in terms of various indicators and the success of its planning policies in achieving their aims.
Best and Most Versatile Agriculture Land	BMV	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity		The whole variety of life, including genetic, species and ecosystem variations.

Building Research Establishment Environmental Assessment Method	BREEAM	BREEAM is a nationally and internationally recognised environmental assessment method and rating system for non-domestic buildings. It was first launched in 1990 and sets the standard for best practise in sustainable building design, construction and operation and is a recognised measure of a building's environmental performance.
Brownfield Land		Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.  This excludes: <ul style="list-style-type: none"> <li>• Land that is or has been occupied by agricultural or forestry buildings;</li> <li>• Land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;</li> <li>• Land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and</li> <li>• Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.</li> </ul>
Climate Change		This is a change in the average weather experienced over a long period, including temperature, wind and rainfall patterns. There is strong scientific consensus that human activity is changing the world's climate and that man-made emissions are its main cause. In the UK, we are likely to see more extreme weather events, including hotter and drier summers, flooding and rising sea-levels increasing the risk of coastal erosion.
Climate Change Adaptations		Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.
Climate change mitigation:		Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Code for Sustainable Homes		The Code is the national standard for the sustainable design and construction of new homes. The Code aims to reduce our carbon emissions and create homes that are more sustainable.
Community Facilities		The term community facilities is wide-ranging and can include community centres and childcare facilities, cultural centres and venues, places of worship, education establishments and training centres, health and social care facilities, sport and recreation facilities and civic and administrative facilities. It may also include other uses whose primary function is commercial but perform a social or community role i.e. sport, recreational and leisure facilities including local pubs.
Community Infrastructure Levy	CIL	A levy allowing the Council to raise funds from owners or developers of land undertaking new building projects in the Borough.
Community Infrastructure		The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, cultural facilities, education services, healthcare facilities and renewable energy installations.
Conservation		The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Conservation Area		An area designated by a Local Planning Authority for preservation and enhancement due to the special architectural or historic interest of its buildings and their settings.
Convenience Goods		Goods which the customer normally buys frequently, of necessity and with minimum effort including food, confectionary, tobacco and newspapers.
Core Strategy		The main Local Plan document that sets out the long-term spatial vision for the Borough, the spatial objectives and strategic policies to deliver that vision, having regard to the Sustainable Community Strategy.
Design Code		A set of written and graphical rules that set the parameters for the detailed design of a significant new development. These can be required at outline or detailed stage
Design Review		Assessment of design proposals by a nominated panel, the recommendations of which would be a material



	consideration in determining the application
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Development	Defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.
Development Plan	This includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
District Centre	A District Centre can be described as a large group of shops, together with appropriate supporting non-retail facilities and services, which collectively form a coherent shopping centre.
Examination	This is essentially a public inquiry conducted by an independent inspector to test the soundness of the documents produced as part of the Local Plan to decide if they are legally compliant and 'sound'.
Economic Development	Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
Ecological Networks	These link sites of biodiversity importance.
Edge of Centre	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Employment Land	Land identified for business, general industrial, and storage and distribution development as defined by Classes B1, B2 and B8 of the Town and Country

		Planning (Use Classes) Order 1987. It does not include land for retail development or 'owner specific' land.
Environmental Impact Assessment	EIA	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
European Site		This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010.
Green Belt		<p>A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped.</p> <p>The purposes of the Green Belt are to: check the unrestricted sprawl of large built up areas; to prevent neighbouring towns from merging into one another; safeguard the countryside from encroachment; preserve the setting and special character of historic towns; and assist urban regeneration by encouraging the recycling of derelict and other urban land. Green Belts are defined in a Local Planning Authority's Development Plan.</p>
Greenfield Land		Land which has not been previously developed, or which has now returned to its natural state. This includes playing fields and residential gardens.
Green Infrastructure	GI	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Habitats Directive		European Directive to conserve natural habitats and wild flora and fauna.
Health and Well-being		A definition of the general condition of a person in terms of mind, body and spirit.
Heritage Assets		A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic		All aspects of the environment resulting from the interaction between people and places through time,

Environment	including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Impact Assessment	Assessment of the impact of a proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area.
Inclusive Design	Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
Infrastructure	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Infrastructure Plan	The Infrastructure Plan is a supporting document to the Local Plan. Its purpose is to provide background evidence regarding the physical and social infrastructure likely to be needed to support identified development in the Borough over the plan period. It sets out a baseline assessment of existing infrastructure provision and provides an indication of the existing capacity and shortfalls of all types of infrastructure. The document will be updated and monitored regularly and will assist in future delivery of infrastructure requirements. The Infrastructure Plan relies on the input of infrastructure partners and stakeholders and is therefore only as accurate as the plans of our partners.
Infill	The development of a relatively small gap between existing buildings.
Intermediate Housing	Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
Listed Building	A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and includes any buildings or permanent structures within its curtilage which have formed part of the land since before 1 July 1948. English Heritage is responsible for designating buildings for

listing in England.

Local Centre		A Local Centre offers a smaller range of facilities than those present in a District Centre. Nonetheless they play an equally important role in meeting the day-to-day shopping needs for the community, particularly the less mobile and elderly. Local Centres appear in a variety of forms, from single linear streets and parades of shops through to more sprawling and/or scattered layouts. They typically feature a newsagent and/or small convenience store, along with various other small shops of a local nature, e.g. a hairdresser.
Local Enterprise Partnership	LEP	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
Local Nature Partnership	LNP	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.
Local Plan		The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Local Transport Plan		Local Transport Plans are strategic documents which set out the local transport priorities in the long term.
Major Development		Major development is defined as: Residential developments of 10 or more dwellings or a site area of more than 0.5ha; Retail, commercial or industrial or other developments with a floor space of more than 1,000 square metres or a site area of more than 1ha.
Main town centre uses		Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres,

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

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

Original Building		A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.
Outdoor Sports Facilities		Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.
Previously Developed Land	PDL	<p>Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.</p> <p>This excludes:</p> <ul style="list-style-type: none"> <li>• land that is or has been occupied by agricultural or forestry buildings;</li> <li>• land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;</li> <li>• land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and</li> <li>• Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.</li> </ul>
Primary Shopping Area		Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
Primary Frontage		Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.
Priority habitats and species		Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
Policies Map		A map on an Ordnance Survey base, illustrating the policies and proposals of a local plan and defining sites

for particular developments or land uses and the areas to which specified development management policies will be applied.

Pollution	Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
Ramsar Sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Renewable and low carbon energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Residential Amenity	The quality of the living environment for occupants of a dwelling house, including its associated external spaces.
Safeguarded Land	Safeguarded Land is land between the urban area and the Green Belt. It ensures the protection of Green Belt within the longer time-scale by reserving land which may be required to meet longer-term development needs without the need to alter Green Belt boundaries.
Secondary Frontage	Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Section 106 Agreements	Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement and is a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms.
Self-Build	The definition of self-build includes housing built by individuals or groups of individuals for their own use, either by building the homes themselves or working with builders.

Sense of Place		Distinctive qualities in a new development that captures and build upon the existing qualities of the surrounding area, or which define a new, distinctive townscape character.
Setting		The area surrounding a place, a building or feature that contributes to its appreciation/enjoyment.
Setting of a Heritage Assets		The surroundings in which an asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve.  Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance		The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
Sites of Special Scientific Interest	SSSI	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Special Protection Areas	SPAs	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Social Rented Housing		Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
Soundness		Soundness means founded on a robust and credible evidence base. For a Local Plan to be sound it must be positively prepared (to meet development needs) justified, effective deliverable) and consistent with national policy.
Strategic Environmental Assessment	SEA	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects



		on the environment.
Strategic Flood Risk Assessment	SFRA	A Strategic Flood Risk Assessment is a study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.
Strategic Housing Land Availability Assessment	SHLAA	This examines the availability of land in the Borough for residential use and forms part of the Local Plan Evidence Base. It does not allocate sites for housing.
Strategic Housing Market Assessment	SHMA	Strategic Housing Market Assessments are a requirement under national planning policy, and are a key part of the evidence base required to ensure the delivery of housing that meets the needs of communities now and in years to come. They provide a comprehensive survey of housing, including the housing market and local housing needs requirements across all tenures and for a range of client groups.
Supplementary Planning Document	SPD	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design.  Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal	SA	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
Sustainable Development		A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."  The Government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously are: Social progress that recognises the needs of everyone; Effective protection of the environment; Prudent use of natural resources; and

		Maintenance of high and stable levels of economic growth and employment.
Sustainable Drainage Systems	SuDS	An approach to managing rainfall in development that replicates natural drainage, managing it close to where it falls, maximising infiltration and minimising surface run-off.
Town Centre		Area defined on the local authority’s proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
Transport Assessment		A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Transport statement		A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.
Tree Preservation Order	TPO	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a Tree Preservation Order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.
Use Classes Order		The different land uses are: A1 – Shops C1 - Hotels A2 – Financial and Professional Services C2 - Residential Institutions A3 -- Restaurants and Cafes C2A - Secure Residential Institutions

A4 – Driving Establishments C3 - Dwellings  
 A5 -- Hot Food Takeaways C4 - Houses in Multiple Occupation  
 B1 -- Business D1 - Non Residential Institutions  
 B2 – General Industrial D2 - Assembly and Leisure  
 B8 – Storage and Distribution Sui Generis – a use which is not included in one of the above definitions

<p>Viability Assessment</p>	<p>A report, including a financial appraisal, to establish the profit or loss arising from a proposed development. It will usually provide an analysis of both the figures inputted and output results together with other matters of relevance. An assessment will normally provide a judgement as to the profitability, or loss, of a development.</p>
<p>Vitality and Viability</p>	<p>The vitality and viability of town and district centres depends on retaining and developing a wide range of attractions and amenities: creating and maintaining an attractive environment: ensuring good accessibility to and within the centre: and attracting continuing investment in development or refurbishment of existing buildings</p>
<p>Washed Over</p>	<p>Some sites are included within, rather than surrounded by, areas of Green Belt. Where this is the case the term washed over is used to describe the Green Belt conditions prevailing.</p>
<p>Windfall Sites</p>	<p>Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.</p>

## Appendix A: NPPF Requirements

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

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.	E2: 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.	E3: Employment Development / E4: 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.	TC1: 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.	TC2: 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.	TC2: Allocations
	(23) Set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres.	TC1: 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.	C2: Sustainable Transport Network / C3: 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"> <li>• the accessibility of the development;</li> <li>• the type, mix and use of the development;</li> <li>• the availability of and opportunities for public transport;</li> <li>• local car ownership levels; and</li> <li>• an overall need to reduce the use of high-emission</li> </ul>	C4: Parking Standards

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Delivery and Allocations Local Plan Policy
	vehicles	
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.	C5: 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	H2: 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.	SD4: 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	SD1: Green Belt Release Allocations / SD2: 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.	SD1: Green Belt Release Allocations / SD2: 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.	SD9: 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.	SD9: 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.	HE2: 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.	HE12: 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.	HE11: Minerals Allocations
	(143) Set out policies to encourage the prior extraction of	HE12: Minerals

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Delivery and Allocations Local Plan Policy
	minerals, where practicable and environmentally feasible, if it is necessary for non-mineral development to take place.	
	(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.	HE12: 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.	HE12: Minerals
Public Safety from major accidents	(172) Planning policies should be based on up-to-date information on the location of major accident hazards and on the mitigation of the consequences of major accidents.	HE9: Major Accident Hazards

## 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	H2: Residential Development Allocations
CS4: Employment Land and Locational Priorities	Allocate specific sites that will contribute to employment land supply	E2: Employment Provision Allocations
	Designate the boundaries and extent of Halton’s Local Employment Areas and Regional Employment Sites	E3: Employment Development
CS5: A Network of Centres	Designate the Primary and Secondary retail frontages for Widnes Town Centre, Halton Lea and Runcorn Old Town	TC1: Halton’s Centres
	Designate Primary Shopping Areas for Widnes Town Centre, Halton Lea and Runcorn Old Town	TC1: Halton’s Centres
	Re-appraise existing and allocate new Local Centre boundaries	TC1: Halton’s Centres
	Allocate areas for future retail development	TC2: Retail Provision Allocations
CS6: Green Belt	Review and designate extent of the Green Belt	SD1: 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	H5: Traveller Sites Allocations
CS15: Sustainable Transport	Set maximum parking standards	C4: Parking Standards
	Designate existing Sustainable Transport Network and safeguard future routes and facilities	C2: 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	C6: Expansion of Liverpool John Lennon Airport
CS18: High Quality Design	No specific requirements	n/a
CS19: Sustainable Development and Climate Change	Support Energy Priority Zones	SD9: Renewable and Low Carbon Energy

<b>Core Strategy Policy</b>	<b>Requirement for Delivery and Allocations Local Plan</b>	<b>Delivery and Allocations Local Plan Policy</b>
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	HE2: Nature Conservation
	Designate Borough’s heritage assets including Listed Buildings, Conservation Areas, Areas of Archaeological Interest, Scheduled Monuments	HE1: Historic Environment
CS21: Green Infrastructure	Set out the priorities for the protection, enhancement and where appropriate the expansion of green infrastructure	HE5: Green Infrastructure
	Designate green infrastructure network	HE5Green Infrastructure
	Update the standards for green infrastructure	HE5Green Infrastructure
CS22: Health and Well-Being	No specific requirements	n/a
CS23: Managing Pollution and Risk	Designate AQMAs, COMAHs, LJLA PSZ	HE9: Major Accident Risks
CS24: Waste	No specific requirements	n/a
CS25: Minerals	Allocate areas of minerals resources	HE11: Minerals Allocations
	Criteria for potential extraction of mineral resources	HE12: 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	<i>Deleted by CS1</i>
S2	The Built Environment	<i>Lapsed 2008</i>
S3	The Green Environment	<i>Deleted by CS21</i>
S4	Pollution and Health	<i>Deleted by CS23</i>
S5	Major Accident Land Use Risk	<i>Deleted by CS23</i>
S6	Reuse and Remediation of Previously Used or Contaminated Land	<i>Deleted by CS23</i>
S7	Minerals and Waste	<i>Deleted by CS24 / CS25</i>
S8	Sustainable Waste Management Facilities	<i>Deleted by CS24</i>
S9	Waste Management Facilities	<i>Deleted by Waste Plan</i>
S10	Reducing Greenhouse Gas Emissions	<i>Deleted by CS19</i>
S11	Renewable Energy Sources	<i>Deleted by CS19</i>
S12	Areas at Risk from Flooding	<i>Lapsed 2008</i>

S13	Transport	<i>Deleted by CS15</i>
S14	A New Crossing of the River Mersey	<i>Deleted by CS16</i>
S15	Leisure and Tourism	Merge into C2: Tourism Attractions
S16	Retail Hierarchy	<i>Deleted by CS5</i>
S17	Retail Development	<i>Deleted by CS5</i>
S18	Provision of Land for Housing	<i>Deleted by CS3</i>
S19	Provision of Land for Employment	<i>Deleted by CS4</i>
S20	Regional Investment Sites	<i>Deleted by CS8</i>
S21	Green Belt	<i>Deleted by CS6</i>
S22	Unallocated Land in Urban Areas	
S23	Open Countryside	Merge into GB3: Open Land
S24	Sustainable Urban Extensions	<i>Deleted by CS1</i>
S25	Planning Obligations	<i>Deleted by CS7</i>
<b>Chapter 1 – Regeneration</b>		
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	
<b>Chapter 2 – Built Environment</b>		
BE1	General Requirements for Development	Merge into SD4: Design of Development
BE2	Quality of Design	Merge into SD4: Design of Development
BE3	Environment Priority Areas	Merge into SD6: Environmental Improvement Areas
BE4	Scheduled Ancient Monuments	Merge into SD10: Historic Environment
BE5	Other Sites of Archaeological Importance	Merge into SD10: Historic Environment
BE6	Archaeological Evaluations	Merge into SD10: Historic Environment

<b>BE7</b>	Demolition of Listed Buildings	Merge into SD10: Historic Environment
<b>BE8</b>	Changes of Use of Listed Buildings	Merge into SD10: Historic Environment
<b>BE9</b>	Alterations and Additions to Listed Buildings	Merge into SD10: Historic Environment
<b>BE10</b>	Protecting the Setting of Listed Buildings	Merge into SD10: Historic Environment
<b>BE11</b>	Enabling Development and the Conservation of Heritage Assets	Merge into SD10: Historic Environment
<b>BE12</b>	General Development Criteria - Conservation Areas	Merge into SD10: Historic Environment
<b>BE13</b>	Demolition in Conservation Areas	Merge into SD10: Historic Environment
<b>BE14</b>	Outline Applications – Conservation Areas	<i>Lapsed 2008</i>
<b>BE15</b>	Local List of Buildings and Structures of Architectural and Historic Interest	Merge into SD10: Historic Environment
<b>BE16</b>	Alterations to and New Shop Fronts	Merge into TC5: Shop Fronts, Signage and Advertising
<b>BE17</b>	Advertising and Advertisements	Merge into TC5: Shop Fronts, Signage and Advertising
<b>BE18</b>	Access to New Buildings Used by the Public	Merge into SD4: Design of Development
<b>BE19</b>	Disabled Access for Changes of Use, Alterations and Extensions	Merge into SD4: Design of Development
<b>BE20</b>	Disabled Access in Public Places	Merge into SD4: Design of Development
<b>BE21</b>	Telecommunications Apparatus	Keep similar policy – C5: Delivery of Communications Infrastructure
<b>BE22</b>	Boundary Walls and Fences	Merge into SD4: Design of Development
<b>BE23</b>	Temporary Buildings	Keep similar policy – SD8: Temporary Buildings
<b>Chapter 3 – The Green Environment</b>		
<b>GE1</b>	Control of Development in the Green Belt	Merge into SD1: Green Belt Release Allocations
<b>GE2</b>	Hale Village Green Belt	Merge into SD1: Green Belt Release Allocations
<b>GE3</b>	Extensions, Alterations and Replacement of Existing Dwellings in the Green Belt	Merge into SD1: Green Belt Release Allocations

<b>GE4</b>	Re-use of Buildings in the Green Belt	Merge into S1: Green Belt Release Allocations
<b>GE5</b>	Outdoor Sport and Recreation Facilities in the Urban Fringe and Open Countryside	Merge into HE5: Green Infrastructure
<b>GE6</b>	Protection of Designated Greenspace	Merge into HE5: Green Infrastructure
<b>GE7</b>	Proposed Greenspace Designations	Merge into HE5: Green Infrastructure
<b>GE8</b>	Development within Designated Greenspace	Merge into HE5: Green Infrastructure
<b>GE9</b>	Redevelopment and Changes of Use of Redundant School Buildings	
<b>GE10</b>	Protection of Linkages in Greenspace Systems	Merge into HE5: Green Infrastructure
<b>GE11</b>	Protection of Incidental Greenspaces	Merge into HE5: Green Infrastructure
<b>GE12</b>	Protection of Outdoor Playing Space for Formal Sport And Recreation	Merge into HE5: Green Infrastructure
<b>GE13</b>	Intensifying Use of Existing Outdoor Sports and Recreation Provision	Merge into HE5: Green Infrastructure
<b>GE14</b>	Noisy Outdoor Sports	Merge into HE7: Pollution and Nuisance
<b>GE15</b>	Protection of Outdoor Playing Space for Children	Merge into HE5: Green Infrastructure
<b>GE16</b>	Protection of Allotments	Merge into HE5: Green Infrastructure
<b>GE17</b>	Protection of Sites of International Importance for Nature Conservation	<i>Lapsed 2008</i>
<b>GE18</b>	Protection of Sites of National Importance for Nature Conservation	
<b>GE19</b>	Protection of Sites of Importance for Nature Conservation	Merge into HE2: Nature Conservation
<b>GE20</b>	Protection and Creation of Local Nature Reserves	Merge into HE2: Nature Conservation
<b>GE21</b>	Species Protection	Merge into HE2: Nature Conservation
<b>GE22</b>	Protection of Ancient Woodlands	Merge into HE2: Nature Conservation
<b>GE23</b>	Protection of Areas of Special Landscape Value	Merge into HE2: Nature Conservation
<b>GE24</b>	Protection of Important Landscape Features	Merge into HE2: Nature Conservation
<b>GE25</b>	Protection of Ponds	Merge into HE2: Nature Conservation

<b>GE26</b>	Protection of Hedgerows	Merge into HE2: Nature Conservation
<b>GE27</b>	Protection of Trees and Woodland	Merge into HE2: Nature Conservation
<b>GE28</b>	The Mersey Forest	
<b>GE29</b>	Canals and Rivers	Merge into HE3: Halton's Waterfronts
<b>GE30</b>	The Mersey Coastal Zone	
<b>Chapter 4 – Pollution and Risk</b>		
<b>PR1</b>	Air Quality	Merge into HE7: Pollution and Nuisance
<b>PR2</b>	Noise Nuisance	Merge into HE7: Pollution and Nuisance
<b>PR3</b>	Odour Nuisance	Merge into HE7: Pollution and Nuisance
<b>PR4</b>	Light Pollution and Nuisance	Merge into HE7: Pollution and Nuisance
<b>PR5</b>	Water Quality	Merge into HE7: Pollution and Nuisance
<b>PR6</b>	Land Quality	Merge into HE8: Contaminated Land
<b>PR7</b>	Development Near to Established Pollution Sources	Merge into HE7: Pollution and Nuisance
<b>PR8</b>	Noise Sensitive Developments	Merge into HE7: Pollution and Nuisance
<b>PR9</b>	Development within the Liverpool Airport Public Safety Zone	Merge into HE9: Major Accident Risks
<b>PR10</b>	Development within the Liverpool Airport Height Restriction Zone	Merge into HE9: Major Accident Risks
<b>PR11</b>	Development of Sites Designated under the Control of Major Hazards (Planning) Regulations 1999 (COMAH)	Merge into HE9: Major Accident Risks
<b>PR12</b>	Development on Land Surrounding COMAH Sites	Merge into HE9: Major Accident Risks
<b>PR13</b>	Vacant and Derelict Land	<i>Lapsed 2008</i>
<b>PR14</b>	Contaminated Land	Merge into HE8: Contaminated Land
<b>PR15</b>	Groundwater	Merge into HE10: Water Management and Flood Risk
<b>PR16</b>	Development and Flood Risk	Merge into HE10: Water Management and Flood Risk
<b>Chapter 5 – Minerals and Waste Management</b>		
<b>MW1</b>	All Minerals and Waste Management Developments	Merge into HE12: Minerals

<b>MW2</b>	Requirements for all Applications	Merge into HE12: Minerals
<b>MW3</b>	Requirements for all Waste Management Applications	<i>Deleted by Waste Plan</i>
<b>MW4</b>	Aggregate Minerals	Merge into HE12: Minerals
<b>MW5</b>	Protection of Mineral resources	<i>Deleted by CS25</i>
<b>MW6</b>	Aftercare	Merge into HE12: Minerals
<b>MW7</b>	Waste Recycling and Collection Facilities	<i>Deleted by Waste Plan</i>
<b>MW8</b>	Aerobic Composting Facilities	<i>Deleted by Waste Plan</i>
<b>MW9</b>	Anaerobic Digestion Facilities	<i>Deleted by Waste Plan</i>
<b>MW10</b>	Wastewater and Sewage Treatment Facilities	<i>Deleted by Waste Plan</i>
<b>MW11</b>	Extensions to Wastewater Treatment Facilities	<i>Deleted by Waste Plan</i>
<b>MW12</b>	Recycling and Household Waste Centres	<i>Deleted by Waste Plan</i>
<b>MW13</b>	Energy Recovery	<i>Deleted by Waste Plan</i>
<b>MW14</b>	Incineration	<i>Deleted by Waste Plan</i>
<b>MW15</b>	Landfill/Landrising of Non-inert Wastes	<i>Deleted by Waste Plan</i>
<b>MW16</b>	Landfill/Landrising of Inert Wastes	<i>Deleted by Waste Plan</i>
<b>MW17</b>	Waste Minimisation and Recycling	<i>Deleted by Waste Plan</i>
<b>MW18</b>	Energy from Non-fossil Sources	Merge into SD9: Renewable and Low Carbon Energy
<b>Chapter 6 – Transport</b>		
<b>TP1</b>	Public Transport Provision as Part of New Development	Merge into C2: Sustainable Transport Network and C3: Transport Network and Accessibility
<b>TP2</b>	Existing Public Transport Facilities	Merge into C2: Sustainable Transport Network and C3: Transport Network and Accessibility
<b>TP3</b>	Disused Public Transport Facilities	Merge into C2: Sustainable Transport Network and C3: Transport Network and Accessibility
<b>TP4</b>	New Public Transport Facilities	Merge into C2: Sustainable Transport Network and C3: Transport Network and Accessibility

<b>TP5</b>	Taxi Ranks and Offices	
<b>TP6</b>	Cycle Provision as Part of New Development	Merge into C2: Sustainable Transport Network and C3: Transport Network and Accessibility
<b>TP7</b>	Pedestrian Provision as Part of New Development	Merge into C2: Sustainable Transport Network and C3: Transport Network and Accessibility
<b>TP8</b>	Pedestrian Improvement Schemes	Merge into C2: Sustainable Transport Network and C3: Transport Network and Accessibility
<b>TP9</b>	The Greenway Network	Merge into C2: Sustainable Transport Network and C3: Transport Network and Accessibility
<b>TP10</b>	The Trans-Pennine Trail and Mersey Way	Merge into C2: Sustainable Transport Network and C3: Transport Network and Accessibility
<b>TP11</b>	Road Schemes	
<b>TP12</b>	Car Parking	Merge into C4: Parking Standards
<b>TP13</b>	Freight	
<b>TP14</b>	Transport Assessments	Merge into C3: Transport Network and Accessibility
<b>TP15</b>	Accessibility to New Development	Merge into C3: Transport Network and Accessibility
<b>TP16</b>	Green Travel Plans	Merge into C3: Transport Network and Accessibility
<b>TP17</b>	Safe travel for All	Merge into C3: Transport Network and Accessibility
<b>TP18</b>	Traffic Management	Merge into C3: Transport Network and Accessibility
<b>TP19</b>	Air Quality	Merge into HE7: Pollution and Nuisance
<b>TP20</b>	Liverpool Airport	<i>Deleted by CS17</i>
<b>Chapter 7 – Leisure, Tourism and Community Facilities</b>		
<b>LTC1</b>	Developments of Major Leisure and Community Facilities within Designated Shopping Centres	Merge into TC6: Commercial Leisure Development and Cultural Facilities

<b>LTC2</b>	Developments of Major Leisure and Community Facilities on the Edge of Designated Shopping Centres	Merge into TC6: Commercial Leisure Development and Cultural Facilities
<b>LTC3</b>	Development of Major Leisure and Community Facilities in Out-of-Centre locations	Merge into TC6: Commercial Leisure Development and Cultural Facilities
<b>LTC4</b>	Development of Local Leisure and Community Facilities	Merge into TC7: Community Facilities
<b>LTC5</b>	Protection of Community Facilities	Merge into TC7: Community Facilities
<b>LTC6</b>	Children’s Day Care Provision	Merge into TC7: Community Facilities
<b>LTC7</b>	The Proposed Halton Arts and Cultural Centre Site	<i>Lapsed 2008</i>
<b>LTC8</b>	Protection of Tourism Attractions	Merge into TC8: Visitor Attractions
<b>LTC9</b>	Tourism Development	Merge into TC8: Visitor Attractions
<b>LTC10</b>	Water Based Recreation	Merge into HE3: Halton’s Waterfronts
<b>Chapter 8 – Shopping and Town Centres</b>		
<b>TC1</b>	Retail and Leisure Allocations	Merge into TC2: Allocations
<b>TC2</b>	Retail Development to the Edge of Designated Shopping Centres	Merge into TC1: Halton’s Centres
<b>TC3</b>	Warrington Road/Eastern Widnes Bypass Site	Merge into TC2: Allocations
<b>TC4</b>	Retail Development within Designated Shopping Centres	Merge into TC1: Halton’s Centres
<b>TC5</b>	Design of Retail Development	Merge into TC1: Halton’s Centres
<b>TC6</b>	Out of Centre Retail Development	Merge into TC1: Halton’s Centres
<b>TC7</b>	Existing Small Scale Local Shopping Facilities Outside Defined Shopping Centres	Merge into TC1: Halton’s Centres
<b>TC8</b>	Non-retail Uses within Primary and Secondary Shopping Areas	Merge into TC1: Halton’s Centres
<b>TC9</b>	Non-retail Uses within Neighbourhood Centres	Merge into TC1: Halton’s Centres
<b>TC10</b>	Runcorn Mixed Town Centre Uses Area	Merge into TC1: Halton’s Centres
<b>TC11</b>	Food and Drink Outlets	Merge into TC1: Halton’s Centres



<b>Chapter 9 – Housing</b>		
<b>H1</b>	Provision for New Housing	H2: Residential Development Allocations
<b>H2</b>	Design and Density of New Residential Development	<i>Deleted by CS3</i>
<b>H3</b>	Provision of Recreational Greenspace	Develop similar policy – H7: Open Space Provision for Residential Development
<b>H4</b>	Sheltered Housing	Merged into H8: Specialist Housing
<b>H5</b>	Gypsy Sites	<i>Deleted by CS14</i>
<b>H6</b>	House Extensions	Merged into H6: Dwelling Alterations, Extensions and Replacement Dwellings
<b>H7</b>	Conversions to Flats	Merged into H6: Dwelling Alterations, Extensions and Replacement Dwellings
<b>H8</b>	Non Dwelling House Uses	Merged into SD5: Amenity
<b>Chapter 10 – Employment</b>		
<b>E1</b>	Local and Regional Employment Land Allocations	Merge into E2: Employment Provision Allocations
<b>E2</b>	Priority Employment Redevelopment Areas	Merge into E2: Employment Provision Allocations
<b>E3</b>	Primarily Employment Areas	Merge into E2: Employment Provision Allocations
<b>E4</b>	Complementary Services and Facilities within Primarily Employment Areas	Develop similar policy – E4: Complementary Services and Facilities within Employment Areas
<b>E5</b>	New Industrial and Commercial Development	Develop similar policy – E3: Employment Development
<b>E6</b>	Daresbury Laboratories	<i>Deleted by CS11</i>
<b>E7</b>	Ditton Strategic Rail Freight Park	<i>Deleted by CS8</i>

