



Halton Core Strategy – Post Submission Changes

Sustainability Appraisal and Strategic Environmental Assessment

Main Report
May 2012



Prepared for
Halton Borough Council

Revision Schedule

Sustainability Appraisal and Strategic Environmental Assessment of Halton's Core Strategy Post Submission Changes Document – Final Report

May 2012

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Abbreviations

AMR	Annual Monitoring Report
AQMAs	Air Quality Management Areas
CO ²	Carbon Dioxide
CSH	Code for Sustainable Homes
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DPD	Development Plan Document
EU	European Union
GHG	Greenhouse Gas
GVA	Gross Value Added
HRA	Habitats Regulations Assessment
LDD	Local Development Document
LDF	Local Development Framework
LNR	Local Nature Reserve
LPA	Local Planning Authority
LTP	Local Transport Plan
NI	National Indicator
NO ₂	Nitrogen Dioxide
NPPF	National Planning Policy Framework
NTS	Non-Technical Summary
ONS	Office of National Statistics
PDL	Previously Developed Land
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RES	Regional Economic Strategy
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SFRA	Strategic Flood Risk Assessment
SEA	Strategic Environmental Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SSSI	Site of Special Scientific Interest
SO ₂	Sulphur Dioxide
SPA	Special Protection Area
SPD	Supplementary Planning Document
SUDs	Sustainable Urban Drainage systems
UDP	Unitary Development Plan
WFD	Water Framework Directive

1 Introduction

1.1 Introduction

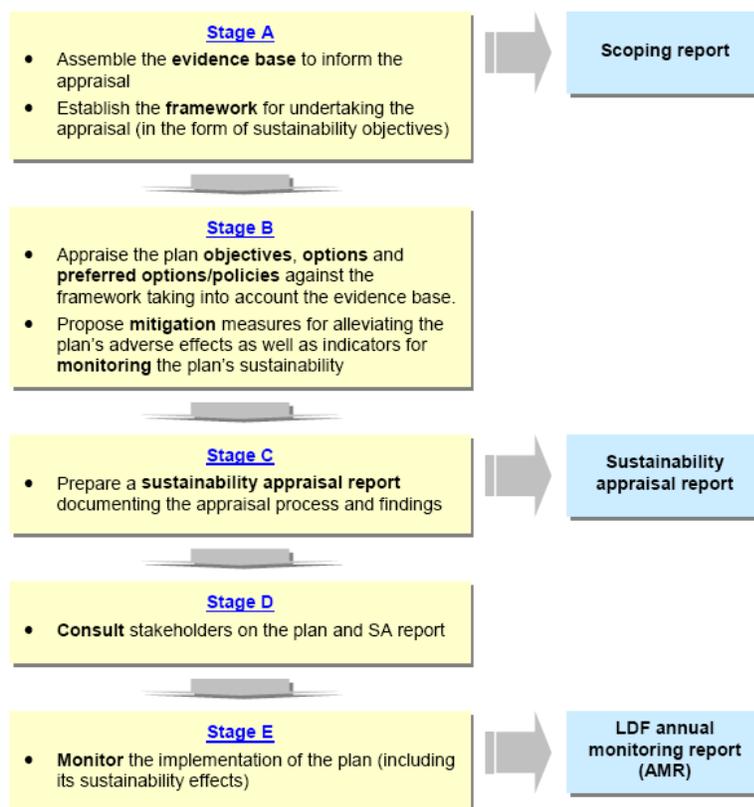
- 1.1.1 SEA is required by European and English law. It involves the systematic identification and evaluation of the environmental impacts of a strategic action (e.g. a plan or programme). In 2001, the EU legislated for SEA with the adoption of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the 'SEA Directive'). The aim of the SEA Directive is "to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes, with a view to promoting sustainable development".
- 1.1.2 The Directive was transposed into English legislation by the Environmental Assessment of Plans and Programmes Regulations 2004 (the 'SEA Regulations'), which came into force on 21st July 2004. The SEA Regulations apply (with some specific exceptions) to plans and programmes subject to preparation and / or adoption by a national, regional or local authority or those prepared by an authority for adoption through a legislative procedure by Parliament or Government and are required by legislative, regulatory or administrative provisions.
- 1.1.3 SA extends the concept of SEA to encompass economic and social concerns. The Planning and Compulsory Purchase Act 2004 (PCPA) requires local planning authorities to undertake SA for each of their DPDs. SA (along with SEA) is therefore, a statutory requirement for LDFs.
- 1.1.4 The Government's approach is to incorporate the requirements of the SEA Directive into a broader SA process which covers the wider social and economic effects of plans, as well as the more environmentally-focused considerations in the Directive. To this end, in November 2005, the Government published guidance on undertaking SA of LDFs¹ that incorporated the requirements of the SEA Directive ('the Guidance')³. The combined SA / SEA process is referred to in this document as Sustainability Appraisal (SA). With the proposed abolition of Regional Spatial Strategies through the Localism Act this guidance has been withdrawn and replaced by guidance contained in the CLG Plan Making Manual² alongside the retained guidance on SEA - A Practical Guide to the Strategic Environmental Assessment Directive (2006)³.
- 1.1.5 The Guidance advocates a five-stage approach to undertaking SA (Figure 1.1).

¹ ODPM (2005) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, London

² <http://www.pas.gov.uk/pas/core/page.do?pagelId=109798> accessed 25/07/2011

³ <http://www.communities.gov.uk/publications/planningandbuilding/practicalguidesea> accessed 25/07/11

Figure 1.1: Five-Stage Approach to SA



1.1.6 Stage A in the SA process develops the framework for undertaking future appraisals – generally this is a set of sustainability objectives – as well as collating an evidence base to inform the appraisal. The framework and evidence base are presented in a ‘Scoping Report’ for consultation with stakeholders, including the statutory consultees (English Heritage, the Environment Agency and Natural England).

1.1.7 An early Scoping Report was prepared by Halton Borough Council in 2006 and used as the basis for appraisal of the development plan documents that form the Halton LDF. The Scoping Report was updated in 2009 to take account of new baseline information and this revised Scoping Report provides the appraisal platform for the SA of the Core Strategy as well as the other documents within the Halton Local Development Framework. This document is available from the Council’s website⁴ and will be available to view at deposit locations during periods of public consultation for Halton Local Development Framework Documents. Further details about the Scoping Report and a brief summary of its contents can be found in Section 1.5 of this report.

1.1.8 Stage B in the SA process is the appraisal itself, and is an iterative process. This requires the identification and evaluation of the impacts of the different options open to the plan-makers, as well as those of the preferred options / draft plan policies (depending on the stage in the process which is being reported on). Mitigation measures for alleviating adverse impacts are

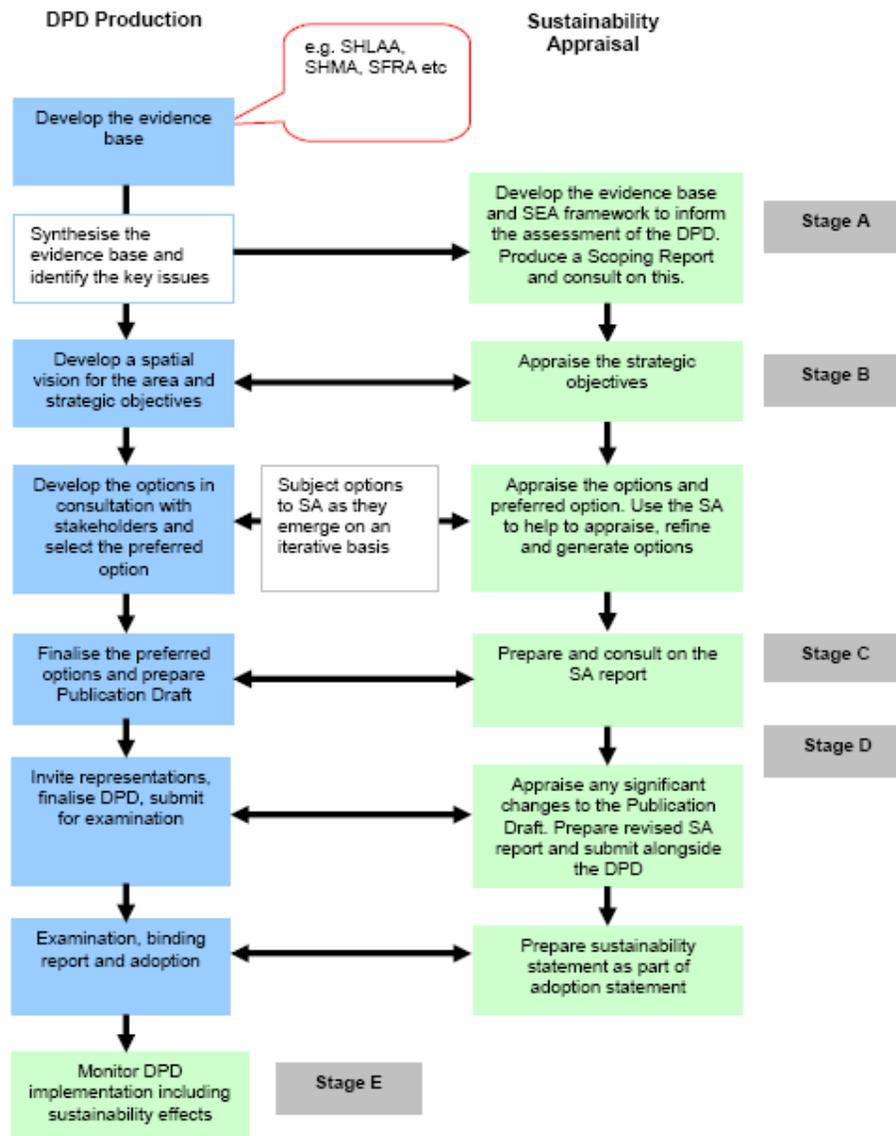
⁴Link to Halton Borough Councils scoping Report (August 2009) - <http://www2.halton.gov.uk/pdfs/environment/planning/ldfscoping>

also proposed at this stage, together with potential indicators for monitoring those impacts during the plan's implementation.

- 1.1.9 Stage C in the SA process involves documenting the appraisal and preparing the SA Report (this incorporates the material required for inclusion in the Environmental Report under the SEA Directive). Following statutory consultation (Stage D) the SA Report may require updating to reflect changes made in response to representations. Stage E concerns ongoing monitoring of significant effects.
- 1.1.10 An SA Report was published in 2006 which assessed the Core Strategy Issues and Options stage and this was consulted upon alongside the Issues and Options papers. A SA report was also produced to assess the Preferred Options in September 2009 in the same way. In November 2010 a further SA Report was prepared to consider the Core Strategy Proposed Submission Document and was the third iteration of the Stage C SA Report. Following consultation on this document, a number of focused changes were made to this document prior to submission and this document was issued as the "Revised Proposed Submission Draft". The changes within this final submission document were considered by URS from an SA/SEA perspective and documented in a letter dated 4 May 2011 but no update was made to the report at this time. Following the Examination of the Halton Core Strategy the Council agreed with the Inspector that a number of modifications needed to be made to the DPD to enable it to be capable of being found sound. These amendments have been classed as major changes and therefore the Council will need to re-consult on the Core Strategy prior to the issuing of the Inspector's report and ultimately adoption of the document. As a result of these modifications, this SA report has been prepared to assess the major changes to a number of the Core Strategy policies.
- 1.1.11 Policy CS2 (Sustainable Development Principles) has been revised as a result of advice from the Planning Inspectorate regarding the new "presumption in favour of sustainable development" introduced by the National Planning Policy Framework, which was published on the 27th March 2012. As this is effectively a new policy (due to substantial changes in the policy wording and justification) that has not previously been subject to SA, a full appraisal of this policy is reported here.
- 1.1.12 SA provides a decision aiding process that assists in the development of the plan or programme under development. Government guidance on local spatial planning states that⁵:
- "The Sustainability Appraisal should perform a key role in providing a sound evidence base for the plan and form an integrated part of the plan preparation process. Sustainability Assessment should inform the evaluation of alternatives. Sustainability Assessment should provide a powerful means of proving to decision makers, and the public, that the plan is the most appropriate given reasonable alternatives"*
- 1.1.13 The SA should seek to be an integrated, effective and purposeful tool for the production of Local Development Documents (LDD) for the Halton LDF. Figure 1.2 (below) illustrates how the SA is an integral part of the plan preparation process and should be undertaken in parallel with it.

⁵This quote is taken from: Communities and Local Government (2008), Planning Policy Statement 12: creating strong safe and prosperous communities through Local Spatial Planning, London:TSO

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



1.2 SEA Directive Requirements

- 1.2.1 In preparing new or revised Development Plan Documents (DPD), Halton Borough Council must conduct an environmental assessment in accordance with the requirements of the European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment”, (the SEA Directive).
- 1.2.2 Following the Scoping Report, there are two levels of appraisal for a DPD: firstly, an appraisal of the DPD objectives and secondly; iterative appraisals of the content of the DPD – the options put forward during frontloading consultation, the preferred options and, finally, any additional

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

- 1.2.3 SA reports that meet the SEA Directive requirements to prepare an 'environmental report' have been prepared to accompany consultation documents on Halton's Core Strategy Issues and Options (September 2006), Preferred Options (September 2009) and Proposed Submission Document (November 2010). This most recent report accompanies and assesses the Core Strategy Post Submission Changes Document (2012) for the Halton Core Strategy.
- 1.2.4 The table in Appendix 1 set out a procedural 'quality assurance' checklist for evaluating SA reports, based on questions and criteria derived from the SEA Directive, the regulations implementing the SEA Directive in England and the government's guidance on undertaking SA for LDDs.

1.3 Structure and Layout of this Report

- 1.3.1 This report sets out the findings of the SA of the Halton Core Strategy Post Submission Changes Document. The report is structured as follows:

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

- **Chapter 13 – Social Inclusiveness (including skills and education)**
- **Chapter 14 – Transportation**
- **Chapter 15 – Local Economy and Employment**
- **Chapter 16 – Housing**
- **Chapter 17** sets out the cumulative and synergistic effects of the Core Strategy Post Submission Changes Document.
- **Chapter 18** sets out the SA conclusions for the Halton Core Strategy Post Submission Changes Document.
- **Chapter 19** outlines the recommendations for monitoring the impacts of the Core Strategy Post Submission Changes Document.
- **Chapter 20** describes the consultation to be undertaken on the report.

1.4 Halton, the Halton LDF and the Core Strategy

- 1.4.1 Halton Borough Council is a unitary authority in the North West of England with two major centres, Runcorn and Widnes, lying on either side of the River Mersey. The estimated population of the Borough in mid 2010 was 119,300, with the towns of Runcorn and Widnes having respective populations of 61,250 and 57,660. The Borough covers an area of 30.6 square miles and is made up of 21 wards, the location of which can be seen on the map below.
- 1.4.2 In 1964 Runcorn was designated a new town and a master plan was published in 1967. The aspiration was to house 70,000 people within the new town's 2,930ha and was one of the first new towns to include an existing town area. The town was designed around a radical new road network with a figure-of-eight expressway embracing the town and a bus-way network of bus roads. From the start the then fashionable high rise home philosophy was eschewed in favour of houses with gardens and the town was provided with two industrial estates, a business park and town centre, Halton Lea. Rapid growth in the 1960s and 1970s followed the new town designation and a considerable area of derelict land in Widnes was reclaimed in the 1970s and 1980s⁶.
- 1.4.3 However over the last 20 years industrial decline and under-investment has left the Borough in economic decline. In 2010 the Borough was ranked as the 27th most deprived English local authority area overall, with complex problems of poverty and social exclusion. 21 of Halton's Lower Super Output Areas rank in the top 10% most deprived areas in England. Nevertheless, in recent years the Borough has shown some of the strongest improvements in the region in this area.
- 1.4.4 Despite its problems, the Borough does enjoy locational advantages. The M62 lies to the north and the M56 to the south and these two motorways are linked through the Borough by the Silver Jubilee Bridge. Runcorn has a main line railway station with direct links to Liverpool, Birmingham, London, Manchester and north Wales. Widnes is on the Liverpool to Manchester line. It is a relatively short distance from Liverpool and Manchester airports and the major seaports of Merseyside.

⁶ Please see the 'Story of Place' section within the Core Strategy for more information on the growth of the area.

1.4.5 Congestion on the Silver Jubilee Bridge has led the Borough to support proposals for a new Mersey road crossing and for massive redevelopment and regeneration opportunities (particularly on the waterfront), within the constraints of the nature conservation area. The Council intends to tackle the combined problem of population decline, contaminated land, major accident risk installations and traffic congestion through stressing locational advantages, preparing sites for development and encouraging investment.

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

1.4.7 The Halton LDF will include the following LDDs:

Local Plans / Development Plan Documents

- Core Strategy DPD
- Site Allocations and Development Management DPD
- Joint Merseyside and Halton Waste Local Plan

Supplementary Planning Documents

In production

- West Bank
- Design of Residential Development
- Affordable Housing
- Halebank

SPDs referred to in the Core Strategy

- Daresbury
- Runcorn Old Town
- Widnes Town Centre
- Climate Change and Sustainable Development
- Runcorn Waterfront
- Transport and Accessibility

Adopted SPDs (related to UDP policies)

- Hot Food Takeaways
- 3MG
- Planning for Risk

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

1.4.8 The most important DPD to be produced by the Council is the Core Strategy DPD, which will provide the overarching spatial planning framework for Halton for the period to 2028 and beyond. The production of the Core Strategy has been ongoing since 2006, when Issues and Options Papers were published for a period of public consultation. In 2009 the Council prepared a “Preferred Options” report, which took into account the results of the previous consultation and the emerging evidence base collated, and set out the Council’s preferred approach to dealing with a variety of issues and opportunities pertinent to Halton, alongside alternative options which had not been chosen. A ‘Proposed Submission Document’ of the Core Strategy was prepared, which included a number of revised policies, reflecting a more concise approach, and considering the implications of the proposed abolishment of the North West Regional Strategy. However, following the public consultation stage on this document, it was decided that the Core Strategy could benefit from further revisions. This generated the need for a further consultation period which took place on the Revised Proposed Submission Document prior to the Examination in Public into the Core Strategy. An SA/SEA report was not considered necessary at this point, although the revisions in this document were considered from an SA/SEA perspective, and this is documented in a letter dated 4 May 2011. The Council has now prepared a ‘Post Submission Changes Document’ of the Core Strategy following the Examination process. The Council agreed with the Inspector during the Examination that a number of modifications needed to be made to the DPD to enable it to be capable of being found sound. These amendments have been classed as major changes and therefore the Council will need to re-consult on the Core Strategy prior to the issuing of the Inspector’s report and ultimately adoption of the document.

1.4.9 The Core Strategy Post Submission Changes Document contains several key components, including:

- **A Spatial Vision and Strategic Objectives:** The vision sets out the aspirations for the development of the Borough by 2028 and overarching objectives for policy development to achieve this.
- **Spatial Strategy:** The spatial strategy highlights how much development should be delivered and broad locations for accommodating it, as well as areas of the Borough where built development will be restrained.
- **Key Diagram:** This presents the main elements of the Spatial Strategy in diagrammatic form.
- **Evidence Base:** The Core Strategy Post Submission Changes Document Report is supported by a wide range of evidence, including a Strategic Housing Land Availability

Assessment (SHLAA), Strategic Housing Market Assessment (SHMA), Joint Employment Land and Premises Study, Retail Study, Landscape Character Assessment, Strategic Flood Risk Assessment (SFRA), Gypsy and Travellers Accommodation Assessment and an Open Space Survey. This Core Strategy Post Submission Changes SA Report is among the most important of the supporting documents.

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

Table 1.1: Core Strategy Post Submission Document Policies

Core Strategy Post Submission Changes Document Policies
Key Spatial Policies
CS1 Halton's Spatial Strategy
CS2 Presumption in Favour of Sustainable Development
CS3 Housing Supply and Locational Priorities
CS4 Employment Land Supply and Locational Priorities
CS5 A Network of Centres for Halton
CS6 Green Belt
CS7 Infrastructure Provision
Key Areas of Change
CS8 3MG
CS9 South Widnes
CS10 West Runcorn
CS11 East Runcorn
Core Policies
CS12 Housing Mix
CS13 Affordable Housing
CS14 Meeting the Needs of Gypsies, Travellers and Travelling Showpeople
CS15 Sustainable Transport
CS16 The Mersey Gateway Project
CS17 Liverpool John Lennon Airport
CS18 High Quality Design
CS19 Sustainable Development and Climate Change
CS20 Natural and Historic Environments
CS21 Green Infrastructure
CS22 Health and Well- Being
CS23 Managing Pollution and Risk
CS24 Waste
CS25 Minerals

New Policy to reflect “Presumption in Favour of Sustainable Development and Development Plans)

- 1.4.11 The Planning Inspectorate has recently issued guidance that, following the publication of the National Planning Policy Framework (‘the Framework’) planning authorities with adopted plans or plans in preparation will need to consider which, if any, parts of those plans need updating.

- 1.4.12 The Framework states that Local 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 (paragraph 15).
- 1.4.13 The Planning Inspectorate has proposed a ‘model policy’⁷ which it considers will, if incorporated into a draft Local Plan submitted for examination, be an appropriate way of meeting this expectation.
- 1.4.14 Halton Borough Council has also considered what other aspects of their plan may need to be revised in order to reflect the approach of the presumption, to meet the development needs of the area.
- 1.4.15 To reflect this guidance, Halton Borough Council has revised policy CS2, which now closely follows that of the proposed model policy. It has also reflected on what changes are necessary to the Post Submission Changes Policies to reflect the approach of the presumption, and to ensure that the policies in the Core Strategy are consistent with the NPPF. Minor changes have been made to the supporting text of a number of policies to reflect changes to government guidance, but there are no further changes to the policies that require appraisal.

1.5 The Scoping Report: Summary

- 1.5.1 As described in paragraph 1.1.2, an SA/SEA Scoping Report for the Core Strategy was prepared in 2006, which was subsequently updated in 2009. The 2009 Scoping Report synthesised and presented to stakeholders the main messages emerging from the LDF evidence base. The Scoping Report was based on the information gathered and developed during the previous stages of the SA process, specifically a contextual analysis, the collection of baseline information, the identification of sustainability issues as well as the formation of SA objectives.
- 1.5.2 This scoping report was organised on the following topic-by-topic basis:
- Biodiversity, Flora and Fauna
 - Water Quality and Resources
 - Soil and Land Resources
 - Air Quality
 - Climatic Factors and Flooding
 - Cultural Heritage and Landscape
 - Population and Human Health
 - Social Inclusiveness including Skills and Education
 - Local Economy and Employment
 - Housing
 - Transportation.

⁷ <http://www.planningportal.gov.uk/planning/planningsystem/localplans>

- 1.5.3 Each of these topics were explored in terms of a context review, including a review of key messages from national and regional policy; an assessment of the current baseline situation, including locally collected data; and an appraisal of the likely future baseline, should existing trends continue. For each topic, the key emerging sustainability issues were highlighted, as were the data limitations encountered. This topic-by-topic approach will be replicated within this Sustainability Appraisal for the Halton Core Strategy Post Submission Changes Document.
- 1.5.4 A critical role of the Scoping Report was to outline a series of SA Objectives which can be used to assess the sustainability of plans and documents within the LDF. These objectives form the SA Framework, which is used as a central component of this Halton Core Strategy Post Submission Changes SA, and will be used for sustainability appraisals for other LDF documents.
- 1.5.5 The Scoping Report was published for a five week period of consultation between 8th June and 13th July 2009 with the statutory authorities, namely English Heritage, English Nature and the Environment Agency and other key stakeholders. Following this period of consultation amendments were made to the Scoping Report in accordance with comments received, and the final Scoping Report was published in September 2009.

1.6 The Sustainability Appraisal Framework

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

Figure 1.2: The Sustainability Appraisal Framework

SA Objective	Locally Distinctive Sub Criteria
1. To protect, enhance and manage places, landscapes and buildings of historic, cultural and archaeological value	Protect and enhance features of historical and archaeological importance which contribute to the cultural and tourism offer of the Borough.
	Ensure that all new development meets high standards in terms of quality of design, safety, security and accessibility and relates well to existing development and the public realm.
	Conserve and enhance high quality landscapes and townscapes in the Borough, especially those that contribute to local distinctiveness.
	Ensure access to high quality public open space and natural green space.
2. To protect, enhance and manage Biodiversity in Halton	To ensure that new development does not impact upon the condition of sites of biodiversity (including both habitat and species) interest including SSSI and other local and national designations.
	To protect Natura 2000 sites from the adverse effects of human activity, pollution and coastal erosion.
	To promote habitat provision and enhancement within new development and seek to link these to existing habitats.
3. To maintain and enhance the water quality of Halton's inland, estuarine and coastal water	Promote sustainable design and construction measures that reduce water consumption and result in decreased run-off of polluted water (including during construction phase)
	Encourage the allocation and location of new development where water abstraction can occur sustainably.

SA Objective	Locally Distinctive Sub Criteria
and to sustainably manage water resources	Ensure efficient use and management of water resources throughout the Borough.
4. To promote adaptation to Halton's changing climate	Promote new development that minimises the emission of greenhouse gases.
	Seek to provide a built environment and green infrastructure network that will minimise health impacts associated with climate change.
5. To reduce flood risk in Halton from rivers, estuaries and sea level change	Ensure new development incorporates SUDs.
	Avoid development in locations at risk from flooding and mitigate any residual flood risk through appropriate measures including through design.
6. Increase energy efficiency in the built environment, and the proportion of energy use from renewable sources	Promote high sustainable design and construction standards for housing and non-housing development, in order to ensure that Halton meets the Government target of all new residential development being zero carbon by 2016.
	Clear guidelines and support for the use of renewable energy Sources such as wind and hydro power in new and existing developments.
7. To protect and improve land quality in Halton	To conserve and enhance soil quality and general geodiversity in Halton.
	Develop brownfield sites where these can support wider sustainability objectives (e.g. reduce travel by car, improve the public realm, avoid loss of biodiversity, gardens, etc.).
	Ensure new development will not result in contamination of land and promote the remediation of existing contaminated sites.
8. To improve air quality in Halton	Seek to reduce the volume of CO2 emissions attributable to the transport sector.
	Reduce the number of journeys made by private car in order to reduce the high levels of nitrogen dioxide in areas of traffic congestion in the Borough.
	Consider and mitigate the impacts on air quality that might result from development, including major infrastructure projects.
9. To minimise production of waste and increase re-use, recycling and recovery rates	Reduce the proportion of waste that goes to Landfill in the Borough.
	Promote the integration of waste management facilities to enable efficient recycling and energy from waste as part of new developments.
10. To improve access to a range of good quality and affordable housing that meets the needs of the community of Halton	Ensure that all new development meets the lifetime homes standards, in order to meet the needs of an ageing population in the Borough.
	Seek to develop mixed income communities and flexibility of tenure and housing type in the Borough.
	Coordinate housing provision with investment in employment and community services to ensure that settlements meet the needs of their communities.

SA Objective	Locally Distinctive Sub Criteria
	Provide decent, good quality and affordable housing for all, including intermediate and key worker housing in line with RSS (and Growth Point) housing targets.
11. To improve access to services and facilities in Halton	Provide improved physical access to education, skills and training facilities on foot, cycle and by public transport.
	Secure economic inclusion in the most deprived wards in the Borough, particularly those most affected in Runcorn and Widnes.
	Ensure that issues of both rural and urban deprivation are considered in development proposals.
12. To improve physical and mental health and well-being of people and reduce health inequalities in Halton	Maintain accessible healthcare facilities throughout Halton.
	Promote healthy and active lifestyles through encouraging walking and cycling as well as the provision and improvement of public access to good quality rights of way, open space, countryside, sporting, recreational and community facilities in Halton.
	Reduce crime and the fear of crime, by adhering to 'designing out crime' principles in all new development.
13. To improve education, skills and qualifications in the Borough and provide opportunities for life long learning	Improve linkages between higher education providers and local employers.
	Promote good access to educational and training opportunities for all sectors of the population, particularly amongst deprived communities.
14. To support a strong, diverse, vibrant and sustainable local economy to foster balanced economic growth	Promote employment in areas where unemployment is high, particularly in Runcorn and Widnes, which reflects the skills and aspirations of local people.
	Provide a positive planning framework for exploiting new opportunities in tourism, creative and knowledge based industries and the energy sector, including renewable energy technologies.
	Maximise the opportunities that Growth Point Status offers in Halton.
	Provide support for economic development that is appropriate for small businesses or home-based working.
	Seek to attract employment and training programmes specifically targeted at maintaining and increasing the proportion of young people in the Borough.
15. Support the development of the sustainable leisure and tourism industry	Improve the quality of supporting infrastructure for tourism in the Borough, such as accommodation and leisure and cultural facilities.
	Encourage the use of the Borough's natural and cultural features for tourism development, within their environmental limits.
16. To maintain and enhance the vitality and viability of town and village	Protect the shopping and community services function of local service centres.
	Reduce the number of vacant retail properties in Runcorn, Halton Lea and Widnes and the other smaller service centres in the Borough.

SA Objective	Locally Distinctive Sub Criteria
centres in the Borough	Improve the quality of the public realm in order to improve the attractiveness of the service centres to new investment.
17.To improve the choice and use of sustainable transport in Halton and reduce the need to travel	Improve the provision and quality of bus and rail services in Halton.
	Develop and maintain safe, efficient and integrated transport networks within Halton, with good internal and external links.
	Reduce car dependency by providing services and facilities accessible by sustainable modes of transport, particularly in rural areas.
	Promote a pattern of development which reduces private vehicle dependency in the location of homes, jobs, leisure and community services.

2 The Post Submission Changes SA Report

- 2.1.1 The Core Strategy Post Submission Changes SA has been undertaken as a “whole plan” assessment. This means that the combined effect of all of the policies together has been assessed in terms of their impact on each of the topic areas contained within the report and listed in Figure 2.3. This approach is considered to be more holistic, with only the policies that are likely to have a significant effect on SA Objective(s) within a particular topic area, being assessed in detail.
- 2.1.2 Such policies have been assessed together so as to ascertain their impact in combination on the appropriate topic area, hence reflecting the reality of the policies of the plan being adopted and implemented together. Recommendations for enhancing the positive effects and mitigating the negative effects of individual policies on the overall sustainability of the plan have been identified as a result of the assessment, together with general improvements that could be made to the policies to make them more sustainable.

2.2 Topic Chapter Assessments

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

(i) Introduction

The topic is introduced with a brief overview.

(ii) Policy Context

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

(iii) The Situation Now

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

(iv) The situation under the Core Strategy Post Submission Changes Document

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

Table 2.1: Example of table used in ‘The Situation under the Core Strategy Post Submission Changes Document’ section

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Section	Core Strategy Policy Title	Degree of Impact Rating
Biodiversity	CS1 Overall Spatial Strategy	
	CS3 Housing Requirements and Locational Priorities	
	CS4 Employment Land Supply and Locational Priorities	

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

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

(v) The situation under the Core Strategy Alternative Options

The situation under the Core Strategy Alternative Options is set out within Appendix C (Assessment of the Core Strategy Alternative Options) of the Core Strategy Preferred Options SA Report (prepared in September 2009).

(vi) Mitigation and Enhancement of Effects

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

(viii) Summary of Impacts

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

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

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

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

2.3 Topic Areas and the Sustainability Appraisal Framework

2.3.1 The table below indicates how the objectives contained within the SA Framework were allocated to the topics within the SA Scoping Report and have been replicated in the Post Submission Changes SA Report.

Table 2.2: Topic Areas and SA Framework Objectives

Topic Area	Applicable SA Objective(s)
Biodiversity, Flora and Fauna	2) To protect, enhance and manage Biodiversity in Halton
Water Quality and Resources	3) To maintain and enhance the water quality of Halton’s inland, estuarine and coastal water and to sustainably manage water resources
Soil and Land Resources	7) To protect and improve land quality in Halton 9) To minimise production of waste and increase re-use, recycling and recovery rates
Air Quality	8) To improve air quality in Halton
Climatic Factors and Flooding	4) To promote adaptation to Halton’s changing climate

Topic Area	Applicable SA Objective(s)
	<p>5) To reduce flood risk in Halton from rivers, estuaries and sea level change</p> <p>6) Increase energy efficiency in the built environment, and the proportion of energy use from renewable sources</p>
Cultural Heritage and Landscape	1) To protect, enhance and manage places, landscapes and buildings of historic, cultural and archaeological value
Population and Human Health	12) To improve physical and mental health and well-being of people and reduce health inequalities in Halton
Social Inclusiveness Including Skills and Education	<p>11) To improve access to services and facilities in Halton</p> <p>13) To improve education, skills and qualifications in the Borough and provide opportunities for life long learning</p>
Transportation	17) To improve the choice and use of sustainable transport in Halton and reduce the need to travel
Local Economy and Employment	<p>14) To support a strong, diverse, vibrant and sustainable local economy to foster balanced economic growth</p> <p>15) Support the development of the sustainable leisure and tourism industry</p> <p>16) To maintain and enhance the vitality and viability of town and village centres in the Borough</p>
Housing	10) To improve access to a range of good quality and affordable housing that meets the needs of the community of Halton

3 Methodology

3.1 Summary of SA/SEA appraisal to date

- 3.1.1 An initial LDF Scoping Report was prepared in 2006 and formally consulted on between 24th March and 28th April 2006. The Scoping Report examined in detail the policy context; set out baseline information and projected trends in the future baseline; identified sustainability issues; and, on this basis, developed a number of SA objectives – the SA Framework.
- 3.1.2 Taking into account comments from consultees, the finalised SA Scoping Report was used to assess the Core Strategy Issues and Options Papers. Between 27th July and 7th September 2006, initial consultation was carried out on issues affecting Halton and the potential options for addressing these issues, alongside ways of accommodating new development. An interim SA Report was produced to accompany the publication of the Core Strategy Issues and Options Papers and consultation. This report made an initial comparison of the broad spatial options discussed in the Options Paper.
- 3.1.3 An updated LDF Scoping Report for all of the documents in Halton's LDF was produced in August 2009. Following an update to the evidence base and identification of sustainability issues in this Report the SA Framework was revised.
- 3.1.4 On the basis of the findings of the Issues and Options Interim SA Report and in response to comments received on the Issues and Options Papers, a Preferred Options Core Strategy document was drawn up. This was published for public consultation between 24th September and Thursday 5th November 2009. The Preferred Options was accompanied by a further SA/SEA Report which assessed the likely environmental, social and economic effects of the preferred policy options and their alternatives. The Preferred Options SEA/SA Report was based on the revised SA Framework developed in the 2009 SA Scoping Report.
- 3.1.5 Following this, the Core Strategy Proposed Submission Document was published for consultation between 29th November 2010 and 24th January 2011. The document set out the policy approach to future development in Halton, taking forward the previous Preferred Options. At the time of production, this was the document that the Council intended to submit to the Secretary of State for examination. The Proposed Submission Changes Document was accompanied by a further SA/SEA Report which assessed the likely environmental, social and economic effects of the Proposed Submission Document. The Proposed Submission Document SEA/SA Report was based on the revised SA Framework developed in the 2009 SA Scoping Report. Following this consultation period, the Council decided to make a number of further modifications prior to submission and a Revised Proposed Submission Draft of the Core Strategy was prepared and consulted on. These modifications were considered from an SA/SEA perspective but it was not considered necessary to produce a full report at this time. The consideration of the revised policies was set out in a letter to the Council dated 4 May 2011.
- 3.1.6 The SA reports for the Issues and Options, Preferred Options and Proposed Submission Changes stages and the SA Scoping Report can be found on the Council's website⁸.
- 3.1.7 Following the examination, the Council agreed with the inspector that a number of modifications needed to be made to the DPD to enable it to be capable of being found sound.

⁸<http://www3.halton.gov.uk/environmentandplanning/planning/159876/>

These amendments have been classed as major changes and therefore the Council will need to re-consult on the Core Strategy prior to the issuing of the Inspector's report and ultimately adoption of the document. This SA report has been prepared to assess the policy amendments agreed with the inspector. Policy CS2 (Presumption in Favour of Sustainable Development)⁹ has been significantly changed to reflect the more recently issued guidance from the Planning Inspectorate regarding 'presumption in favour of sustainable development'. Therefore, a full assessment has been undertaken of this policy in this report.

3.2 Methodology

- 3.2.1 This report builds on the previous Proposed Submission SA work which was prepared using a robust methodology that is consistent with the requirements of the Planning and Compulsory Purchase Act 2004 and the European Directive 2001/42/EC.
- 3.2.2 As in the Proposed Submission SA Report, this Post Submission Changes Document SA has been undertaken on the basis of a "whole plan" assessment. This means that the combined effect of all of the policies taken together will be assessed in terms of their impact on each of the topic areas contained within the report and listed in Table 2.3. This approach is considered to be more holistic, with only the policies that are likely to have a significant effect on SA Objective(s) within a particular topic area being assessed in detail. This SA Report appraises any new significant effects that might originate as a result of revisions to one or more of the policies since the Proposed Submission Stage, and any impacts this might have, in holistic terms, i.e. in combination with any other policies. A 'significant' change to a policy is one that might result in a significant change in terms of policy approach, direction, content or delivery, such that it might generate significant positive or negative effects that will need reconsidering.
- 3.2.3 A number of the policies in the Core Strategy Post Submission Changes Document have not changed significantly since the Proposed Submission Document SA Report. The appraisal of these policies has not been revisited in this report, unless it was necessary to reappraise them in light of any revised policies, where it was thought that they might have an 'in-combination' effect with the revised policy.
- 3.2.4 In terms of the detailed methodology, this report firstly considers the changes between the Core Strategy Proposed Submission Document and Core Strategy Post Submission Changes Document policies and then identifies and justifies which policies do not need to be subject to a reappraisal through the SA process. Table 5.1 documents the changes to each policy and indicates whether the policy needs to be reappraised.
- 3.2.5 The matrix in Appendix 2 sets out the effect of each policy on the sustainability topics, i.e. whether this is "significant", "less significant" or "little or no" significance, and how likely this is to have an effect on the SA Objectives within each topic. This is not an assessment of whether the effects are positive or negative, but purely a consideration of the likely significance of any effect of a policy on a given topic. This essentially is a screening process, which screens out the need to appraise those policies which have little or no effect on certain topics. The topic chapter assessments that follow this chapter focus on those policies that are likely to exhibit a significant effect on the topic, using a "whole-plan" assessment.

⁹ Formerly known as 'Sustainable Development Principles'

- 3.2.6 The combined effects of all of the reappraised policies have also been assessed, in terms of their impact on each of the topic areas contained within the report, or in combination with those policies which have not been subject to a full reappraisal.
- 3.2.7 This assessment methodology ensures that the Core Strategy Post Submission Changes Document has been subject to a suitably robust SA / SEA process and that this report is focused and concise.

3.3 Difficulties Encountered

- 3.3.1 The SEA Directive requires an acknowledgement of any difficulties such as technical difficulties or data gaps encountered in undertaking the assessment and in compiling the required information.
- 3.3.2 A key issue in undertaking the appraisal of the DPD is the strategic nature of the Core Strategy, the uncertainty surrounding precisely how the strategic direction will be implemented in practice and the degree to which objectives will be delivered (particularly since many different partners are involved in its delivery). A key assumption has been made that the policies in the Core Strategy will be fully implemented (i.e. they have been taken at 'face value'). However, having identified this, where tensions between priorities are evident or it appears clear that full implementation will be problematic, or involve trade-offs, this has been highlighted.
- 3.3.3 There remains a significant element of uncertainty in relation to whether the policies in the Core Strategy Post Submission Changes Document will be a significant enough response to the challenges which are faced in relation to adaptation to climate change, and the fundamental change which is required to achieve a low carbon economy and society. The policies in the Strategy have yet to be tested, and close monitoring will be required to see whether this response will be sufficient. This is an issue not just for Halton, but for every local authority.
- 3.3.4 There is inherent uncertainty in predicting the sustainability effects of the implementation of Policy CS2 (Presumption in Favour of Sustainable Development), particularly given the fact that such a policy (and the conditions that might trigger such a policy) has yet to be implemented or tested by any Local Plan. In the future, case law may provide some guidance as to under what circumstances such a policy should be triggered. It is beyond the scope of this assessment to account for all potential eventualities in terms of site-specific conditions and characteristics of a proposal for development that might trigger the implementation of this policy and this its potential effects, both direct and cumulative. In reality, most policies in the Core Strategy (or other Local Plans/DPDs) will have an appropriate level of flexibility to accommodate most development proposals.

4 Development of the Core Strategy from Proposed Submission Document to Post Submission Changes Document

- 4.1.1 At the Proposed Submission stage a number of policies were formulated. Following comprehensive public consultation in 2010 these policies were refined, a process which was informed by the amendments suggested in the Proposed Submission Document SA Report. In some instances policies were combined /amalgamated or new policies of a similar direction added. The table in Appendix 4 demonstrates how the results of the Proposed Submission Document SA (November 2010) influenced the preparation of the Revised Proposed Submission Document (May 2011) policies. The changes arising from the SA in November 2010 have been carried forward into the Post Submission Changes Document.
- 4.1.2 Following the Examination of the Halton Core Strategy, the Council agreed with the Inspector that a number of modifications needed to be made to the Revised Proposed Submission Core Strategy to enable it to be capable of being found sound. These amendments have been classed as main modifications and have thus been incorporated to form the Post Submission Changes Document. This SA report has been prepared to assess these main modifications.

4.2 Changing Policy Context

- 4.2.1 Since the publication of the SA/SEA of the Halton Proposed Submission Document in November 2010, there has been a number of significant changes to the national policy context for Halton, namely the enactment of the Localism Act and publication of the National Planning Policy Framework (NPPF) in March 2012, which takes immediate effect, alongside technical guidance and a new national Planning Policy on Traveller Sites (which provides policy on planning for gypsies, travellers and travelling showpeople), and the subsequent cancellation of a number of guidance documents. The change in policy context has been considered in the review of the Post Submission Changes. Many of the modifications have been proposed in order to ensure consistency with the NPPF.
- 4.2.2 The North West of England Plan – Regional Spatial Strategy (RSS) to 2021 and its proposed revocation**
- 4.2.3 One of the proposals of the Localism Act was to abolish ‘Regional Spatial Strategies’ which were first required by law in 2004. The RSS for the North West is the North West Regional Plan, adopted September 2008.
- 4.2.4 With the proposed removal of RSS, it will fall on the Local Authority to determine appropriate housing and employment targets. These must meet the tests of soundness in terms of being justified, effective and consistent with national planning policy. At the date of preparation of this report, the RSS remains part of the statutory development plan for Halton.

The Localism Act and Neighbourhood Planning

4.2.5 The Government is committed to promoting decentralisation and democratic engagement and giving new powers to local councils, communities, neighbourhoods and individuals¹⁰. The Localism Act devolves planning powers to communities to enable them to shape the place they live in, especially through the introduction of Neighbourhood Plans. The onus is on communities to research, consult on and produce their own plans, whilst local authorities will have a 'duty to support', providing technical advice at various stages of the process. Through Neighbourhood Plans there is potential for communities to plan for more housing and employment growth in their neighbourhood than is set out in the Core Strategy, provided the Neighbourhood Plan is in general conformity with the strategic policies of the Core Strategy.

National Planning Policy Framework (NPPF)

4.2.6 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and takes immediate effect. Implementation arrangements are set out in Annex 1 to the Framework. The NPPF is accompanied by technical guidance on flood risk and minerals, and a separate statement on planning policy for traveller's sites.

4.2.7 The NPPF sets out 12 'core planning principles' and introduces "a presumption in favour of sustainable development", which in terms of plan making, is defined as:

For plan-making this means that:

- *Local planning authorities should positively seek opportunities to meet the development needs of their area;*
- *Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
 - *specific policies in this Framework indicate development should be restricted"*

4.2.8 The Planning Inspectorate has issued guidance for its Inspectors in relation to the NPPF. The guidance includes a list of changes to topic specific policy as highlighted by the DCLG Impact Assessment for the draft NPPF. These changes are identified as follows¹¹:

- Introduction of presumption in favour of sustainable development.
- Removal of small scale rural office development from 'town centre first' policy.
- For major town centre schemes where full impact will not be realised within 5 years, impacts should also be assessed for a period of up to 10 years.
- Removal of the maximum non-residential car parking standards for major developments.
- Removal of national brownfield target for housing development.
- Require local planning authorities to allocate and update annually a 5 year supply of housing sites with at least 5% buffer (moved forward from later in plan period) and 20% buffer (moved forward from later in plan period) where there is a record of persistent under delivery.

¹⁰ HM Government (2010). *The Coalition: our programme for government* [online] available at: http://www.cabinetoffice.gov.uk/sites/default/files/resources/coalition_programme_for_government.pdf (accessed 1 February 2011).

¹¹ http://www.planningportal.gov.uk/uploads/pins/advice_for_inspectors/nppf.pdf

- Removal of national minimum site size threshold for requiring affordable housing to be delivered.
- Increased flexibility for delivery of rural housing to reflect local needs.
- Increased protection for community facilities.
- Minor technical changes to the detail of Green Belt policy.
- Provide more flexibility regarding manner in which local planning authorities meet local requirements for decentralised energy supply.
- Encouragement for local planning authorities to map areas for commercial scale renewable and low carbon energy development opportunity, and then to apply these criteria to other applications.
- Requirement on local planning authorities to take strategic approach in Local Plans to creation, protection, enhancement and management of networks of biodiversity and green infrastructure.
- Recognition of designation within Local Plans of locally designated sites of importance for wildlife, geodiversity or landscape character.
- Clarification of which wildlife sites should have same protection as European sites.
- Removal of requirement to set criteria and select sites for peat extraction.

5 SA/SEA of Core Strategy Post Submission Changes Document Policies

- 5.1.1 Table 5.1 below indicates which policies in the Core Strategy Post Submission Changes Document have been reappraised. Some policies did not need to be reappraised through the SA process due to limited changes to the policy meaning, direction or effects arising from those policies which were appraised at the Proposed Submission stage. Where a policy has not been re-appraised, the conclusions reached in the Proposed Submission SA report (November 2010) remain valid and relevant today.

Table 5.1: SA implications of the changes between the Proposed Submission and Core Strategy Post Submission Changes Document

Core Strategy Post Submission Changes Policy	Change to Core Strategy Policy since Proposed Submission stage	SA Implications
Key Spatial Policies		
<p>CS1: Halton’s Spatial Strategy</p>	<p>The level of planned new development set out within Policy CS1 (Halton’s Spatial Strategy) has increased by an additional 1,930 dwellings (to a total of 9,930 dwellings from the previous target of 8000 dwellings).</p> <p>Housing numbers have been refined within the Post Submission Changes Document (March 2012) to reflect a slight redistribution in the figure for Widnes/Hale and a increase of 300 dwellings in Runcorn to a new total of 5900 dwellings.</p> <p>An additional 53 ha (gross) of land for employment purposes (a total of 313 ha) is planned within Halton. The proposed spatial distribution of additional employment land has changed slightly with 56% planned within Widnes/Hale and 44% in Runcorn.</p> <p>Policy also sets out that there is a requirement to undertake a Green Belt review early in the plan period (within the first 5 years).</p>	<p>There has been an increase in the amount of housing and employment land planned for within the Borough. There has also been a requirement inserted within the policy, which states that there is a requirement to undertake a Green Belt Review early in the plan period.</p> <p>Policy should be reappraised</p>
<p>CS2: Presumption in Favour of Sustainable Development</p>	<p>Policy CS2 (Presumption in Favour of Sustainable Development) has changed substantially. The policy has been renamed ‘Presumption in Favour of Sustainable Development’ and the policy wording and</p>	<p>The policy wording and justification has changed substantially to take account of the introduction of the NPPF.</p> <p>Policy should be reappraised</p>

Core Strategy Post Submission Changes Policy	Change to Core Strategy Policy since Proposed Submission stage	SA Implications
	<p>justification has changed.</p> <p>These changes have been implemented as a result of advice from the planning Inspectorate regarding the new "presumption in favour of sustainable development" introduced by the NPPF and the requirement for Local Plans to reflect the presumption.</p>	
<p>CS3: Housing Supply and Locational Priorities</p>	<p>Whilst the broad direction of the policy remains the same the targets attributed to the different timescales for delivering housing have been altered. An average rate of 552 new dwellings per annum is now set out within the policy.</p> <p>Policy also sets out that there is a requirement to undertake a Green Belt review early in the plan period (within the first 5 years).</p>	<p>Changes in phasing of housing delivery may have an impact over the different phases of the Plan period.</p> <p>Policy should be reappraised</p>
<p>CS4: Employment Land Supply and Locational Priorities</p>	<p>The broad direction of the policy remains the same as the proposed submission document. However, an additional 53 ha (gross) of land for employment purposes (a total of 313 ha) is now planned within Halton.</p>	<p>Changes in the amount of land required for employment purposes will have an impact.</p> <p>Policy should be reappraised</p>
<p>CS5: A Network of Centres</p>	<p>No Changes.</p>	<p>No need for further appraisal</p>
<p>CS6: Green Belt</p>	<p>Previously the Proposed Submission document suggested that there may be a need to undertake a Green Belt review to meet development requirements in the</p>	<p>There is now a requirement to undertake a Green Belt review early in the plan period. This is likely to lead to further Green Belt being released within Halton over the plan</p>

Core Strategy Post Submission Changes Policy	Change to Core Strategy Policy since Proposed Submission stage	SA Implications
	Borough over the plan period. However, this position has changed now and Policy CS6 sets out that there is a requirement to undertake a Green Belt review early in the plan period (within the first 5 years). This requires reappraising.	period. Policy should be reappraised
CS7: Infrastructure Provision	No significant changes	No need for further appraisal
Key Areas of Change		
CS8: 3MG	No significant changes	No need for further appraisal
CS9: South Widnes	No significant changes	No need for further appraisal
CS10: West Runcorn	There has been a slight increase in the number of dwellings planned for the area (1,330 to 1360). However, was a drafting error which will not have a significantly different impact than set out in the previous Proposed Submission SA Report.	No need for further appraisal
CS11: East Runcorn	In order to demonstrate the deliverability of the Daresbury Strategic Site, further information has been incorporated in relation to the delivery of infrastructure associated with the site.	
Core Policies		
CS12: Housing Mix	No significant changes	No need for further appraisal

Core Strategy Post Submission Changes Policy	Change to Core Strategy Policy since Proposed Submission stage	SA Implications
<p>CS13: Affordable Housing</p>	<p>There has been a decrease in the percentage of affordable housing provision to be sought from new housing development (reduced from 35% to 25%). Split between affordable housing provision has changed slightly. Council now proposes to secure 50% of new provision as social and affordable rented tenures and 50% intermediate housing tenures across the Borough (previous split was 72:25 respectively).</p>	<p>Decrease in affordable housing sought likely to lead to a less significant positive impact in terms of delivering affordable housing. Policy should be reappraised</p>
<p>CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People</p>	<p>Policy CS14 (Meeting the Needs of Gypsies, Travellers and Travelling Showpeople) incorporates an additional bullet point that identifies the need to ensure that in allocating gypsy, traveller and travelling showpeople sites, there are no adverse effects on the integrity of the Mersey Estuary SPA and/or Ramsar site.</p>	<p>It is considered that the inclusion of this additional text is likely to have a minor enhanced positive impact on the identified sustainability objectives. No further appraisal is needed.</p>
<p>CS15: Sustainable Transport</p>	<p>No significant changes</p>	<p>No need for further appraisal</p>
<p>CS16: The Mersey Gateway Project</p>	<p>No significant changes</p>	<p>No need for further appraisal</p>
<p>CS17: Liverpool John Lennon Airport</p>	<p>Some minor amendments have been made to the policy wording of CS17: Liverpool John Lennon Airport relating to addressing the environmental and social impacts associated with the runway extension and the Eastern Access Transport Corridor.</p>	<p>It is considered that these amendments are likely to have a minor enhanced positive impact on the identified sustainability objectives. No further appraisal is needed.</p>

Core Strategy Post Submission Changes Policy	Change to Core Strategy Policy since Proposed Submission stage	SA Implications
CS18: High Quality Design	No significant changes	No need for further appraisal
CS19: Sustainable Development and Climate Change	The previous “requirement” within this policy for residential and non-residential development to meet increasingly more stringent levels of the Code for Sustainable Homes and BREEAM respectively has been lessened to an “encouragement”.	Whilst this change is a weakening of the policy, however the coverage remains the same and its success is now an implementation matter. No need for further appraisal
CS20: Natural and Historic Environment	No significant changes	No need for further appraisal
CS21: Green Infrastructure	No significant changes	No need for further appraisal
CS22: Health and Well-Being	No significant changes	No need for further appraisal
CS23: Managing Pollution and Risk	No significant changes	No need for further appraisal
CS24: Waste	No significant changes	No need for further appraisal
CS25: Minerals	No significant changes	No need for further appraisal

6 Biodiversity, Flora and Fauna

6.1 Introduction

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

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

- CS1: Halton's Spatial Strategy
- CS2: Presumption in Favour of Sustainable Development
- CS3: Housing Supply and Locational Priorities
- CS6: Green Belt

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

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

Number	SAF Objective	Locally Distinctive Sub-Criteria
2	To protect, enhance and manage Biodiversity in Halton	<p>To ensure that new development does not impact upon the condition of sites of biodiversity (including both habitat and species) interest including SSSI and other local and national designations.</p> <p>To protect Natura 2000 sites from the adverse effects of human activity, pollution and coastal erosion.</p> <p>To promote habitat provision and enhancement within new development and seek to link these to existing habitats.</p>

6.2 Situation under the Core Strategy Post Submission Changes Document

6.2.1 The Core Strategy Post Submission Changes Document will have an impact on Biodiversity Fauna and Flora in a variety of ways. The following table describes the degree of impact of each of the Post Submission Document policies on the theme of Biodiversity Fauna and Flora.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Core Strategy Policy Title	Degree of Impact Rating
CS1: Halton's Spatial Strategy	
CS2: Presumption in Favour of Sustainable Development	
CS3: Housing Supply and Locational Priorities	
CS4: Employment Land Supply and Locational Priorities	
CS5: A Network of Centres	
CS6: Green Belt	
CS7: Infrastructure Provision	
CS8: 3MG	
CS9: South Widnes	
CS10: West Runcorn	
CS11: East Runcorn	
CS12: Housing Mix	
CS13: Affordable Housing	
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People	
CS15: Sustainable Transport	
CS16: The Mersey Gateway Project	
CS17: Liverpool John Lennon Airport	
CS18: High Quality Design	
CS19: Sustainable Development and Climate Change	
CS20: Natural and Historic Environments	
CS21: Green Infrastructure	
CS22: Health and Well-Being	
CS23: Managing Pollution and Risk	
CS24: Waste	
CS25: Minerals	

General Comments

- 6.2.2 Overall, the Core Strategy Post Submission Changes Document is envisaged to have a significant positive impact on the biodiversity, flora and fauna topic area. In particular, policy CS2 (Presumption in Favour of Sustainable Development) and policy CS20 (Halton's Natural and Historic Environments) set out the guiding principles for the Core Strategy in relation to protecting key areas of biodiversity value within Halton. A number of the policies that are re-appraised in this section identify the level and type of development that is required in Halton over the plan period. New development in the borough (set out in policies: CS1: Halton's Spatial Strategy, CS3: Housing Supply and Locational Priorities, CS11: East Runcorn, CS7: Infrastructure Provision and CS17: Liverpool John Lennon Airport) is likely to pose a threat to areas of biodiversity value. Policies CS17 (Liverpool John Lennon Airport), CS17 (Infrastructure Provision) and CS14 (Meeting the Needs of Gypsies, Travellers and Travelling Showpeople) provide sufficient measures for ensuring that areas of biodiversity value are protected alongside the delivery of development.
- 6.2.3 The Core Strategy sets out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. Dependent upon location, there could potentially be a significant negative impact on biodiversity, fauna and flora in Halton in the medium to long term.

Protecting Biodiversity Assets

- 6.2.4 The main effect that the Post Submission Changes Document policies could have on the key biodiversity, flora and fauna assets in Halton arise from the level of development proposed. Halton's Spatial Strategy (CS1) identifies that in order to achieve the vision for Halton by 2028, 9,930 new homes and 313 hectares of employment land will be required. The broad principles for locating new housing within Halton over the plan period are set out in policy CS3 (Housing Supply and Locational Priorities). New development within Halton that is required over the plan period is likely to create pressure on areas of biodiversity value located throughout the Borough.
- 6.2.5 To the extent that new development is determined in accordance with policy CS2 (Presumption in Favour of Sustainable Development), and not with the other policies in the LDF, the impact on the biodiversity, flora and fauna topic should be one of moderate beneficial effect. It is considered that the reference in the policy to "specific policies in the framework which indicate that development should be restricted" alongside the provision in the NPPF which relates to 'Conserving and enhancing the natural environment' (section 11) should provide adequate protection for biodiversity in the plan area.
- 6.2.6 Policy CS11 (East Runcorn) sets out the level of development that could be accommodated towards the east of Runcorn in Daresbury and Sandymoor. The key area of change has a number of sites of ecological value located in and around it, including the Red Brow Cutting SSSI, the Daresbury Firs LNR and the Murdishaw Wood and Valley LNR. Although the policy identifies the importance of providing a network of open space for nature conservation and the retention of Daresbury Firs which is positive, it could be strengthened by a reference to the need to protect and enhance the existing ecological assets in this area, recognising the additional pressure that these areas will be placed under by new development.
- 6.2.7 Policy CS14 (Meeting the Needs of Gypsies, Travellers and Travelling Showpeople) highlights that in allocating sites for gypsies, travellers and travelling Showpeople, new sites should not

lead to adverse effects on the integrity of the Mersey Estuary SPA and/or Ramsar site. The implementation of this policy will have a minor positive impact on this topic area through ensuring that the integrity of the Mersey Estuary SPA and/or Ramsar site is protected as part of delivering new sites to meet the needs of Gypsies, Travellers and Travelling Showpeople.

- 6.2.8 The approach to providing sufficient infrastructure provision in Halton is set out in policy CS7 (Infrastructure Provision). The development of new infrastructure (particularly transport infrastructure) within Halton could potentially have a significant negative impact on areas of biodiversity, flora and fauna. However, the justification for the policy identifies the need to ensure that the policy is delivered in accordance with achieving the objectives of CS2 (Presumption in Favour of Sustainable Development), which emphasises the need for applicants to find solutions that secure development that improves the environmental conditions in an area.

Green Belt Protection

- 6.2.9 A key aim of policy CS6 (Green Belt) is to protect the general extent of the Green Belt surrounding Halton over the plan period. However, Policies CS1, CS3 and CS6 (Green Belt) all set out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. Dependent upon location, there could potentially be a significant negative impact on biodiversity, fauna and flora in Halton in the medium to long term.
- 6.2.10 Policy CS17 (Liverpool John Lennon Airport) indicates that a runway extension will require a change to Halton's Green Belt. This could potentially have an impact on key areas of biodiversity located close to the airport (i.e. the Mersey Estuary SSSI/SPA/RAMSAR and the Millwood and Alder Wood LNR). However, the policy incorporates measures to ensure that any future development and expansion of the airport considers the need to incorporate measures that will reduce or alleviate any detrimental impacts on the natural environment (including areas of international, national/local conservation and ecological value) and provided these measures are successfully implemented, this should help to offset these impacts.

6.3 How can we mitigate/enhance effects?

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

Mitigation of Negative Effects

- 6.3.2 Policies CS1, CS3 and CS6 (Green Belt) all set out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. Dependent upon location, there could potentially be a significant negative impact on biodiversity, fauna and flora in Halton in the medium to long term.
- 6.3.3 However, locational impacts can be mitigated through the formal greenbelt review process, preparation of the Site Allocations DPD and through the consideration of individual planning applications. This will help to ensure development of Green Belt land is in locations that would not have a significant negative impact on biodiversity, fauna and flora, or where this cannot be avoided, the impacts can be mitigated.

Enhancement of Positive Effects

6.3.4 No measures are recommended for enhancing the positive effects on the biodiversity, flora and fauna topic area.

6.4 Summary of Impacts

6.4.1 Table 6.1 below provides a summary of likely impacts arising from the Core Strategy Post Submission Changes Document on the biodiversity, flora and fauna topic area.

Table 6.1: Summary of Impacts under the Core Strategy Proposed Submission Document on the biodiversity, flora and fauna topic area

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2028)	<p>Overall, the Core Strategy Post Submission Changes Document is envisaged to have a significant positive impact on the biodiversity, flora and fauna topic area. In particular, policy CS2 (Presumption in Favour of Sustainable Development) and policy CS20 (Halton's Natural and Historic Environments) set the overarching principles for the Core Strategy in relation to protecting key areas of biodiversity value within Halton.</p> <p>The main risk to key areas of biodiversity value within the Borough is the level of development proposed within the Core Strategy Post Submission Changes Document. A number of policies provide sufficient measures for ensuring that new development will be delivered whilst ensuring that areas of biodiversity are protected.</p> <p>The Core Strategy sets out that there will be a requirement to</p>	<p>Other plans and programmes that promote growth will have similar negative effects on biodiversity. However very positive effects are created by the implementation of other locally strategic plans and programmes such as the Natural Assets Strategy and NPPF.</p>

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
	undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. Dependent upon location, there could potentially be a significant negative impact on biodiversity, fauna and flora in Halton in the medium to long term.	
Long term (beyond 2028)	Biodiversity flora and fauna can be affected by a combination of environmental considerations such as air pollution and climate change therefore it is difficult to predict the impact of the Core Strategy beyond 2028. Greenfield and potentially Green Belt land will be required to meet future development requirements in the Borough. The loss of this land could potentially have a significant negative impact on areas of biodiversity value, dependent upon location.	As above
Areas likely to be significantly affected	Areas likely to be significantly affected are the Upper Mersey Estuary (due to the number of biodiversity designations in and around the area) and the reuse of brownfield sites in both Runcorn and Widnes due to increased infrastructure, housing and employment provision.	
Permanent vs. Temporary	Most of the impacts will be temporary as new habitats and areas of green infrastructure are created although there may be instances of habitat loss due to new development that will inevitably be permanent.	
Secondary	New development can have a number of secondary effects on biodiversity, through a reduction in air, water and soil quality, loss of habitat, increased disturbance and recreational pressure.	

7 Water Quality and Resources

7.1 Introduction

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

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

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

Number	SAF Objective	Locally Distinctive Sub-Criteria
3	To maintain and enhance the water quality of Halton's inland, estuarine and coastal water and to sustainably manage water resources	<p>Promote sustainable design and construction measures that reduce water consumption and result in decreased run-off of polluted water (including during construction phase)</p> <p>Encourage the allocation and location of new development where water abstraction can occur sustainably.</p> <p>Ensure efficient use and management of water resources throughout the Borough.</p>

7.2 Situation under the Core Strategy Post Submission Changes Document

7.2.1 The Core Strategy Post Submission Changes Document will have an impact on water quality and resources in a variety of ways. The following table describes the degree of impact of each of the Post Submission Changes Document policies on the theme of water quality and resources.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Core Strategy Policy Title	Degree of
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	Impact Rating
CS1: Halton's Spatial Strategy	
CS2: Presumption in Favour of Sustainable Development	
CS3: Housing Supply and Locational Priorities	
CS4: Employment Land Supply and Locational Priorities	
CS5: A Network of Centres	
CS6: Green Belt	
CS7: Infrastructure Provision	
CS8: 3MG	
CS9: South Widnes	
CS10: West Runcorn	
CS11: East Runcorn	
CS12: Housing Mix	
CS13: Affordable Housing	
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People	
CS15: Sustainable Transport	
CS16: The Mersey Gateway Project	
CS17: Liverpool John Lennon Airport	
CS18: High Quality Design	
CS19: Sustainable Development and Climate Change	
CS20: Natural and Historic Environments	
CS21: Green Infrastructure	
CS22: Health and Well-Being	
CS23: Managing Pollution and Risk	
CS24: Waste	
CS25: Minerals	

General Comments

7.2.2 Overall, the Core Strategy Post Submission Changes Document policies are judged to have a significant positive impact on the water quality and resources topic area. Although the level of development outlined within the Core Strategy Post Submission Changes Document is likely to pose a threat to water quality and resources, there are a number of policies (including CS18: High Quality Design, CS19: Sustainable Development and Climate Change and CS21: Green Infrastructure) that incorporate measures which should assist to protect water quality and quantity. In particular, Policy CS23 (Managing Pollution and Risk) highlights how development proposals should not exacerbate water pollution and should aim to minimise it.

- 7.2.3 In addition to the re-appraised policies, policies CS16 (The Mersey Gateway) and CS21 (Green Infrastructure) contain measures that will help to ensure that there is a significant positive impact on Water Quality and Resources in the Borough.

Protection of Water Quality and Resources

- 7.2.4 In terms of protecting water quality and resources, policy CS23 (Managing Pollution and Risk) provides the guiding policy. It states that development proposals should not exacerbate and where possible should minimise all forms of emissions and odour, water, noise and light pollution. This will help to protect water quality and resources when delivering new development within Halton. The significant positive impact of this policy on the water quality and resources topic area is further strengthened by CS18 (High Quality Design), CS19 (Sustainable Development and Climate Change) and CS21 (Green Infrastructure).

- 7.2.5 Policy CS7 (Infrastructure Provision) incorporates measures to ensure that development proposals are supported by appropriate levels of infrastructure, including water supply and treatment infrastructure which supports efficient use and management of water resources. One of the significant changes to this policy since the preferred options stage is that it includes a measure to ensure that planning obligations or a tariff based approach can be used to fund infrastructure provision.

Level of New Development

- 7.2.6 Both policy CS10 (West Runcorn) and CS11 (East Runcorn) promote significant levels of new development within Halton. It is likely that the concentration of new development in East Runcorn and West Runcorn will pose a threat to the quality of watercourses within the Borough. Policy CS11 (East Runcorn) will result in the loss of Greenfield land, which may reduce the ability for rainwater to recharge the groundwater aquifer, due to the presence of impermeable surfaces. Policy CS10 (West Runcorn) could potentially have a minor negative effect on the water quality of the Manchester Ship Canal, which is located within the area. Both policies make reference to the need to protect water quality as part of delivering new development in East Runcorn and West Runcorn, in accordance with the principles of policy CS23 (Managing Pollution and Risk).

7.3 How can we mitigate/enhance effects?

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

Mitigation of Negative Effects

- 7.3.2 No mitigation measures are recommended as there are sufficient measures within the Core Strategy Post Submission Changes policies to ensure that water quality and resources are afforded the appropriate level of protection.

Enhancement of Positive Effects

- 7.3.3 Policy CS23 (Managing Pollution and Risk) will help to safeguard water quality in the delivery of new development in Halton. Policy CS7 (Infrastructure Provision) should ensure the appropriate water supply and treatment infrastructure is provided.

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

7.4 Summary of Impacts

7.4.1 Table 7.2 below provides a summary of the likely impacts arising from Core Strategy Post Submission Changes Document on the water quality and resources topic area.

Table 7.1: Summary of Impacts under the Core Strategy Post Submission Changes Document on the water quality and resources topic area.

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2028)	<p>The Core Strategy sets a strong direction to improve water quality through policies CS23 (Managing Pollution and Risk), CS18 (High Quality Design), CS19 (Sustainable Development and Climate Change) and CS21 (Green Infrastructure)</p> <p>The changes made since the preparation of the Proposed Submission stage do not have a major impact on the sustainability theme.</p>	<p>The Core Strategy builds upon the regional plans, including the Draft North West River Basin District - River Basin Management Plan; Draft Dee River Basin District - River Basin Management Plan; and the Lower Mersey and Alt Catchment Abstraction Management Strategy; Catchment Flood Management Plans that should together deliver the improvements required by the Water Framework Directive and help to conserve water resources. Halton, St Helens and Warrington have also commissioned a Water Cycle Study, which will contribute to the positive impact on this topic area.</p>
Long term (beyond 2028)	<p>In the longer term, should sufficient growth have been achieved, there will be a need for continual monitoring and mitigation of water quality and</p>	<p>An emphasis on water quality and resource management will continue to be prevalent in all documents. It is</p>

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
	resource issues.	necessary for Halton to maintain a long term commitment to promoting water efficiency in all new developments.
Areas likely to be significantly affected	The whole Borough is affected by the availability of water resources and so careful management is required over all timescales. The areas likely to suffer from over abstraction are likely to be outside the Borough in the River Dee catchment and the Lake District. Saline intrusion has occurred around Widnes and certain deep boreholes have been affected by saline up flow further inland. Saline intrusion has also occurred on the Runcorn Peninsula as a result of historic over abstraction. The historic saline intrusion issues close to the Mersey Estuary remain a concern, particularly in the light of the Water Framework Directive. Therefore, there is a strong presumption against any new consumptive abstraction from groundwater sources close to the estuary that may exacerbate existing problems.	
Permanent vs. temporary	If properly managed, and design guidance is implemented, water resource issues can be viewed as a temporary effect. If water consumption increases unchecked then the impact on the natural environment is likely to be permanent. Increasing standards for water quality in terms of discharge consents should see a permanent improvement in water quality against baseline levels.	
Secondary	Negative effects in relation to the use of land resources (e.g. increased hard standing areas or pollution of ground water through industrial development), climate change and flood risk may have indirect effects on water quality and resources as run off could lead to pollution of the Borough's waterways and groundwater system.	

8 Soil and Land Resources

8.1 Introduction

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

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

- CS1: Halton's Spatial Strategy
- CS2: Presumption in Favour of Sustainable Development
- CS6: Green Belt

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

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

Number	SAF Objective	Locally Distinctive Sub-Criteria
7	To protect and improve land quality in Halton	<p>To conserve and enhance soil quality and general geodiversity in Halton.</p> <p>Develop brownfield sites where these can support wider sustainability objectives (e.g. reduce travel by car, improve the public realm, avoid loss of biodiversity, gardens, etc.).</p> <p>Ensure new development will not result in contamination of land and promote the remediation of existing contaminated sites.</p>
9	To minimise production of waste and increase re-use, recycling and recovery rates	<p>Reduce the proportion of waste that goes to Landfill in the Borough.</p> <p>Promote the integration of waste management facilities to enable efficient recycling and energy from waste as part of new developments.</p>

8.2 Situation under the Core Strategy Post Submission Changes Document

8.2.1 The Core Strategy Post Submission Changes Document will have an impact on soil and land resources in a variety of ways. The following table describes the degree of impact of each of the Post Submission Changes Document policies on the theme of soil and land resources.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Core Strategy Policy Title	Degree of Impact Rating
CS1: Halton's Spatial Strategy	
CS2: Presumption in Favour of Sustainable Development	
CS3: Housing Supply and Locational Priorities	
CS4: Employment Land Supply and Locational Priorities	
CS5: A Network of Centres	
CS6: Green Belt	
CS7: Infrastructure Provision	
CS8: 3MG	
CS9: South Widnes	
CS10: West Runcorn	
CS11: East Runcorn	
CS12: Housing Mix	
CS13: Affordable Housing	
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People	
CS15: Sustainable Transport	
CS16: The Mersey Gateway Project	
CS17: Liverpool John Lennon Airport	
CS18: High Quality Design	
CS19: Sustainable Development and Climate Change	
CS20: Natural and Historic Environments	
CS21: Green Infrastructure	

Core Strategy Policy Title	Degree of Impact Rating
CS22: Health and Well-Being	
CS23: Managing Pollution and Risk	
CS24: Waste	
CS25: Minerals	

General Comments

- 8.2.2 The impact of the Core Strategy Post Submission Changes Document on the soil and land resources topic theme is broadly similar to that of the Proposed Submission Document. Over the plan period, development promoted by the Spatial Strategy may result in significant negative impacts on soil and land resources through the development of Greenfield sites in East Runcorn, the development of Green Belt land and the extraction of mineral resources. However, these significant negative effects can be offset by other policies within the Post Submission Draft Document, which aim to protect key soil and land resources over the plan period and highlight the importance of delivering a high quality Green Infrastructure network across the Borough. The policies which will help to mitigate any negative effects include: CS2 (Presumption in Favour of Sustainable Development); CS20 (Halton’s Natural and Historic Environment); and CS21 (Green Infrastructure).

Impact of Development on Soil and Land Resources

- 8.2.3 The Core Strategy Post Submission Changes Document sets out the need for new development to occur in Halton over the plan period. Policy CS1 (Halton’s Spatial Strategy) and CS11 (East Runcorn) highlight how a significant proportion of this new development will be required on Greenfield land. It is acknowledged that development on Greenfield land is necessary in order to deliver economic and social benefits throughout Halton and policy CS1 (Halton’s Spatial Strategy) outlines the importance of prioritising the re-use of previously developed land outside of the key areas of change. This should help to ensure that development on Greenfield land outside of the key areas of change is avoided over the plan period.
- 8.2.4 Policy CS10 (West Runcorn) sets out the type and level of development that will be targeted towards West Runcorn. As the policy will involve development of brownfield land in the area, it will have a significant positive impact on ensuring prudent use of land resources within Halton.
- 8.2.5 Policy CS2 (Presumption in Favour of Sustainable Development) emphasises the need for applicants to find solutions that secure development that improves the environmental conditions in an area, which should help to ensure that the quality of land in Halton is protected over the plan period. However, the NPPF has removed the national brownfield target for housing development, which could pose a threat to soil and land resources in the longer term. However, this is partly mitigated by the Core Strategy emphasis on the use of previously developed land to meet housing and employment needs.
- 8.2.6 The approach to providing sufficient infrastructure provision in Halton is set out in policy CS7 (Infrastructure Provision). The development of new infrastructure (particularly transport infrastructure) within Halton could potentially have a significant negative impact but a cross reference is provided to policy CS2 to highlight this.

Green Belt

- 8.2.7 A key aim of policy CS6 (Green Belt) is to protect the general extent of the Green Belt surrounding Halton over the plan period. However, the Core Strategy (Policies CS1, CS3 and CS6) sets out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. Furthermore, Policy CS17: John Lennon Airport highlights the requirement for Green Belt release to the east of John Lennon Airport to accommodate further expansion of the airport over the plan period.
- 8.2.8 Any Green Belt release will have a significant negative impact on the protection of land resources in the Borough. However, it is acknowledged that the release of Green Belt land in and around Widnes and Hale and the expansion of John Lennon Airport are necessary in order to deliver economic and social benefits to Halton and neighbouring local authority areas.

Further Impacts

- 8.2.9 Policy CS23 (Managing Pollution and Risk) sets a positive approach to bringing contaminated land back into use throughout the Borough. The implementation of this policy will have a significant positive impact on the soil and land resources topic area, as it will promote the reduction of contaminated land within the Borough over the plan period.
- 8.2.10 Policy CS25 (Minerals) identifies the Council's approach to managing mineral resources throughout the Borough. The policy highlights the potential for exploiting the Borough's limited mineral resources, which will have a significant negative impact on sustainability in relation to this topic area. However, the policy mitigates this negative impact to a certain extent as it encourages the use of recycled and secondary aggregates across the Borough to minimise the need for minerals extraction.

8.3 How can we mitigate/enhance effects?

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

Mitigation of Negative Effects

- 8.3.2 Policy CS1 (Halton's Spatial Strategy) and CS11 (East Runcorn) highlight how a significant proportion of new development will be required on Greenfield land, which could potentially have a significant negative impact on the topic theme. However, it is acknowledged that development on Greenfield land is necessary in order to deliver economic and social benefits throughout Halton. No additional mitigation measures are therefore recommended to off-set the negative impacts of these two policies.
- 8.3.3 Policies CS1, CS3 and CS6 set out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. Furthermore, Policy CS17: John Lennon Airport highlights the requirement for Green Belt release to the east of John Lennon Airport to accommodate further expansion of the airport over the plan period. Release of Green Belt land could potentially have significant negative impact on the protection of valued land resources in the Borough, dependent upon location.

8.3.4 However, it is acknowledged that this development is necessary in order to deliver economic benefits throughout Halton and neighbouring local authority areas. Furthermore, locational impacts will be addressed through the formal Green Belt review process, preparation of the Site Allocations DPD and through the consideration of individual planning applications. This will help to steer release of Green Belt land in locations that would not have a significant negative impact on valued land resources/high grade agricultural land, or where such locations cannot be avoided, the impacts can be mitigated.

8.3.5 .No additional mitigation measures are therefore recommended to off-set the negative impacts of these policies.

8.3.6 Policy CS25 (Minerals) states that there is limited potential for exploiting mineral resources in the Borough. However, the policy mitigates potential negative impacts to a certain extent by highlighting the importance of using recycled and secondary aggregates across the Borough in order to minimise the need for minerals extraction.

Enhancement of Positive Effects

8.3.7 Policy CS10 (West Runcorn) has a significant positive impact on the topic theme as it will help ensure that new development is delivered on brownfield land within Halton. Furthermore, policy CS23 (Managing Pollution and Risk) identifies a positive approach for bringing contaminated land back into use across the Borough, which will have a significant positive impact on the topic area.

8.3.8 No further measures are recommended for enhancing the positive effects on the soil and land resources topic area.

8.4 Summary of Impacts

8.4.1 Table 8.1 below provides a summary of the likely impacts arising from the Core Strategy Post Submission Changes Document on the soil and land resources topic area.

Table 8.1: Summary of Impacts under the Core Strategy Post Submission Changes Document on the soil and land resources topic area.

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2028)	The impact of the Core Strategy Post Submission Changes Document on the soil and land resources topic theme is broadly similar to that of the Proposed Submission Document. Over the plan period, some aspects of the Spatial Strategy may result in potential significant negative impacts	Halton's Urban Renewal is a key theme of the Sustainable Community Strategy and Corporate Plan. Tackling contaminated land and focusing regeneration on areas of previously developed land is a primary objective of many

	<p>on soil and land resources due to the development of greenfield sites in East Runcorn, the development of Green Belt land and the extraction of mineral resources.</p> <p>However, these negative effects can be mitigated by other policies within the Post Submission Changes Document, which aim to address potential problems over the plan period and highlight the importance of delivering a high quality Green Infrastructure network across the Borough.</p> <p>The policies which will help to mitigate the negative effects include: CS2 (Presumption in Favour of Sustainable Development); CS20 (Halton's Natural and Historic Environment); and CS21 (Green Infrastructure).</p>	<p>Council plans and strategies and also wider sub-regional documents.</p>
Long term (beyond 2028)	<p>In the longer term, the location of growth will require innovative thinking, as the portfolio of previously developed land gets increasingly smaller due to redevelopment, pressure on greenfield and Green Belt sites will increase.</p>	<p>There is increasing pressure upon land resources for development across the sub-region. It is likely the sub-region will be left with a 'hard core' of previously developed land that is not economically viable to remediate. At this point greenfield / Green Belt will be the only options.</p>
Areas likely to be significantly affected	<p>The riverside belt of land either side of the Mersey Estuary is most likely to be affected by this policy as this is where the majority of previously developed land is located. These areas will be affected positively. Areas of greenfield development, such as Daresbury and Sandymoor in East Runcorn are the areas that may experience negative effects in terms of soil and land resources.</p>	
Permanent vs. temporary	<p>As the development of land is considered a permanent arrangement, both the positive and negative effects will be permanent.</p>	
Secondary	<p>A potential significant secondary or indirect effect on land resources is the impact increased development (especially residential development) could have on land resources if the waste produced by those new developments is not minimised, re-used or recycled.</p>	

9 Air Quality

9.1 Introduction

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

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

- CS1: Halton's Spatial Strategy

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

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

Number	SAF Objective	Locally Distinctive Sub-Criteria
8	To improve air quality in Halton	<p>Seek to reduce the volume of CO2 emissions attributable to the transport sector.</p> <p>Reduce the number of journeys made by private car in order to reduce the high levels of nitrogen dioxide in areas of traffic congestion in the Borough.</p> <p>Consider and mitigate the impacts on air quality that might result from development, including major infrastructure projects.</p>

9.2 Situation under the Core Strategy Post Submission Changes Document

9.2.1 The Core Strategy Post Submission Changes Document will have an impact on air quality in a variety of ways. The following table describes the degree of impact of each of the Post Submission Changes Document policies on the theme of air quality.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Core Strategy Policy Title	Degree of Impact Rating
CS1: Halton's Spatial Strategy	
CS2: Presumption in Favour of Sustainable Development	
CS3: Housing Supply and Locational Priorities	
CS4: Employment Land Supply and Locational Priorities	
CS5: A Network of Centres	
CS6: Green Belt	
CS7: Infrastructure Provision	
CS8: 3MG	
CS9: South Widnes	
CS10: West Runcorn	
CS11: East Runcorn	
CS12: Housing Mix	
CS13: Affordable Housing	
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People	
CS15: Sustainable Transport	
CS16: The Mersey Gateway Project	
CS17: Liverpool John Lennon Airport	
CS18: High Quality Design	
CS19: Sustainable Development and Climate Change	
CS20: Natural and Historic Environments	
CS21: Green Infrastructure	
CS22: Health and Well-Being	
CS23: Managing Pollution and Risk	
CS24: Waste	
CS25: Minerals	

General Comments

- 9.2.2 The impact of the Core Strategy Post Submission Changes Document policies on the air quality sustainability topic area are broadly similar to that of the Proposed Submission policies. The implementation of the Core Strategy (in particular, policies CS1: Halton's Spatial Strategy, CS10: West Runcorn and CS11: East Runcorn) is likely to lead to increased residential and working population in the Borough, which will lead to increased transport and traffic movements. In turn, this will lead to increases in CO₂ emissions, which will have a significant negative impact on air quality in the Borough. However, efforts have been made through the suite of Core Strategy policies to address the expected impacts of this new development, as well as existing air quality problems. Expansion at John Lennon Airport (policy CS17) could also potentially have a significant negative impact on air quality through increased carbon emissions from aircraft movements and from land-based transport to and from the airport. However, measures will be incorporated to offset any negative impact on air quality caused by the expansion. Policy CS23 (Managing Pollution and Risk) is expected to have a significant positive impact on air quality as it incorporates numerous measures that highlight the importance of protecting air quality within Halton.

Impact of Increased Levels of Development

- 9.2.3 The level of development proposed within the Core Strategy Post Submission Changes Document is likely to pose the most significant threat to air quality within Halton. Policy CS1 (Halton's Core Strategy) identifies that in order to achieve the vision for Halton by 2028, 9,930 new homes and 313 hectares of employment land will be required. Increased transport and traffic movements due to the increased residential and working population in Halton will lead to higher CO₂ emissions, which will have a detrimental impact on air quality in the Borough.
- 9.2.4 However, the negative impacts of increased levels of development are offset to a certain extent within policy CS1. It highlights how major new residential and employment development will be on brownfield and urbanised areas (with the exception of development on Greenfield land at East Runcorn), near to transport links and key facilities. Reducing the need to travel, particularly by private car, should over time lead to a reduction in CO₂ emissions from transport and help to improve air quality in the Borough (in combination with other initiatives to reduce energy consumption). Furthermore, policy CS15 (Sustainable Transport) includes a number of measures (including directing development towards sustainable locations that reduce the need to travel and ensuring all new development is accessible by public transport) that would help to offset the negative impacts on air quality caused by increased levels of development set out within the Core Strategy.
- 9.2.5 Policy CS10 (West Runcorn) focuses on improving accessibility and connectivity and supports improvements to the sustainable transport network, which will assist to make sustainable methods of transport available for people wanting to access the area once it is developed. This will help reduce reliance on the private car, which, provided people are willing to travel by other means, should assist to reduce CO₂ emissions from transport and improve air quality in the Borough.
- 9.2.6 Policy CS11 (East Runcorn) is expected to have a minor negative impact on air quality through the emissions created by the construction of significant housing and employment development on a Greenfield site. However, the policy does attempt to mitigate this by describing proposals for a new public transport interchange to be developed as part of the urban extension and how

walking and cycling routes will be promoted in order to reduce the need to travel by the private car.

Liverpool John Lennon Airport Expansion

- 9.2.7 The expansion of Liverpool John Lennon Airport set out in policy CS17 could potentially increase carbon emissions from aircraft movements and from land-based transport to and from the airport. This will have a significant negative impact on the air quality sustainability topic area. However, the policy highlights how any negative impacts associated with the operation and expansion of the airport will be addressed through measures to alleviate/reduce impacts on air quality. The Liverpool John Lennon Airport Masterplan highlights how this will be achieved. It states that the increase in air and ground movements caused by the airport expansion will be offset by improvements in vehicle and aircraft technology that reduce the emissions per movement.

Air Quality Management Areas

- 9.2.8 The implementation of policy CS23 (Managing Pollution and Risk) is expected to have a significant positive impact on air quality. The policy sets out specific measures for proposals for developments that take place in the Air Quality Management Areas (AQMA). The policy highlights how the exceedances in air pollutants can be addressed and how the impact on receptors can be reduced. This should help to afford a level of protection of air quality in these areas where development proposals are being considered.

9.3 How can we mitigate/enhance effects?

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

Mitigation of Negative Effects

- 9.3.2 The implementation of the Core Strategy (in particular, policies CS1: Halton's Spatial Strategy, CS10: West Runcorn and CS11: East Runcorn) is likely to lead to an increased residential and working population in the Borough, which will lead to increased transport and traffic movements. In turn, this will lead to increases in CO₂ emissions, which will have a negative impact on air quality in the Borough. However, the policies are judged to incorporate sufficient measures that will help to mitigate any negative impacts on air quality that are caused as part of delivering new development in Halton.
- 9.3.3 The expansion of Liverpool John Lennon Airport set out in policy CS17 will increase carbon emissions from aircraft movements and from land-based transport to and from the airport, which will have a significant negative impact on air quality in the Borough. The policy is judged to incorporate sufficient mitigation measures to offset any negative impacts caused by the expansion of the airport will be mitigated, provided these measures are effectively implemented. These are likely to be the subject of detailed assessment through the planning application process.

Enhancement of Positive Effects

- 9.3.4 Policy CS23 (Managing Pollution and Risk) is expected to have a significant positive impact on air quality as it incorporates numerous measures that highlight the importance of protecting air quality within Halton.
- 9.3.5 No additional measures are recommended for enhancing the positive effects on the air quality topic area.

9.4 Summary of Impacts

- 9.4.1 Table 9.1 below provides a summary of the likely impacts arising from the Core Strategy Post Submission Changes Document on the air quality topic area.

Table 9.1: Summary of Impacts under the Core Strategy Post Submission Changes Document on the air quality topic area.

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2028)	The short/medium term impact of the Core Strategy Post Submission Changes Document is broadly similar to that of the Proposed Submission Document. Over the plan period, some aspects of the Spatial Strategy may result in potential significant negative impacts on air quality due to increased transport movements and economic productivity. However, these negative impacts are mitigated to a certain extent by measures included within policies (CS1: Halton's Spatial Strategy, CS10: West Runcorn and CS11: East Runcorn).	The Council's Local Air Quality Management duties will be important in practically assessing the impacts of development on local air quality over the plan period. Similarly, the Local Transport Plan has an important role in ensuring that transport-related schemes, projects and plans have regard to impacts on local air quality and that these are managed and mitigated. Overall, these plans and activities, along with the Core Strategy, should ensure that sustainability in terms of air quality should not be negatively affected.

<p>Long term (beyond 2028)</p>	<p>In the longer term, should sufficient growth have been achieved, there will be a need for continual monitoring and mitigation of air quality issues, which will be supported through the policy content of the Core Strategy.</p>	<p>Emerging plans, programmes and strategies, including likely continuation of air quality management at the local level, will be extremely likely to effectively continue the emphasis on protecting air quality.</p>
<p>Areas likely to be significantly affected</p>	<p>Areas most likely to be affected in terms of air quality by the Post Submission Draft Document of the Core Strategy are those close to transport routes, particularly routes used by freight transportation vehicles. Areas located within or close to the Key Areas of Change are also likely to be significantly affected. Air quality monitoring and mitigation measures will be applied to the greatest degree in areas with existing or anticipated air quality problems.</p>	
<p>Permanent vs. temporary</p>	<p>A general trend in the improvement of air quality, if monitoring and mitigation is carried out effectively, should represent a permanent trend. However, there is scope for air quality to worsen suddenly, perhaps due to a new development affecting a local area negatively. Therefore, it will be important to ensure that there is a continual focus on ensuring that air is of a high quality and is unpolluted, particularly in and near to residential areas, community facilities and town centres.</p>	
<p>Secondary</p>	<p>The main secondary / indirect effect on air quality is where proposals / policies could lead to an increase in traffic levels, especially congestion. This, in turn, will lead to reduced air quality. The Core Strategy seeks to limit the impact on air quality from increased traffic, predominantly by encouraging development that will incorporate sustainable transport provisions.</p>	

10 Climatic Factors and Flooding

10.1 Introduction

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

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

- CS2: Presumption in Favour of Sustainable Development
- CS3: Housing Supply and Locational Priorities
- CS4: Employment Land Supply and Locational Priorities

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

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

Number	SAF Objective	Locally Distinctive Sub-Criteria
4	To promote adaptation to Halton's changing climate.	Promote new development that minimises the emission of greenhouse gases. Seek to provide a built environment and green infrastructure network that will minimise health impacts associated with climate change.
5	To reduce flood risk in Halton from rivers, estuaries and sea level change.	Ensure new development incorporates SuDS. Avoid development in locations at risk from flooding and mitigate any residual flood risk through appropriate measures including through design.
6	Increase energy efficiency in the built environment, and the proportion of energy use from renewable sources.	Promote high sustainable design and construction standards for housing and non-housing development, in order to ensure that Halton meets the Government target of all new residential development

		being zero carbon by 2016. Clear guidelines and support for the use of renewable energy Sources such as wind and hydro power in new and existing developments.
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10.2 Situation under the Core Strategy Post Submission Draft Document

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

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Core Strategy Policy Title	Degree of Impact Rating
CS1: Halton's Spatial Strategy	
CS2: Presumption in Favour of Sustainable Development	
CS3: Housing Supply and Locational Priorities	
CS4: Employment Land Supply and Locational Priorities	
CS5: A Network of Centres	
CS6: Green Belt	
CS7: Infrastructure Provision	
CS8: 3MG	
CS9: South Widnes	
CS10: West Runcorn	
CS11: East Runcorn	
CS12: Housing Mix	
CS13: Affordable Housing	
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People	
CS15: Sustainable Transport	

Core Strategy Policy Title	Degree of Impact Rating
CS16: The Mersey Gateway Project	Orange
CS17: Liverpool John Lennon Airport	Orange
CS18: High Quality Design	Light Blue
CS19: Sustainable Development and Climate Change	Red
CS20: Natural and Historic Environments	Light Blue
CS21: Green Infrastructure	Orange
CS22: Health and Well-Being	Light Blue
CS23: Managing Pollution and Risk	Red
CS24: Waste	Light Blue
CS25: Minerals	Light Blue

General Comments

- 10.2.2 The residential, commercial and industrial development that is proposed in the Core Strategy Post Submission Draft Document will inevitably contribute to increasing carbon emissions throughout Halton over the plan period. However, there are measures within the Core Strategy, particularly within policies CS1 (Sustainable Development Principles) and CS19 (Sustainable Development and Climate Change), that will assist to deliver sensitive development in the context of guarding against climate change. Policies CS11 (East Runcorn) and CS17 (Liverpool John Lennon Airport) both propose development in locations that could increase the level of carbon emissions within the Borough. However, both policies contain some measures that will assist to offset these negative impacts to some extent.
- 10.2.3 In terms of reducing flood risk in the Borough, policy CS23 (Managing Pollution and Flood Risk) incorporates measures that highlight the importance of managing flood risk in the Borough when delivering new development.

Climate Change

- 10.2.4 The overall level of growth anticipated in Halton as detailed in Halton's Spatial Strategy (CS1) and through housing and employment supply (CS3 and CS4) will potentially have a significant negative impact on the Borough's ability to adapt to a changing climate. The level of growth proposed in the borough will increase the carbon emissions from domestic and commercial sources. Policy CS19 (Sustainable Development and Climate Change) seeks to address this by encouraging new development to be designed to have regard to the predicted effects of climate change in Halton.
- 10.2.5 Policy CS10 (West Runcorn) sets out the level of new development that will be targeted towards West Runcorn, which includes 1500 new dwellings and 27 hectares of employment land. The policy highlights the importance of achieving high standards of sustainable design and construction in the Key Area of Change, including a reduction in carbon emissions through renewable and low carbon technology.
- 10.2.6 Policy CS11 (East Runcorn) delivers significant housing and employment development on a greenfield site. However, the policy does incorporate measures which should help to reduce

the volume of CO₂ emissions generated, by inclusion of a new public transport interchange as part of the urban extension and the promotion of walking and cycling routes to reduce the need to travel by the private car.

- 10.2.7 To the extent that new development is determined in accordance with policy CS2 (Presumption in Favour of Sustainable Development), and not with the other policies in the LDF, the impact on the climatic factors and flooding topic should be one of moderate beneficial effect. It is considered that the reference in the policy to “specific policies in the framework which indicate that development should be restricted” alongside the provision in the NPPF which relates to ‘Meeting the challenge of climate change, flooding and coastal change’ (section 10) will contribute towards ensuring that the impacts of climate change and flooding are considered as part of delivering new development in Halton over the plan period.
- 10.2.8 The expansion of Liverpool John Lennon Airport set out in policy CS17 could potentially increase carbon emissions from aircraft movements and from land-based transport to and from the airport. This will have a significant negative impact on the climatic factors and flooding topic area. However, the policy makes some attempt to address the negative impacts associated with the operation and expansion of the airport through measures to alleviate/reduce impacts on the risks associated with climate change. The Liverpool John Lennon Airport Masterplan highlights how this will be achieved. It states that the increase in air and ground movements caused by the airport expansion will be offset by improvements in vehicle and aircraft technology that reduce the emissions per movement.

Flood Risk

- 10.2.9 The anticipated level of growth proposed in the Core Strategy could potentially have a significant negative impact on managing areas of flood risk in the Borough. However, policy CS23 (Managing Pollution and Flood Risk) incorporates numerous measures that highlight the importance of managing flood risk in the Borough alongside delivering new development. Policies CS11 East Runcorn covers a Key Area of Change that includes areas susceptible to flooding. This policy includes a reference to the need to consider flood risk when delivering new development at this location.

10.3 How can we mitigate/enhance effects?

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

Mitigation of Negative Effects

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

Enhancement of Positive Effects

- 10.3.3 Policy CS10 (West Runcorn) highlights the importance of achieving high standards of sustainable design and construction in the key area of change, including a reduction in carbon emissions through renewable and low carbon technology. This will have a significant positive impact on tackling climate change in West Runcorn.

- 10.3.4 Policy CS23 (Managing Pollution and Flood Risk) incorporates measures that highlight the importance of managing flood risk in the Borough alongside delivering new development. This will have a significant positive impact on reducing the impacts of flood risk throughout the Borough.
- 10.3.5 No additional measures are recommended for enhancing the positive effects on the climatic factors and flooding topic area.

10.4 Summary of Impacts

- 10.4.1 Table 10.1 below provides a summary of the likely impacts arising from the Core Strategy Post Submission Changes Document on the climatic factors and flooding topic area.

Table 10.1: Summary of Impacts under the Core Strategy Post Submission Changes Document on the climatic factors and flooding topic area

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

Type of Impact	Core Strategy Post Submission Draft Document	Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2028)	<p>The residential, commercial and industrial development that is proposed in the Core Strategy Post Submission Draft Document will inevitably contribute to increasing carbon emissions throughout Halton over the plan period. However, there are numerous measures within the Core Strategy, particularly within policies CS2 (Presumption in Favour of Sustainable Development) and CS19 (Sustainable Development and Climate Change), that will help ensure that new development is delivered in the context of guarding against climate change.</p> <p>In terms of reducing flood risk in the Borough, policy CS23 (Managing Pollution and Flood Risk) incorporates numerous measures that highlight the importance of managing flood risk in the Borough alongside</p>	<p>Other plans and strategies at all spatial levels in the UK will strengthen the impact of the preferred policies and emphasise the importance of this topic area.</p>

Type of Impact	Core Strategy Post Submission Draft Document	Core Strategy plus other plans, programmes, etc.
	delivering new development.	
Long term (beyond 2028)	<p>In the long term the policies relating to climatic factors and flooding may have less of an impact as new guidance and legislation is introduced.</p> <p>However, by ensuring that Halton is contributing to carbon emission reductions and adaptable to a changing climate over the lifetime of the plan this will have a very positive impact for the future of Halton.</p>	<p>Over the long term national and regional legislation and guidance may emerge which will strengthen the targets for carbon emission reductions and will ensure that environments are adaptable. This may outdate the Core Strategy policies.</p>
Areas likely to be significantly affected	<p>All areas in Halton are likely to benefit from the combined impacts of the Core Strategy policies. The areas where future growth and development is anticipated in the Borough will also be particularly affected. This will include residential and employment development in the Key Areas of Change.</p>	
Permanent vs. temporary	<p>The majority of impacts relating to climatic factors and flooding will be permanent, especially in terms of reducing carbon emissions, ensuring developments are adaptable to climatic shifts and locating development away from flood risk.</p>	
Secondary	<p>Aside from the direct effects that new development can have on climatic factors and flooding, any negative effects in relation to air quality and transportation may have indirect effects. A reduction in air quality or an increase in travel (especially by car) throughout Halton could make the local effects of climate change even worse.</p>	

11 Cultural Heritage and Landscape

11.1 Introduction

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

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

- CS2: Presumption in Favour of Sustainable Development
- CS6: Green Belt

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

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

Number	SAF Objective	Locally Distinctive Sub-Criteria
1	To protect, enhance and manage places, landscapes and buildings of historic, cultural and archaeological value	<p>Protect and enhance features of historical and archaeological importance which contribute to the cultural and tourism offer of the Borough.</p> <p>Ensure that all new development meets high standards in terms of quality of design, safety, security and accessibility and relates well to existing development and the public realm.</p> <p>Conserve and enhance high quality landscapes and townscapes in the Borough, especially those that contribute to local distinctiveness.</p> <p>Ensure access to high quality public open space and natural green space.</p>

11.2 Situation under the Core Strategy Post Submission Changes Document

11.2.1 The Core Strategy Post Submission Changes Document will have an impact on cultural heritage and landscape in a variety of ways. The following table describes the degree of impact of each of the Post Submission Changes Document policies on the theme of cultural heritage and landscape.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Core Strategy Policy Title	Degree of Impact Rating
CS1: Halton's Spatial Strategy	
CS2: Presumption in Favour of Sustainable Development	
CS3: Housing Supply and Locational Priorities	
CS4: Employment Land Supply and Locational Priorities	
CS5: A Network of Centres	
CS6: Green Belt	
CS7: Infrastructure Provision	
CS8: 3MG	
CS9: South Widnes	
CS10: West Runcorn	
CS11: East Runcorn	
CS12: Housing Mix	
CS13: Affordable Housing	
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People	
CS15: Sustainable Transport	
CS16: The Mersey Gateway Project	
CS17: Liverpool John Lennon Airport	
CS18: High Quality Design	
CS19: Sustainable Development and Climate Change	
CS20: Natural and Historic Environments	

Core Strategy Policy Title	Degree of Impact Rating
CS21: Green Infrastructure	
CS22: Health and Well-Being	
CS23: Managing Pollution and Risk	
CS24: Waste	
CS25: Minerals	

General Comments

- 11.2.2 Overall, the Core Strategy Post Submission Changes Document is expected to have a significant positive impact on protecting the cultural heritage and landscape of Halton. Policy CS20 (Halton's Natural and Historic Environment) provides the overarching principles within the Core Strategy Proposed Submission Document for protecting key areas of landscape and heritage value within Halton. Although the development proposed as part of policies CS7 (Infrastructure Provision), CS10 (West Runcorn), CS11 (East Runcorn) and CS17 (Liverpool John Lennon Airport) could potentially have a significant negative impact on the topic area over the plan period, all contain sufficient measures to mitigate these impacts, provided they are implemented. In particular, policies CS10 (West Runcorn) and CS11 (East Runcorn) will have a particularly significant positive impact on developing the Green Infrastructure within the Borough over the plan period through incorporating measures to develop open space in East Runcorn and facilitating access to the waterfront in West Runcorn.
- 11.2.3 The Core Strategy sets out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. Dependent upon location, there could potentially be a significant negative impact on local landscape character/areas of landscape value in Halton in the medium to long term.
- 11.2.4 In addition to the re-appraised policies, CS18 (High Quality Design) CS20 (Natural and Historic Environments) and CS21 (Green Infrastructure) will all have a significantly positive overall effect on cultural heritage and landscape in the Borough.

Impact on Key Areas of Heritage and Landscape Value

- 11.2.5 The overarching policy in relation to protecting areas of heritage and landscape value throughout Halton over the plan period is CS20 (Halton's Natural and Historic Environment). The policy incorporates a measure that will: help to ensure development is delivered over the plan period that is sympathetic to buildings of heritage value; and help to protect areas of particular landscape value within Halton.
- 11.2.6 To the extent that new development is determined in accordance with policy CS2 (Presumption in Favour of Sustainable Development), and not with the other policies in the LDF, the impact on the cultural heritage and landscape topic should be one of moderate beneficial effect. A number of policies in the NPPF (in particular section 9 – Protecting Green Belt Land, section 11 – conserving and enhancing the natural environment and section 12 – conserving and enhancing the historic environment) would positively address the local sub criteria of SA objective 1.

- 11.2.7 The approach to providing sufficient infrastructure provision in Halton is set out in policy CS7 (Infrastructure Provision). The development of new infrastructure (particularly transport infrastructure) within Halton could potentially have an impact on areas of landscape value. However, the justification for the policy identifies the need to ensure that the policy is delivered in accordance with achieving the objectives of CS2 (Presumption in Favour of Sustainable Development). The policy also highlights how development will be located to maximise the benefit of existing infrastructure. This should help to ensure that the need to develop new infrastructure will be reduced, which should have a significant positive impact on protecting key areas of landscape and heritage value.
- 11.2.8 Policy CS10 (West Runcorn) highlights the importance of high quality urban design that reflects West Runcorn's waterfront environment. This measure will help promote the protection of buildings of heritage value within the Borough through sympathetic design of new developments in the area. The policy also sets out a requirement for development to facilitate access to the waterfront locations within West Runcorn. This will help to enhance the Green Infrastructure network in the area.
- 11.2.9 The implementation of policy CS11 (East Runcorn) will involve significant development on greenfield land, which will be likely to impact on areas of landscape value. However, the policy mitigates this negative impact to a certain extent as it identifies how a network of open space will be provided as part of new development on the site to offset this impact. There are a number of areas of heritage value located on or close to the proposed East Runcorn site, including listed buildings and conservation areas. The implementation of the policy through the proposed SPD will have a significant positive impact on protecting these areas of heritage value as this supplementary policy should guide the design, layout and style of internal plots in order to protect the assets of the area and its surroundings.
- 11.2.10 A key aim of policy CS6 (Green Belt) is to protect the general extent of the Green Belt surrounding Halton. However, policies CS1, CS3 and CS6 (Green Belt) all set out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. Dependent upon location, there could potentially be a significant negative impact on local landscape character/areas of landscape value in Halton in the medium to long term.
- 11.2.11 The expansion and development of Liverpool John Lennon Airport (as set out in policy CS17) could potentially have a significant negative impact on the landscape and built heritage in the surrounding area. However, the policy highlights how measures will be incorporated into any scheme to reduce/alleviate any negative impact that it will have on nearby areas of landscape value and built heritage.
- 11.2.12 Policy CS25 (Minerals) identifies the Council's approach towards managing mineral resources throughout the Borough. The policy highlights the potential for exploiting the Borough's limited mineral resources, which will have a significant negative impact on sustainability in relation to the need to protect key landscape resources. However, the policy mitigates this negative impact to a certain extent as it encourages the use of recycled and secondary aggregates across the Borough to minimise the need for minerals extraction. This will help to protect key areas of landscape value throughout the Borough.

11.3 How can we mitigate/enhance effects?

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

Mitigation of Negative Effects

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

- The development of infrastructure provision over the plan period (as set out in policy CS7) could potentially have a negative impact on key areas of heritage and landscape value.
- Policy CS11 (East Runcorn) will involve significant development on greenfield land, which will be likely to impact on areas of landscape value in the vicinity of this area. However this development delivers considerable social and economic benefits over the plan period.
- Policies CS1, CS3 and CS6 all set out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton.
- The expansion and development of Liverpool John Lennon Airport (as set out in policy CS17) could potentially have a negative impact on key areas of heritage and landscape value.
- Policy CS25 (Minerals) states that there is potential for exploiting mineral resources in the Borough which could have negative effects on the cultural heritage and landscape if not carefully managed and restored.

11.3.3 It is considered that there are sufficient measures contained within the Core Strategy Post Submission Changes Document that will ensure the potential negative effects outlined above are mitigated.

11.3.4 Furthermore, locational impacts will be addressed through the formal Green Belt review process, preparation of the Site Allocations DPD and through the consideration of individual planning applications. This will help to ensure release of Green Belt land is in locations that would not have a significant negative impact on areas of landscape value/local landscape character, or where such locations cannot be avoided, these impacts can be appropriately mitigated.

Enhancement of Positive Effects

11.3.5 Policy CS10 (West Runcorn) highlights the importance of high quality urban design that reflects West Runcorn's waterfront environment. The policy also sets out a requirement for development to facilitate access to the waterfront locations within West Runcorn. These measures will ensure a significant positive impact on the topic area.

11.3.6 No additional measures are recommended for enhancing the positive effects on the cultural heritage and landscape topic area.

11.4 Summary of Impacts

11.4.1 Table 11.1 below provides a summary of the likely impacts arising from the Core Strategy Post Submission Changes Document on the cultural heritage and landscape topic area.

Table 11.1: Summary of Impacts under the Core Strategy Post Submission Changes Document on the cultural heritage and landscape topic area

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative
Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.		
Short / medium term (to about 2028)	<p>Overall, the Core Strategy Post Submission Changes Document is expected to have a significant positive impact on protecting the cultural heritage and landscape of Halton.</p> <p>Policy CS20 (Halton's Natural and Historic Environment) provides the overarching principles within the Core Strategy Post Submission Changes Document for protecting key areas of landscape and heritage value within Halton.</p> <p>Although the development proposed as part of many of the policies could potentially have a significant negative impact on the topic area over the plan period, all contain sufficient measures that will help ensure that these impacts are mitigated.</p> <p>In particular, policies CS10 (West Runcorn) and CS11 (East Runcorn) will have a significant positive impact on developing the Green Infrastructure within the Borough over the plan period.</p>	<p>The Core Strategy policies have been formulated through the consideration of the wider context of plans, strategies and guidance. There is expected to be a positive impact from the combination of the Core Strategy and other plans and programmes.</p>		

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
Long term (beyond 2028)	The importance of protecting, enhancing and managing places, landscapes and buildings of historic, cultural and archaeological value is well recognised and these features will be managed into the longer term.	Emerging plans, programmes and strategies recognise the value of proactive management of key features.
Areas likely to be significantly affected	The Core Strategy recognises the importance of the setting for Halton. This includes the estuary, rivers and canals; the historic, cultural and archaeological heritage; and the diversity of landscape from agricultural to wild heath land, to the industrial landscape, and the evolution of settlement in Halton. The impact will be Borough-wide.	
Permanent vs. temporary	Changes to the cultural aspects, heritage and landscape of the Borough are likely to be permanent.	
Secondary	Development in the vicinity of areas of heritage and landscape value could have negative secondary effects through the indirect effects caused by additional traffic / congestion and reduction in air quality (pollutants can cause damage to building structures). Furthermore, any negative effect from climate change or increased flooding may pose an increased risk to heritage and landscape assets within Halton.	

12 Population and Human Health

12.1 Introduction

12.1.1 Health is a fundamental contributor to the quality of life and well being of people living in Halton. The provision of health-related facilities and ensuring inclusive access to facilities such as GPs, Dentists, Hospitals and Nursing Homes in an important factor in terms of improving quality of life in Halton. The sustainability of the Core Strategy Post Submission Changes Document in relation to population is also appraised as part of this chapter. The estimated population of the Borough in mid 2010 was 119,300. Halton's population peaked at 126,500 in 1989, and has fallen consistently by a few hundred each year since, until 2004 where there was an increase of 500. It should be noted that the population in Halton is also ageing, as is the case nationally.

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

- CS3: Housing Supply and Locational Priorities
- CS4: Employment Land Supply and Locational Priorities

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

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

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

12.2 Situation under the Core Strategy Post Submission Changes Document

12.2.1 The Core Strategy Post Submission Changes Document will have an impact on population and human health in a variety of ways. The following table describes the degree of impact of each of the Post Submission Changes policies on the theme of population and human health.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Core Strategy Policy Title	Degree of Impact Rating
CS1: Halton's Spatial Strategy	
CS2: Presumption in Favour of Sustainable Development	
CS3: Housing Supply and Locational Priorities	
CS4: Employment Land Supply and Locational Priorities	
CS5: A Network of Centres	
CS6: Green Belt	
CS7: Infrastructure Provision	
CS8: 3MG	
CS9: South Widnes	
CS10: West Runcorn	
CS11: East Runcorn	
CS12: Housing Mix	
CS13: Affordable Housing	
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People	
CS15: Sustainable Transport	
CS16: The Mersey Gateway Project	
CS17: Liverpool John Lennon Airport	
CS18: High Quality Design	
CS19: Sustainable Development and Climate Change	
CS20: Natural and Historic Environments	
CS21: Green Infrastructure	
CS22: Health and Well-Being	
CS23: Managing Pollution and Risk	
CS24: Waste	
CS25: Minerals	

General Comments

- 12.2.2 The impact of the Core Strategy Post Submission Changes Document policies on the population and human health sustainability topic area is broadly similar to that of the preferred options. Policies CS3 (Housing Supply and Locational Priorities), CS12 (Housing Mix) and CS4 (Employment Land Supply and Locational Priorities) set out the requirement to provide housing and employment land supply over the plan period. This will help ensure that there are sufficient housing and employment opportunities for the predicted increase and ageing in Halton's population.
- 12.2.3 In terms of human health, policy CS22 (Health and Well being) provides the overarching direction for delivering health environments and encouraging healthy lifestyles over the plan period. The implementation of policies CS17 (Infrastructure Provision), CS6 (Green Belt) and CS23 (Managing Pollution and Risk) should all help to ensure that: healthy lifestyles are promoted within the Borough; and the health of the local population is protected. Although the expansion and development of Liverpool John Lennon Airport is promoted as part of policy CS17, which could have a significant negative impact on human health (through increased carbon emissions), the policy provides sufficient measures that will help mitigate any negative impacts.
- 12.2.4 In addition to the re-appraised policies, policies CS13 (Affordable Housing) CS15 (Sustainable Transport), CS21 (Green Infrastructure) and CS22 (Health and Well-Being) will all have a significantly positive overall effect on the population and human health topic area.

Population

- 12.2.5 Policies CS3 (Housing Supply and Locational Priorities) and CS12 (Housing Mix) set out the requirement to provide a sufficient amount and supply of housing throughout Halton over the plan period. Both these policies have a significant positive impact on the topic as implementation will help ensure sufficient housing capacity and choice to accommodate the expected increase in people living in Halton in the future. More specifically, policy CS12 (Housing Mix) will assist to promote the provision of housing for the elderly in Halton, which was identified as a key issue in the Halton SA Scoping Report (published August 2009).
- 12.2.6 In addition, policy CS4 (Employment Land Supply and Locational Priorities) will contribute to the significant positive impact on the topic area. The implementation of the policy should assist to provide the appropriate land for businesses to generate job opportunities for the growing population over the plan period.

Health

- 12.2.7 Policy CS22 (Health and Well Being) provides the primary policy measures for addressing health issues across the Borough over the plan period. The policy sets out how healthy environments will be supported and healthy lifestyles encouraged across the Borough over the plan period. The implementation of this policy will help to ensure that the Core Strategy Post Submission Changes Document has a significant positive impact on the population and human health topic area. It is also acknowledged that the implementation of both policies CS18 (High Quality Design) and CS21 (Green Infrastructure) would have a significant positive impact on the population and human health topic area.
- 12.2.8 The delivery of policy CS7 (Infrastructure Provision) will help to deliver sufficient infrastructure over the plan period as part of new development. In particular, the policy highlights how the

required infrastructure will include the provision of cycling and walking routes and Green Infrastructure. This will have a significant positive impact on promoting healthy lifestyles over the plan period.

- 12.2.9 A key aim of policy CS6 (Green Belt) is to protect the general extent of the Green Belt surrounding Halton over the plan period. However, policies CS1, CS3 and CS6 (Green Belt) all set out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. This will lead to a reduction in areas of Green Belt within the Borough, which may restrict the opportunities for people to access good quality open space, countryside and recreational activities in the area.
- 12.2.10 The implementation of policy CS23 (Managing Pollution and Risk) will have a significant positive impact on the topic area. The policy highlights the importance of: controlling development within the Borough that may give rise to pollution; and minimising the risk to public safety from potential accidents at hazardous installations and facilities. Both these measures will help to protect the health of the local population.
- 12.2.11 The expansion and development of Liverpool John Lennon Airport (as set out in policy CS17) could potentially have a significant negative impact on the health of the local population through an increase in carbon emissions from additional aviation traffic. However, the policy highlights how measures will be incorporated into any scheme to reduce/alleviate any negative impact that it will have on local residents. The Liverpool John Lennon Airport Masterplan identifies how this will be achieved. It states that the increase in air and ground movements caused by the airport expansion will be offset by improvements in vehicle and aircraft technology that reduce the emissions per movement.

12.3 How can we mitigate/enhance effects?

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

Mitigation of Negative Effects

- 12.3.2 The expansion and development of Liverpool John Lennon Airport (as set out in policy CS17) could potentially have a significant negative impact on the health of the local population through an increase in carbon emissions from additional aviation traffic. It is considered that (provided they are successfully implemented) there are sufficient measures contained within the policy that will ensure this potential negative effect is mitigated.
- 12.3.3 Policies CS1, CS3 and CS6 (Green Belt) all set out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. This will lead to a reduction in areas of Green Belt within the Borough, which may restrict the opportunities for people to access good quality open space, countryside and recreational activities in the area.
- 12.3.4 However, locational impacts will be addressed through the formal Green Belt review process, preparation of the Site Allocations DPD and through the consideration of individual planning applications. This will help to ensure release of Green Belt land is in locations that would not have a significant negative impact on protecting good quality open space and countryside that

are used for recreational activities in the area, or alternatively, where such locations cannot be avoided, the impacts on these attributes are mitigated.

Enhancement of Positive Effects

- 12.3.5 Policies CS3 (Housing Supply and Locational Priorities), CS12 (Housing Mix) and CS4 (Employment Land Supply and Locational Priorities) set out the requirement to provide housing and employment land supply over the plan period. This will help ensure that there are sufficient housing and employment opportunities for the predicted increase in population.
- 12.3.6 Policy CS7 (Infrastructure Provision) highlights how there is potential to develop cycling and walking routes and Green Infrastructure as part of delivering infrastructure provision over the plan period. This will help to promote healthy lifestyles within Halton.
- 12.3.7 The protection of the majority of the Borough’s Green Belt (as set out in policy CS6) will help to ensure that recreational opportunities over the plan period. This, in turn, will help to promote healthy lifestyles across the Borough.
- 12.3.8 The implementation of policy CS23 (Managing Pollution and Risk) will have a significant positive impact on the population and human health topic area as it highlights the importance of: controlling development within the Borough that may give rise to pollution; and minimising the risk to public safety from potential accidents at hazardous installations and facilities.
- 12.3.9 No additional measures are recommended for enhancing the positive effects on the population and human health topic area.

12.4 Summary of Impacts

- 12.4.1 Table 12.1 below provides a summary of the likely impacts arising from the Core Strategy Proposed Submission Document on the population and human health topic area.

Table 12.1: Summary of Impacts under the Core Strategy Proposed Submission Document on the population and human health topic area

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

Type of Impact	Core Strategy Post Submission Draft Document	Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2028)	The impact of the Core Strategy Post Submission Changes Document policies on the population and human health sustainability topic area is broadly similar to that of the Proposed Submission. The provision of additional housing and employment land over the plan period will help to ensure that housing and employment opportunities are provided for Halton’s	The role of the Primary Care Trust, National Health Service and other agencies, and their plans, will be particularly important in ensuring that the preferred options have the desired effect of addressing localised health issues.

	<p>increasing and ageing population.</p> <p>In terms of human health, policy CS22 (Health and Well-being) provides the overarching direction for delivering health environments and encouraging healthy lifestyles over the plan period. The implementation of policies CS17 (Infrastructure Provision), CS6 (Green Belt) and CS23 (Managing Pollution and Risk) should all help to ensure that: healthy lifestyles are promoted within the Borough; and the health of the local population is protected.</p>	
Long term (beyond 2028)	<p>The Core Strategy plan period should see significant improvements to health levels in Halton, with a more prosperous, sustainable population enjoying life living and working in the Borough.</p> <p>There may be a need for planning policy to change its emphasis in the future due to these successes, or there may be new problems arising which will need addressing more explicitly, such as an increasing ageing population.</p>	<p>National Health Service activities will continue to be important to supporting health improvements.</p> <p>Changes to national and regional policy which emphasise population change through the provision of new residential accommodation may affect Halton's population as new strategies emerge.</p>
Areas likely to be significantly affected	All parts of the Borough should benefit from health improvements in terms of improved environments and lifestyle options. Areas where large scale residential development is anticipated will undergo the greatest population change.	
Permanent vs. temporary	Facilities to improve health may be permanent but improving health is dependent on lifestyle choices in some cases and hence subject to change. New health problems may emerge, and the Borough will not be immune from these.	
Secondary	<p>The provision of sustainable travel options can have secondary impacts on community health, through the improvement of local air quality and the promotion of walking and cycling, which can bring health benefits alongside increasing equality through increased accessibility to services and facilities.</p> <p>In addition, the design and layout of development can have secondary impacts on community health and well-being. Adopting principles to protect the amenity of existing areas and to create attractive places that are accessible and safe, can have positive secondary impacts on the quality of life for residents through reducing the fear of crime and reducing opportunities for crime in the local environment and by ensuring development can be used by all sections of the community.</p>	

13 Social Inclusiveness (including skills and education)

13.1 Introduction

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

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

- CS1: Halton's Spatial Strategy
- CS4: Employment Land Supply and Locational Priorities

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

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

Number	Objective	Locally Distinctive Sub-Criteria
11	To improve access to services and facilities in Halton.	<p>Provide improved physical access to education, skills and training facilities on foot, cycle and by public transport.</p> <p>Secure economic inclusion in the most deprived wards in the Borough, particularly those most affected in Runcorn and Widnes.</p> <p>Ensure that issues of both rural and urban deprivation are considered in development proposals.</p>
13	To improve education, skills and qualifications in the Borough and provide opportunities for life long learning.	<p>Improve linkages between higher education providers and local employers.</p> <p>Promote good access to educational and training opportunities for all sectors of the population, particularly amongst deprived communities.</p>

13.2 Situation under the Core Strategy Post Submission Changes Document

13.2.1 The Core Strategy Post Submission Changes Document will have an impact on social inclusiveness in a variety of ways. The following table describes the degree of impact of each of the Post Submission Changes Document policies on the theme of social inclusiveness.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Core Strategy Policy Title	Degree of Impact Rating
CS1: Halton's Spatial Strategy	
CS2: Presumption in Favour of Sustainable Development	
CS3: Housing Supply and Locational Priorities	
CS4: Employment Land Supply and Locational Priorities	
CS5: A Network of Centres	
CS6: Green Belt	
CS7: Infrastructure Provision	
CS8: 3MG	
CS9: South Widnes	
CS10: West Runcorn	
CS11: East Runcorn	
CS12: Housing Mix	
CS13: Affordable Housing	
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People	
CS15: Sustainable Transport	
CS16: The Mersey Gateway Project	
CS17: Liverpool John Lennon Airport	
CS18: High Quality Design	
CS19: Sustainable Development and Climate Change	
CS20: Natural and Historic Environments	
CS21: Green Infrastructure	

Core Strategy Policy Title	Degree of Impact Rating
CS22: Health and Well-Being	
CS23: Managing Pollution and Risk	
CS24: Waste	
CS25: Minerals	

General Comments

- 13.2.2 Over the plan period, the Core Strategy Post Submission Changes Document is expected to have a significant positive impact on ensuring social inclusion across the Borough. The implementation of policies CS1 (Halton's Spatial Strategy), CS5 (A Network of Centres), CS10 (West Runcorn) and CS11 (East Runcorn) will all help to ensure community services and facilities are delivered alongside housing and employment development within Halton over the plan period. Policy CS17 (Infrastructure Provision) highlights the importance of locating new development close to existing infrastructure provision and of providing social infrastructure improvements as part of major development in Halton. This will help to ensure that sufficient community services and facilities are developed as part of delivering new development in Halton. Furthermore, the implementation of policies CS4 (Employment Land Supply and Locational Priorities) and CS17 (Liverpool John Lennon Airport) will both help to improve social inclusiveness through increasing employment opportunities throughout Halton. However, it is uncertain whether these job opportunities will be accessible to Halton's communities.
- 13.2.3 In addition to the re-appraised policy CS14 (Meeting the Needs of Gypsies, Travellers and Travelling Show People) will all have a significantly positive overall effect on the social inclusiveness topic area.

Social Inclusion

- 13.2.4 The Overall Spatial Strategy (CS1) presents a number of spatial priorities that are crucial for ensuring social inclusion across the Borough including supporting housing development and delivering employment development. The policy identifies the need to focus development on brownfield land within key areas of change, which will help to ensure that new development is accessible to existing services and facilities within Halton. The policy that sets out the network of centres within Halton (CS5) highlights the importance of providing sufficient provision of shops, employment and associated service centres in the key centres of Halton.
- 13.2.5 Policy CS4 (Employment Land Supply and Locational Priorities) sets out a series of measures for the delivery of employment land throughout Halton over the plan period. The implementation of this policy will have a significant positive impact on the social inclusiveness topic area as it will help to improve access to employment opportunities for Halton residents. Furthermore, through partaking in employment activities, it is likely that Halton residents will have the opportunity to improve their skills, which will contribute to the significant positive impact on this topic area. It will be important that job opportunities provided in Halton over the plan period are accessible to Halton's communities
- 13.2.6 The measures included as part of policy CS7 (Infrastructure Provision) will help ensure a significant positive impact on the social inclusiveness topic area. The policy highlights the

importance of locating new development close to existing infrastructure provision and of providing social infrastructure improvements as part of major development in Halton.

- 13.2.7 The implementation of policy CS10 (West Runcorn) will help to deliver new housing and employment opportunities within West Runcorn and will help improve the retail offer of the area. The proposed improvements to accessibility and connectivity to the sustainable transport network will also have a significant positive impact on the topic area through increasing the accessibility of community services and facilities located elsewhere in Halton.
- 13.2.8 Policy CS11 (East Runcorn) highlights the importance of delivering affordable housing within the East Runcorn key area of change which will have a significant positive impact on social inclusiveness within this area. The policy also highlights how a mixed use neighbourhood centre and a public transport interchange will be provided within East Runcorn. Both of these will contribute to the significant positive impact and help ensure that community services within and outside of East Runcorn are accessible.
- 13.2.9 The future development and expansion at Liverpool John Lennon Airport (as set out in policy CS17) may have a significant positive impact on the topic area through increasing job opportunities for local Halton residents, available at the airport. Improved access to the job market for local residents will have a significant positive impact on improving social inclusiveness within Halton and could potentially provide them with opportunities to improve their skills. However, it is uncertain whether the types of job opportunities provided as part of expansion at the airport will be accessible to residents of Halton.

13.3 How can we mitigate/enhance effects?

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

Mitigation of Negative Effects

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

Enhancement of Positive Effects

- 13.3.3 Potential positive impacts on the topic area of social inclusion can be summarised as follows:
- The implementation of policies CS1 (Halton's Spatial Strategy), CS5 (A Network of Centres), CS10 (West Runcorn) and CS11 (East Runcorn) will help to ensure that community services and facilities are delivered alongside housing and employment development within Halton over the plan period, creating sustainable, balanced communities.
 - The implementation of policy CS7 (Infrastructure Provision) will help to ensure that sufficient community services and facilities are provided as part of delivering new development in Halton.

- The implementation of policies CS4 (Employment Land Supply and Locational Priorities) and CS17 (Liverpool John Lennon Airport) will help to improve social inclusiveness through increasing employment opportunities throughout Halton.

13.3.4 No additional measures are recommended for enhancing the positive effects on the social inclusiveness topic area.

13.4 Summary of Impacts

13.4.1 Table 13.1 below provides a summary of the likely impacts arising from the Core Strategy Post Submission Changes Document on the social inclusiveness topic area.

Table 13.1: Summary of Impacts under the Core Strategy Post Submission Changes Document on the social inclusiveness topic area

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2028)	<p>Over the short to medium term the Core Strategy should have a significant positive impact on the sustainability topic of social inclusiveness. Over this timeframe levels of deprivation in the Borough should improve especially in relation to health and employment deprivation.</p> <p>Numerous significant positive impacts have been identified, which will help to ensure that sufficient housing and employment development is delivered in order to increase social inclusiveness in Halton. There are also numerous measures within the policies, which will help to ensure that sufficient community services and facilities are developed alongside new development delivered over the plan period.</p>	<p>Over this timeframe, other plans, programmes and strategies which relate to improving social inclusion in the Borough will strengthen the positive impact of the Core Strategy Post Submission Changes Document in terms of social inclusiveness.</p>
Long term (beyond 2028)	<p>The positive effects seen in the short / medium term should continue in the long term, especially in terms of increased levels of access to services and facilities.</p>	<p>In the long term the Core Strategy will need to ensure that it is in accordance and continues to support other policy, guidance and plans especially in terms of national</p>

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
		and regional guidance which may strengthen the link between social inclusion and spatial planning.
Areas likely to be significantly affected	All areas in Halton will be affected positively by the Core Strategy in relation to increasing social inclusion. This should be particularly noticeable in the Borough's wards that currently exhibit social exclusion and high levels of deprivation.	
Permanent vs. temporary	Ensuring Halton's communities can sustainably access community services and facilities including health, education and training should have a permanent positive impact for social inclusiveness in Halton. However, this will also be dependant on individuals choosing to access these services and facilities which may result in a more temporary impact. Additionally, there may be other issues that present themselves over the lifetime of the Core Strategy and beyond which will mean that some affects become temporary. This includes changing economic and social conditions and circumstances.	
Secondary	Aspects relating to the physical environment (air quality, housing provision, open space,) and to the economic environment (employment and local economy) can have a number of secondary impacts on social equality and community services. For example, the provision of affordable and supported housing can increase social integration through mixed communities and can have secondary positive impacts on quality of life.	

14 Transportation

14.1 Introduction

14.1.1 Transportation networks play a critically important role in the sustainable development of a Borough, enabling people and goods to move around. Halton's transportation networks are vital for those living, working and visiting the area, providing local accessibility to key locations as well as connectivity to wider, sub-regional networks.

14.1.2 Ensuring that residents and visitors have a choice of sustainable modes of travel, including public transport, walking and cycling, helps to increase accessibility to key employment, education, training and leisure opportunities as well as improving health and well-being through more active lifestyles.

14.1.3 Similarly, many businesses require an efficient local transport network, so ensuring that new development is located centrally or is accessible by a variety of transport modes helps to increase accessibility to goods, services and amenities and to secure the viability of their operations.

14.1.4 Therefore, it is important to ensure that transport infrastructure is able to safely and efficiently cope with demand and provide choice of transportation, thereby reducing the impact of congestion on the Borough's roads.

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

- CS1: Halton's Spatial Strategy
- CS2: Presumption in Favour of Sustainable Development
- CS3: Housing Supply and Locational Priorities
- CS4: Employment Land Supply and Locational Priorities
- CS6: Green Belt

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

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

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

Number	SAF Objective	Locally Distinctive Sub-Criteria
17	To improve the choice and use of sustainable transport in Halton and reduce the need to travel	<ul style="list-style-type: none"> • To improve the choice and use of sustainable transport in Halton and reduce the need to travel

		<ul style="list-style-type: none"> • Develop and maintain safe, efficient and integrated transport networks within Halton, with good internal and external links. • Reduce car dependency by providing services and facilities accessible by sustainable modes of transport, particularly in rural areas. • Promote a pattern of development which reduces private vehicle dependency in the location of homes, jobs, leisure and community services.
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14.2 Situation under the Core Strategy Post Submission Changes Document

14.2.1 The Core Strategy Post Submission Changes Document will have an impact on Transportation in a variety of ways. The following table describes the degree of impact of each of the Post Submission Changes Document policies on the theme of Transportation.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Core Strategy Policy Title	Degree of Impact Rating
CS1: Halton's Spatial Strategy	
CS2: Presumption in Favour of Sustainable Development	
CS3: Housing Supply and Locational Priorities	
CS4: Employment Land Supply and Locational Priorities	
CS5: A Network of Centres	
CS6: Green Belt	
CS7: Infrastructure Provision	
CS8: 3MG	
CS9: South Widnes	
CS10: West Runcorn	

Core Strategy Policy Title	Degree of Impact Rating
CS11: East Runcorn	Red
CS12: Housing Mix	Light Blue
CS13: Affordable Housing	Light Blue
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People	Light Blue
CS15: Sustainable Transport	Red
CS16: The Mersey Gateway Project	Red
CS17: Liverpool John Lennon Airport	Red
CS18: High Quality Design	Red
CS19: Sustainable Development and Climate Change	Light Blue
CS20: Natural and Historic Environments	Light Blue
CS21: Green Infrastructure	Red
CS22: Health and Well-Being	Yellow
CS23: Managing Pollution and Risk	Red
CS24: Waste	Yellow
CS25: Minerals	Light Blue

General Comments

- 14.2.2 A large number of the policies within the Core Strategy Post Submission Changes Document significantly and directly affect transportation in the Borough. All new development has to be accessible and creates changes in transport and movement patterns; therefore any policy proposing new development will have at least a “less significant” effect. Other policies concern transportation, movement and access proposals themselves and will clearly have a “significant” effect.
- 14.2.3 Overall, the Core Strategy pays close consideration to the transportation needs of the Borough, recognising that accessibility and an efficient transport network is a key principle in the successful development of Halton over the plan period. The sustainability of the Borough’s transport network is a central concern of the policy approaches, with the focus on encouraging sustainable transport modes such as walking and cycling and public transport. Policies CS15: Sustainable Transport, CS2: Presumption in Favour of Sustainable Development, CS17: Liverpool John Lennon Airport, CS16: The Mersey Gateway Project and CS7: Infrastructure Provision will all have a significant positive overall effect on transportation in the Borough.

Location of New Development

- 14.2.4 Policy CS1: Halton’s Spatial Strategy sets the overall context as to where the main areas of new development in Halton will be. 3MG, South Widnes, West Runcorn and East Runcorn are identified as the Key Areas of Change. Focusing major new residential and employment development primarily in these brownfield and urbanised areas near to transport links and key facilities should reduce the need to travel, particularly by private car; this should have a

significant positive impact on transportation. In addition, the growth of 3MG will have a significant positive impact on transportation in the Borough, through the further expansion of more sustainable inter-modal freight transportation facilities in the Borough.

- 14.2.5 Policy CS3: Housing Supply and Locational Priorities emphasises the need to provide new housing in Halton. Identified housing opportunities within the Key Areas of Change are identified as having the potential to contribute to housing land supply. These areas are the most sustainable locations in which to accommodate growth and have the best level of services and facilities, which will help reduce the need to travel and will have an indirect positive impact on air quality. Policy CS3 states in more accessible locations such as those close to town/neighbourhood facilities or transport interchanges the presumption will be for developments achieving densities of 40 dph or greater. The implementation of this policy will ensure that high density residential developments are located in the most sustainable locations, such as the main towns, where they are well served by public transport.
- 14.2.6 The implementation of Policy CS5: A Network of Centres promotes Widnes Town Centre and Halton Lea Town Centre as the main focal point for growth and development, supported by the Runcorn Old Town centre. As such new development will add pressure to the local public transport network and, inevitably, increase traffic levels on the road network if suitable transport alternatives are not catered for.
- 14.2.7 The implementation of Policy CS10: West Runcorn is expected to have a significant positive impact on transportation, due to its focus on improving accessibility and connectivity and supporting improvements to the sustainable transport network. Redeveloping the Mersey Gateway Port into a new civil waterway port and utilising the direct links to the Manchester Ship Canal, road and rail infrastructure should have a significant positive impact on providing more sustainable travel options within the area and supporting a modal shift.
- 14.2.8 The implementation of Policy CS11: East Runcorn is expected to have a minor negative impact on transportation, through the delivery of significant housing and employment development outside of the main urban area, away from established transport links. However a key principle of any new development in the area to be upheld is “the promotion of walking and cycling routes to provide clear and safe links to surrounding communities, including new pedestrian and vehicular links to Sandymoor and improvements to the canal corridor”, clearly the implementation of this principle should ensure any negative impacts on transportation are reduced. Policy CS11 also proposes a number of transport infrastructure improvements that would have a significant positive impact on the transportation topic area.
- 14.2.9 The provision of moorings for inland waterways craft sited alongside the Bridgewater Canal and the provision of public transport to the neighbourhood centre at Daresbury should help to strengthen sustainable transport links within the Borough and support a modal shift.
- 14.2.10 The implementation of Core Strategy Policy CS22: Health and Well-Being will have a significant positive impact on transportation in the Borough through the delivery of new and relocated health and community services and facilities in accessible locations with adequate access by walking, cycling and public transport.

Delivery of Transport Infrastructure

- 14.2.11 Policy CS7: Infrastructure Provision seeks to ensure that all new development should be located in the most sustainable location already well served by existing infrastructure, this is likely to bring about positive indirect impacts on the sustainability of transportation. Policy CS7

also provides scope for utilising developer contributions for transportation infrastructure improvements and therefore is sustainable with regards to transportation.

- 14.2.12 To the extent that new development is determined in accordance with policy CS2 (Presumption in Favour of Sustainable Development), and not with the other policies in the LDF, the impact on the transportation topic area of implementing this policy should be one of moderate beneficial effect. A number of policies in the NPPF (in particular section 4 – Promoting sustainable transport) would positively address the local sub-criteria for SA objective 17.
- 14.2.13 The implementation of Policy CS17: Liverpool John Lennon Airport will increase carbon emissions from aircraft movements and from land-based transport to and from. Significant negative impacts will be felt by both the environment (sensitive habitats, species) as well as local communities - though increased noise pollution, air pollution, disruption to amenity, and traffic congestion. However the implementation of Policy CS17 should increase the choice of transport modes in the Borough through the support and expansion of airport operations, and will also increase surface access to the airport. The implementation of this policy will have a significant positive impact on a number of economic objectives. Clearly there are some sustainability conflicts inherent here.
- 14.2.14 In addition, there is potential for the expansion of Liverpool John Lennon Airport to lead to congestion problems near to the airport. However, the development of the Eastern Access Transport Corridor and the implementation of the Surface Access Strategy should help to address this issue. The policy also seeks to ensure that any negative environmental and social impacts associated with the operation and expansion of airport will be appropriately addressed including measures to reduce or alleviate the impacts on the local and regional transport network.
- 14.2.15 The implementation of Policy CS23: Managing Pollution and Risk should have a significant positive impact on transportation sustainability in the Borough. Policy CS23: Managing Pollution and Risk seeks “to prevent and minimise the risk from potential accidents at hazardous installations and facilities”. The implementation of this policy will have a significant positive impact on the long term sustainability of transportation in the Borough, particularly in relation to John Lennon Airport and its future expansion, which already has an established Public Safety Zone (PSZ), which reflects the area most affected by the movements of aircraft.

14.3 How can we mitigate/enhance effects?

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

Mitigation of Negative Effects

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

Enhancement of Positive Effects

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

14.4 Summary of Impacts

- 14.4.1 Table 14.1 below provides a summary of the likely impacts arising from the Core Strategy Publication Document on the transportation topic area.

Table 14.1: Summary of Impacts under the Core Strategy Publication Document on the transportation topic area

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2028)	<p>The successful implementation of the Post Submission Changes Document will place pressure on the transportation network, but the policy content should support the mitigation of any negative effects, and positively encourage the new provision and use of sustainable transport modes in Halton over the plan period.</p> <p>The expansion of Liverpool John Lennon Airport will have significant positive impacts for the regional and national economy in the short-medium term.</p>	<p>In addressing transportation matters, the Core Strategy will need to complement existing and future LTPs over the plan period, as well as other Council transportation functions, such as its role as the local highways authority.</p> <p>Over the plan period, policies in the Core Strategy will support the proposals contained within the Mersey Gateway Sustainable Transport Strategy.</p>
Long term (beyond 2028)	<p>The Post Submission Changes Document policies seek to support the provision of sustainable travel options in the long term, and the safeguarding of transport infrastructure to achieve this.</p> <p>The Post Submission Changes Document policies offer scope for</p>	<p>The Core Strategy will need to work with emerging transport policy at the national, sub-regional and local level, including future LTPs or their replacement.</p> <p>However, these plans and programmes are likely to uphold the same priorities as highlighted in the Post Submission Changes</p>

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
	<p>innovation in transportation, and over the plan period and beyond, opportunities to take advantage of emerging technologies.</p> <p>In the long-term, the effects of the Core Strategy Post Submission Changes Document on the sustainability of transportation will still be positive, but less so. This is because the specific improvements proposed will have been delivered but there will be new demands from new developments, possibly in different locations, emerging that no specific proposals will have been established to address.</p> <p>However, the more general policy wording in the Core Strategy Post Submission Changes Document that requires developments to be more sustainable in relation to transportation to mitigate for the negative effects they have on the transport network will continue to have positive effects.</p> <p>The expansion of Liverpool John Lennon Airport will have significant positive impacts for the regional and national economy in the long term.</p>	<p>Document, of sustainability and green travel modes, which are likely to become increasingly important in the long term.</p>
<p>Areas likely to be significantly affected</p>	<p>In terms of transportation the areas likely to be significantly affected by the Core Strategy are areas which will be subject to changes in transport infrastructure, like those near to new interchanges or roads. Likewise, where transport improvements will be focussed, such as town centres and key areas of change, affects should be positive in terms of increased connectivity. Some areas will benefit from the connectivity and regeneration opportunities arising from the Mersey Gateway Project.</p>	
<p>Permanent vs. temporary</p>	<p>In terms of transportation most of the impacts will be permanent as new development will inevitably be permanent, as will many physical improvements to the transport network. However, there will be a temporary variation in effects as the Plan is implemented in either a positive or negative way, depending on whether new development or transport proposals are implemented first. Softer measures, like new bus services or transport planning measures, may be more temporary and can be altered to meet future changes in need.</p>	

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
Secondary	<p>There is the potential for the adverse effects of climate change to affect transportation indirectly in the long-term, through disruption caused by extreme weather events. There is also the potential for new housing and economic development over the plan period to place additional pressure on the transport network.</p> <p>Transportation can have indirect, secondary effects on a number of sustainability factors such as air quality, housing, green infrastructure, health levels, economic development and town centre viability, through increases in carbon emissions and increases in the flow of traffic across the Borough.. A good quality, reliable and efficient transport network with a choice of sustainable travel options can have a positive impact on quality of life.</p>	

15 Local Economy and Employment

15.1 Introduction

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

15.1.2 A healthy economy can be characterised by:

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

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

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

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

- CS1: Halton's Spatial Strategy
- CS2: Presumption in Favour of Sustainable Development
- CS3: Housing Supply and Locational Priorities
- CS4: Employment Land Supply and Locational Priorities
- CS6: Green Belt

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

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

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

Number	SAF Objective	Locally Distinctive Sub-Criteria
14	To support a strong, diverse, vibrant and sustainable local economy to foster balanced economic growth	<p>Promote employment in areas where unemployment is high, particularly in Runcorn and Widnes, which reflects the skills and aspirations of local people.</p> <p>Provide a positive planning framework for exploiting new opportunities in tourism, creative and knowledge based industries and the energy sector, including renewable energy technologies.</p> <p>Maximise the opportunities that Growth Point Status offers in Halton.</p> <p>Provide support for economic development that is appropriate for small businesses or home-based working.</p> <p>Seek to attract employment and training programmes specifically targeted at maintaining and increasing the proportion of young people in the Borough.</p>
15	Support the development of the sustainable leisure and tourism industry	<p>Improve the quality of supporting infrastructure for tourism in the Borough, such as accommodation and leisure and cultural facilities.</p> <p>Encourage the use of the Borough's natural and cultural features for tourism development, within their environmental limits.</p>
16	To maintain and enhance the vitality and viability of town and village centres in the Borough	<p>Protect the shopping and community services function of local service centres.</p> <p>Reduce the number of vacant retail properties in Runcorn, Halton Lea and Widnes and the other smaller service centres in the Borough</p>

Number	SAF Objective	Locally Distinctive Sub-Criteria
		Improve the quality of the public realm in order to improve the attractiveness of the service centres to new investment.

15.2 Situation under the Core Strategy Post Submission Changes Document

- 15.2.1 The Core Strategy Post Submission Changes Document will have an impact on the local economy and employment in a variety of ways. The following table describes the degree of impact of each of the Core Strategy Post Submission Changes Document policies on the theme of local economy and employment.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Core Strategy Policy Title	Degree of Impact Rating
CS1: Halton's Spatial Strategy	
CS2: Presumption in Favour of Sustainable Development	
CS3: Housing Supply and Locational Priorities	
CS4: Employment Land Supply and Locational Priorities	
CS5: A Network of Centres	
CS6: Green Belt	
CS7: Infrastructure Provision	
CS8: 3MG	
CS9: South Widnes	
CS10: West Runcorn	
CS11: East Runcorn	
CS12: Housing Mix	
CS13: Affordable Housing	

Core Strategy Policy Title	Degree of Impact Rating
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People	
CS15: Sustainable Transport	
CS16: The Mersey Gateway Project	
CS17: Liverpool John Lennon Airport	
CS18: High Quality Design	
CS19: Sustainable Development and Climate Change	
CS20: Natural and Historic Environments	
CS21: Green Infrastructure	
CS22: Health and Well-Being	
CS23: Managing Pollution and Risk	
CS24: Waste	
CS25: Minerals	

General Comments

- 15.2.2 Planning for a sustainable local economy and providing local employment opportunities is an important issue to address in the Core Strategy. The Core Strategy strongly focuses development needs in general upon the existing urban areas. This will help to achieve regeneration in the Borough, resulting in growth of the local economy over time.
- 15.2.3 Policies in the Core Strategy have been found to be sustainable and demonstrate the Council's commitment to accommodating the required economic growth in a sustainable way which in general prioritises brownfield land.
- 15.2.4 The overall effect of the plan on local economy and employment is very positive. The Core Strategy develops the broad concept of the option of a mix of a brownfield focus and an urban extension to the east of Runcorn, which will include housing and employment development accommodated on Greenfield sites.
- 15.2.5 Ensuring the vibrancy and strength of Halton's economy, coupled with sustaining the attractiveness of the Borough's centres have been identified as ongoing aims over the entire plan period.
- 15.2.6 The implementation of the Core Strategy will assist in the delivery of new employment opportunities within the Borough. The provision of a wide range of employment opportunities should have positive indirect effects on the vitality of communities and the sense of wellbeing amongst residents of Halton.
- 15.2.7 Policies CS1: Halton's Spatial Strategy, CS8: 3MG, CS10: West Runcorn, CS11: East Runcorn, CS17: Liverpool John Lennon Airport, CS16: The Mersey Gateway Project, CS5: A Network of Centres, CS4: Employment Land Supply and Locational Priorities and CS7: Infrastructure Provision will all have a significantly positive overall effect on local economy and employment in the Borough.

Sustainable local economy

Economic Development

- 15.2.8 Policy CS1: Halton's Spatial Strategy sets out the direction of growth for housing, employment land and retail development across the Borough. Focusing major new residential and employment development primarily in the Key Areas of Change, which are already key centres or key employment areas, is likely to exploit the growth potential of business sectors. The implementation of this policy will contribute towards ensuring a high level of employment land is delivered throughout the Borough over the plan period (as it sets out the need to deliver 313ha of land for employment purposes). This will contribute towards a significant positive impact on developing the economy within Halton.
- 15.2.9 Policy CS1 seeks to prioritise the re-use of previously developed land and ensure that important greenspaces within the urban area are protected from adverse development. Protection of greenspaces and the redevelopment of vacant and under-used sites are likely to increase the attractiveness of the Borough and help stimulate investment.
- 15.2.10 To the extent that new development is determined in accordance with policy CS2 (Presumption in Favour of Sustainable Development), and not with the other policies in the LDF, the impact on the local economy and employment topic of implementing this policy should be one of major beneficial effect. The NPPF places very strong emphasis on securing economic growth (in particular section 1 – Building a strong, competitive economy, section 2 – ensuring the vitality of town centres and section 3 – supporting a prosperous rural economy) and the positive implementation of these policies would have a major beneficial impact on SA objectives 14, 15 and 16.
- 15.2.11 Policy CS5: A Network of Centres for Halton seeks to support the development of Widnes Town Centre. The economic impacts of this policy are positive particularly in the long-term as an improved town centre will boost the economy in a number of ways.
- 15.2.12 Policy CS10: West Runcorn sets out strategy for each of the distinct areas within this Key Area of Change and as such is seen to have a significant positive effect through the creation of new jobs both in the town centre, at Runcorn Docks and at the Mersey Gateway Port (Weston Docks).
- 15.2.13 The redevelopment of the Mersey Gateway Port into a new civil waterway port, utilising the direct links to the Manchester Ship Canal, road and rail infrastructure, will help to further strengthen Halton's role as a centre for logistics and distribution and will have significant positive impacts on economic growth and increasing employment opportunities in the Borough.
- 15.2.14 The implementation of Policy CS11: East Runcorn is likely to have a significantly positive impact on local economy and employment. The expansion of the Daresbury Science & Innovation Campus will help secure Daresbury's place as one of the world's key locations for scientific, innovation and entrepreneurial collaboration. The expansion of the campus will see the local, regional and national economy benefit from investment in world-class scientific research and innovation from at home and abroad, more joint working between different organisations located on the campus, open up access to science and technology facilities to industry and support the creation and growth of new science and technology related businesses.

- 15.2.15 Through the implementation of Policy CS11: East Runcorn, the Key Area of Change will also see significant residential development and the growth of Daresbury Business Park, this will have a significant positive impact on the sustainable growth of the local economy and the creation of employment opportunities in the Borough.
- 15.2.16 Policy CS4: Employment Land Supply and Locational Priorities seeks to protect existing employment sites and to make further provision for employment uses, this will have a significant positive impact on the expansion of the local economy and employment in the long term.
- 15.2.17 However, it is essential that the Site Allocations and Development Management DPD delivers a portfolio of employment land which is balanced enough to ensure provision for different sectors of the economy across the Borough, in both urban and rural areas. The portfolio of employment land should be flexible enough to respond to dynamic market conditions and changing business needs and working practices. In addition, it is considered that the Core Strategy should also support flexible and home based working, at present it does not.

Infrastructure

- 15.2.18 Infrastructure planning and provision is an essential factor in ensuring that sustainable growth is delivered in a way that enhances the area and allows safe, sustainable access to a wide range of services and facilities. Policy CS7: Infrastructure Provision is likely to strengthen the economy and aid the regeneration of the Borough. In particular, the policy ensures that sufficient services and infrastructure will be in place to meet the needs of employment and housing growth this will have a significant positive impact on delivering sustainable economic growth.

Housing

- 15.2.19 Core Strategy policy CS3 seeks to deliver 9,930 new dwellings for the period 2010-2028. New housing of a good quality will support efforts to attract new businesses by providing a good choice of homes for employees and may increase employment in the construction industry.
- 15.2.20 It is essential that new housing growth areas are linked with employment opportunities. Policy CS3: Housing Supply and Locational Priorities prioritises the development of previously developed land and encourages higher density developments in sustainable locations close to town/neighbourhood facilities or transport interchanges. This policy is therefore likely to help ensure that communities have easy access to a wide range of employment opportunities.

Transport

- 15.2.21 Policy CS6: Green Belt allows for minor alterations to the Green Belt surrounding Halton to allow for the expansion of Liverpool John Lennon Airport and Policy CS17: Liverpool John Lennon Airport also sets out the approach to the expansion of the airport. The implementation of both of these policies will have a significant positive impact on the local economy and employment through an increase in workforce numbers and the anticipated impact on the economic infrastructure of the area from the expansion of the airport; for example by the introduction of new hotels and car parking facilities.
- 15.2.22 The Masterplan for the expansion of the airport through to 2030 states that the airport has the potential to increase direct on-site employment numbers to between 4,000 and 5,900 by 2015, and to between 4,500 and 6,700 by 2030. Including off-site employment, the total job growth from airport growth could reach 9,400 jobs by 2030, and could be as high as 11,300.

- 15.2.23 The expansion of the airport is therefore likely to significantly increase job opportunities and business development opportunities in Halton and the wider sub-region in the long term.

A Network of Centres

- 15.2.24 The overall impact of the Core Strategy on centres in the Borough is significantly positive. Policy CS5: A Network of Centres promotes Widnes Town Centre and Halton Lea Town Centre as the main focal points for growth and development, supported by Runcorn Old Town centre. Improved and more accessible town centres within the Borough will be more likely to attract investment, stimulating the local economy and generating further employment opportunities. The policy also sets out the role and function for local centres, which will help to ensure that these areas play a role in supporting economic development over the plan period.

15.3 How can we mitigate/enhance effects?

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

Mitigation of Negative Effects

Employment

- 15.3.2 A key mitigation issue is the need for the Core Strategy and the wider Local Development Framework to facilitate opportunities for home working. This issue could be addressed by stating that home working opportunities will be promoted either within CS4: Employment Land Supply and Locational Priorities or in the Development Management DPD. This, in turn, may assist to reduce congestion and improve air quality.

Enhancement of Positive Effects

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

15.4 Summary of Impacts

- 15.4.1 Table 15.1 below provides a summary of the likely impacts arising from the Core Strategy Post Submission Changes Document on the local economy and employment topic area.

Table 15.1: Summary of Impacts under the Core Strategy Post Submission Changes Document on the local economy and employment topic area

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

Type of Impact	Core Strategy Post Submission Changes Document	Core Strategy plus other plans, programmes, etc.
<p>Short / medium term (to about 2028)</p>	<p>The overall effect of the plan on local economy and employment is significant positive. The provision of a wide range of employment opportunities should have positive indirect effects on the vitality of communities.</p> <p>Policies encourage sustainable transport and require new developments to contribute to provide an integrated sustainable transport network and improved walking and cycling facilities within the Borough.</p> <p>Providing better transport links to the Borough's employment areas will improve access for the Borough's residents.</p> <p>The expansion of Liverpool John Lennon Airport will have significant positive impacts for the regional and national economy in the short-medium term.</p>	<p>Employment, learning and skills in Halton are a key focus for the Halton's Sustainable Communities Strategy (SCS).</p> <p>The Core Strategy is aligned to deliver all of the benefits that the spatial planning process can contribute to the attainment of the specified goals of the SCS.</p> <p>The Core Strategy implements the policy and guidance of the national, regional and sub-regional levels.</p>
<p>Long term (beyond 2028)</p>	<p>Policy CS1 Halton's Spatial Strategy seeks to deliver employment opportunities at the Borough's Key Areas of Change at 3MG, South Widnes, East Runcorn and West Runcorn.</p> <p>The implementation of Policy CS11 East Runcorn is likely to have a significantly positive impact on local economy and employment. Similarly, Policy CS4: Employment Land Supply and Locational Priorities, seeks to protect existing employment sites and to make further provision for employment uses.</p> <p>The implementation of these policies will have a direct positive impact on the local economy, as in the long term they are likely to help reduce the high unemployment rate</p>	<p>The long term outlook is positive with all strategies aligned towards the similar outcomes.</p>

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

16 Housing

16.1 Introduction

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

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

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

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

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

- CS1: Halton's Spatial Strategy
- CS2: Presumption in Favour of Sustainable Development
- CS3: Housing Supply and Locational Priorities
- CS6: Green Belt
- CS13: Affordable Housing

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

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

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

Number	Objective	Locally Distinctive Sub-Criteria
10	To improve access to a range of good quality and affordable	Ensure that all new development meets the lifetime homes standards, in order to meet

	housing that meets the needs of the community of Halton	<p>the needs of an ageing population in the Borough.</p> <p>Seek to develop mixed income communities and flexibility of tenure and housing type in the Borough.</p> <p>Coordinate housing provision with investment in employment and community services to ensure that settlements meet the needs of their communities.</p> <p>Provide decent, good quality and affordable housing for all, including intermediate and key worker housing in line with RSS (and Growth Point) housing targets.</p>
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16.2 Situation under the Core Strategy Post Submission Changes Document

16.2.1 The Core Strategy Post Submission Changes Document will have an impact on housing in a variety of ways. The following table describes the degree of impact of each of the Post Submission Changes Document policies on the theme of housing.

KEY	
	Primary Effect
	Secondary Effect
	Little or no Effect

Core Strategy Policy Title	Degree of Impact Rating
CS1: Halton's Spatial Strategy	
CS2: Presumption in Favour of Sustainable Development	
CS3: Housing Supply and Locational Priorities	
CS4: Employment Land Supply and Locational Priorities	
CS5: A Network of Centres	
CS6: Green Belt	
CS7: Infrastructure Provision	
CS8: 3MG	

Core Strategy Policy Title	Degree of Impact Rating
CS9: South Widnes	Orange
CS10: West Runcorn	Red
CS11: East Runcorn	Red
CS12: Housing Mix	Red
CS13: Affordable Housing	Red
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Show People	Red
CS15: Sustainable Transport	Orange
CS16: The Mersey Gateway Project	Orange
CS17: Liverpool John Lennon Airport	Light Blue
CS18: High Quality Design	Red
CS19: Sustainable Development and Climate Change	Orange
CS20: Natural and Historic Environments	Light Blue
CS21: Green Infrastructure	Light Blue
CS22: Health and Well-Being	Light Blue
CS23: Managing Pollution and Risk	Red
CS24: Waste	Light Blue
CS25: Minerals	Light Blue

General Comments

- 16.2.2 The supply and type of housing provided across Halton is a key issue in terms of promoting social, economic and environmental sustainability throughout the Borough.
- 16.2.3 The housing market itself has a crucial role to play in encouraging and supporting economic growth. Without the right types of homes in the right places, Halton will not be able to retain or attract residents and investors.
- 16.2.4 The Core Strategy housing policies focus upon ensuring that the Borough delivers an overall balanced housing stock that meets the needs of new and existing residents.
- 16.2.5 The development of new homes is likely to have a significant positive effect on meeting local housing needs and on the local economy through providing employment in the construction industry. However, the development of new homes could have a significant negative environmental impact (potentially on sites of biodiversity importance, key land resources, water quality and air quality) and significant negative impacts on landscapes in the Borough.
- 16.2.6 The provision of new housing may result in opportunities to improve cultural, social, leisure and recreational provision. However, it could lead to increased pressure on these same services, thus reducing the quality of provision. This issue is addressed in policy CS7: Infrastructure Provision.

- 16.2.7 Increasing the provision of new housing will be important as it will help to broaden the housing offer within the Borough, which will be critical to help retain the Borough's younger generation, as well as increasing the attractiveness of the Borough to potential residents.
- 16.2.8 Overall the Core Strategy aims to support an appropriate level of housing growth and promotes a balanced housing offer through ensuring a mix of tenure and type in sustainable locations to meet the needs of new and existing residents. This includes improving the existing housing stock, as well as new housing, specialist housing, affordable housing and sites to meet the needs of Gypsies, Travellers and Travelling Showpeople.
- 16.2.9 Policies CS1: Halton's Spatial Strategy, CS3: Housing Supply and Locational Priorities, CS13: Affordable Housing, CS12: Housing Mix, CS18: High Quality Design and CS7: Infrastructure Provision will all have a significantly positive overall effect on housing in the Borough.

Spatial Priorities and Housing Supply

- 16.2.10 The location of new housing development affects the landscape, the future of settlements, population, the services and facilities that are required by residents and the viability of these.
- 16.2.11 Policy CS1: Halton's Spatial Strategy sets out the direction of growth for housing, focusing major new residential development primarily in the Key Areas of Change. The implementation of this policy will improve access to a range of housing options in the Borough, having an overall positive impact on the SA objective 10. The coordination of housing provision with investment in employment and community services should ensure that settlements meet the needs of their communities.
- 16.2.12 The implementation of policy CS1 will contribute towards ensuring a high level of housing is delivered throughout the Borough over the plan period (as it sets out the need to deliver 9,930 net additional dwellings). This will contribute towards a significant positive impact on delivering new housing within Halton.
- 16.2.13 To the extent that new development is determined in accordance with policy CS2 (Presumption in Favour of Sustainable Development), and not with the other policies in the LDF, the impact on the housing topic area of implementing this policy should be one of a major beneficial effect. The NPPF places very strong emphasis on delivering a wide choice of high quality homes (in particular section 6 – Delivering a wide choice of high quality homes) and the positive implementation of these policies would have a major beneficial impact on SA objective 10. The impact assessment of the NPPF identifies that the NPPF removes the national minimum site size threshold requiring affordable housing to be delivered and provides increased flexibility for delivery of rural housing to reflect local needs. This should help to ensure that an adequate supply of affordable housing is delivered throughout Halton, which is appropriate to local needs.
- 16.2.14 Policy CS3 seeks to deliver residential development through existing commitments and allocated sites, planned development within the Key Areas of Change, windfall development and future allocations of housing land.
- 16.2.15 Policy CS3: Housing Supply and Locational Priorities prioritises the development of previously developed land and encourages higher density developments in sustainable locations close to town/neighbourhood facilities or transport interchanges. This will ensure that housing is located close to key public transport corridors; creating the critical mass in these locations needed to support improvements to existing facilities such as healthcare and education.

- 16.2.16 The implementation of Policy CS3: Housing Supply and Locational Priorities is likely to have a significant positive impact on housing choice in the Borough and will help maximise the use of vacant and under-used previously developed land, provided that this land is suitable for housing.
- 16.2.17 Policy CS11: East Runcorn seeks to create a new community for Halton which will encompass a diverse mix of uses and continue the development of Runcorn in line with the long term vision for the Borough. New housing development at East Runcorn will supplement the expanded employment offer at Daresbury, and at Sandymoor, with the completion of further homes supported by a new neighbourhood centre. A new sustainable transport interchange to serve the area will also be created.
- 16.2.18 The implementation of Policy CS10: West Runcorn will diversify the housing offer in the Borough and will reinforce existing neighbourhoods through the addition of some higher quality residential development. Runcorn Waterfront provides the opportunity to deliver a new high quality waterfront residential community.
- 16.2.19 Policy CS6: Green Belt allows for small scale change amounting to minor infill development within the existing settlements within the Green Belt of Daresbury, Moore and Preston on the Hill if necessary to meet identified local needs. This flexible approach will improve housing choice in the Borough and should allow for housing need to be met in these areas where appropriate.

Housing Mix

- 16.2.20 Policy CS12: Housing Mix states that housing proposals of 10 dwellings or more will be required to provide an appropriate mix of housing on site. The final mix is not stated, and will be negotiated with the developer on the basis of a housing needs assessment in the latest Strategic Housing Market Assessment. This flexible approach should ensure that specific housing needs of particular groups are met through the appropriate provision of specialist and supported housing, in order to address deficiencies in the existing housing stock.
- 16.2.21 It is considered that the low site threshold in policy CS12: Housing Mix for the potential provision of supported housing will help to meet need in those areas where sites come forward and will mean that more sites qualify. The implementation of policy CS12 alongside policy CS7 Infrastructure Provision is considered to be a flexible approach to meeting housing needs in the Borough. Contributions could be directed to the appropriate area relevant to the type of need that exists at the time.
- 16.2.22 Policy CS13 (Affordable Housing) sets out how affordable housing will be sought for schemes of 10 or more dwellings (net gain) or on sites 0.33ha or greater for residential purposes. Affordable housing provision will be sought at 25% of the total residential units proposed. The policy also highlights how the Council will seek to secure 50% of new provision as social and affordable rented tenures and 50% intermediate housing tenures. The implementation of this policy will have a significant positive impact in terms of delivering affordable housing in the Borough over the plan period.

Pollution

- 16.2.23 CS23: Managing Pollution and Risk seeks to minimise the effects of pollution on health and the environment. The policy seeks to ensure that new development reduces the impact on amenity and that new development is developed in safe areas away from flood risk and land

contamination. The implementation of this policy should ensure that new housing is provided in safe locations and that the impacts of pollution from new development on existing residential areas are limited, thereby increasing quality of life for residents in Halton.

16.3 How can we mitigate/enhance effects?

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

Mitigation of Negative Effects

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

Enhancement of Positive Effects

16.3.3 By meeting existing and proposed housing needs while maximising the efficient use of land, respecting the identity of settlements and reducing the need to travel, the Core Strategy Post Submission Draft Document is envisaged to have a positive impact on housing within the Borough.

16.3.4 No additional measures are recommended for enhancing the positive effects on the housing topic area.

16.4 Summary of Impacts

16.4.1 Table 16.1 below provides a summary of the likely impacts arising from the Core Strategy Post Submission Draft Document on the housing topic area.

Table 16.1: Summary of Impacts under the Core Strategy Post Submission Changes Document on the housing topic area

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

Type of Impact	Core Strategy Post Submission Draft	Core Strategy plus other plans, programmes, etc.
Short / medium term (to about 2028)	The Core Strategy policies perform very well against the housing objective, as the policies should result in an increase to the supply of housing (including affordable housing) within the Borough, whilst also	Other plans, programmes and strategies which relate to housing in the Borough will strengthen the positive impacts of the Post Submission Changes Core Strategy on this topic area.

Type of Impact	Core Strategy Post Submission Draft	Core Strategy plus other plans, programmes, etc.
	<p>creating mixed and balanced communities. Overall the Core Strategy will have significant positive impact on the relevant areas of sustainability.</p>	
<p>Long term (beyond 2028)</p>	<p>The significant positive effects seen in the short / medium term should continue in the long term, especially in terms of meeting existing and proposed housing needs in the Borough.</p> <p>The Core Strategy policies are based on a robust evidence base and have been developed to respond to local needs in the Borough. However, there may be a need for housing policies to change emphasis in the future due to changes in the socio-economic makeup of the Borough. The Core Strategy should seek to be as adaptable and as flexible as possible to deal with such changes.</p>	<p>The policies allow for sufficient growth in, and design aspects of, the housing stock to accommodate future changes in the population.</p>
<p>Areas likely to be significantly affected</p>	<p>All parts of the Borough will benefit from increased housing quantity, quality, affordability and choice, but particularly wherever new development takes place.</p> <p>The most positive effects will likely be in the Key Areas of Change in East Runcorn and West Runcorn.</p> <p>There could also potentially be negative impacts on areas of landscape value within the Borough, depending upon where new housing is located.</p>	
<p>Permanent vs. Temporary</p>	<p>The Core Strategy sets the long term vision and strategic objectives for spatial planning in the Borough. The implementation of the Core Strategy policies in relation to housing will have a permanent impact.</p>	
<p>Secondary</p>	<p>The housing topic is interrelated to many other sustainability topic areas identified within this SA report. Other areas of sustainability explicitly linked to housing, include those relating to the physical environment (employment provision, open space, transport) and to the social environment (community health and equality, local economy, education and skills, and leisure). These areas can have a number of secondary impacts on housing as they are likely to affect the location of housing and the potential for the local population to afford to live in new housing delivered over the plan period. There could also potentially be secondary impacts of housing on some ecosystem services including water quality, quality of biodiversity sites and air quality.</p>	

17 Cumulative and Synergistic Effects

- 17.1.1 Table 17.1 below looks at the performance of all the policies in the Core Strategy Post Submission Changes Document taken together, in relation to each of the SA topics. Appendix 3 looks at the performance of the plan in combination with other policies and programmes being implemented in the Borough. The key cumulative and synergistic effects are set out in this section.
- 17.1.2 The policies have varying impacts on the different SA topics explored within this SA. There are significant positive impacts on economic growth and diversity, employment and investment throughout Halton, provided the employment growth and infrastructure improvements set out in the Core Strategy are accompanied by investments to improve the skills and capacity of Halton's population to take up those opportunities.
- 17.1.3 There are significant positive cumulative impacts on sustainable land use and patterns of development by directing housing and employment growth to previously developed land within existing urban areas, such as in Widnes. These areas also have established transport links and are in need of regeneration.
- 17.1.4 There are significant positive cumulative impacts on achieving a more equitable distribution of prosperity and fairer access to services, by directing development and infrastructure and service improvements to areas that contain pockets of deprivation; also by increasing the number of homes (including affordable housing) and jobs in the Borough.
- 17.1.5 Significant positive cumulative impacts on health and health inequalities are also anticipated through the increase in provision of health facilities and through the provision and enhancement of the factors that contribute to improved health and well being. These factors or determinants of health include access to housing, employment and services, provision of open spaces, recreation and sports opportunities.
- 17.1.6 Table 17.1 indicates that there are significant negative impacts on some elements of sustainability including biodiversity, flora and fauna, soil and land resources, air quality and climatic factors and flooding through the implementation of Policies CS6: Green Belt and CS17: Liverpool John Lennon Airport. However locational impacts will be addressed through the formal Green Belt review process, preparation of the Site Allocations DPD and through consideration of individual planning applications. This will help to ensure that release of Green Belt land is in locations that would not have a significant negative impact on environmental assets in the Borough; or alternatively, where such locations on balance are the most appropriate locations for Green Belt release, any negative impacts can be appropriately mitigated.
- 17.1.7 Furthermore, it is recognised that the expansion of the airport will have a significant positive impact on the local economy and employment through an increase in workforce numbers and the anticipated multiplier effect on the economic infrastructure of the area from the expansion of the airport.
- 17.1.8 Adverse cumulative impacts on flood risk are likely to arise from the increase in development in areas at risk of flooding; particularly those areas located close to the Mersey Estuary and associated brooks.

- 17.1.9 Potential cumulative adverse impacts on wildlife and nature conservation sites across Halton are anticipated from increasing pressures from development; particularly on greenfield sites in East Runcorn.
- 17.1.10 The table in Appendix 3 shows that the implementation of other plans and strategies in Halton and the surrounding sub-region will contribute towards the positive effects on the various SA topics arising from implementation of the Core Strategy Post Submission Changes Document.
- 17.1.11 Neighbouring authorities to Halton include Liverpool, Knowsley, St Helens, Warrington and Cheshire West and Chester. The authorities are at various stages of preparing their Core Strategies. The table in Appendix 3 shows that the planning policy frameworks for neighbouring authorities in the most part contribute towards the positive impact of the Core Strategy Proposed Submission Document.
- 17.1.12 The situation in combination with the Mersey Estuary Flood Management Plan is significantly positive. The plan focuses on developing actions to sustainably manage flood risk in the Mersey Basin. This ensures a particularly positive impact on the biodiversity, flora and fauna topic, the soil and land resources topic, the climatic factors and flooding topic and the cultural heritage and landscape topic.
- 17.1.13 The Merseyside Joint Waste DPD sets out a number of measures in relation to waste development. The policies set out within the Joint Waste DPD should have a significant positive impact on ensuring that waste management developments are located in the most sustainable locations throughout Halton. This will contribute towards the significant positive impact the Core Strategy has on many of the topic areas, particularly soil and land resources.
- 17.1.14 The Third Local Transport Plan for Halton sets out a series of priorities for delivering transport infrastructure throughout Halton, including the need to tackle congestion, deliver accessibility, ensure safer roads and improve air quality. The implementation of this plan in combination with the Core Strategy will help to ensure a positive impact on a number of the topic areas, particularly air quality, climatic factors and flooding and transportation.
- 17.1.15 The situation in combination with the Mersey Gateway Regeneration Strategy is significant positive. The strategy highlights that through development of the Mersey Gateway, congestion will be relieved throughout Halton, public transport provision will be enhanced and air quality will be improved. There will be a particularly significant positive impact on the transportation topic area as a result.
- 17.1.16 The situation in combination with the Halton's Sustainable Community Strategy is also significant positive. The strategy highlights the importance of enhancing the quality of the natural environment, delivering new housing on brownfield land, improving air quality and improving education levels in Halton.

Table 17.1 – Cumulative Effects of the Policies

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

SA Topics	Core Strategy Post Submission Changes Document Policies																									
	Spatial Policies							Key Areas Of Change				Core Policies														
	CS1	CS2	CS3	CS4	CS5	CS6	CS7	CS8	CS9	CS10	CS11	CS12	CS13	CS14	CS15	CS16	CS17	CS18	CS19	CS20	CS21	CS22	CS23	CS24	CS25	
Biodiversity, Flora and Fauna																										
Water Quality and Resources																										
Soil and Land Resources																										
Air Quality																										
Climatic Factors and Flooding																										
Cultural Heritage and Landscape																										



SA Topics	Core Strategy Post Submission Changes Document Policies																								
	Spatial Policies							Key Areas Of Change				Core Policies													
	CS1	CS2	CS3	CS4	CS5	CS6	CS7	CS8	CS9	CS10	CS11	CS12	CS13	CS14	CS15	CS16	CS17	CS18	CS19	CS20	CS21	CS22	CS23	CS24	CS25
Population and Human Health	Light Green	Dark Green	Dark Green	Light Green			Light Green	Light Green	Light Green			Dark Green	Light Green	Dark Green	Light Green		Orange		Light Green	Light Green	Light Green	Dark Green	Dark Green		
Social Inclusiveness Including Skills and Education	Dark Green	Light Green			Dark Green		Light Green			Dark Green	Dark Green	Light Green	Light Green	Light Green	Light Green		Light Green					Light Green			
Transportation	Light Green	Light Green	Light Green		Light Green	Light Green	Light Green	Light Green		Light Green					Dark Green	Light Green	Dark Green				Light Green	Light Green	Light Green	Light Green	
Local Economy and Employment		Dark Green	Light Green	Dark Green	Dark Green	Light Green	Light Green	Dark Green			Dark Green				Light Green	Dark Green	Dark Green		Light Green					Light Green	
Housing		Dark Green	Dark Green			Light Green	Dark Green			Light Green		Dark Green	Dark Green	Light Green				Light Green					Light Green		

18 Conclusion

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

Location of New Development

- 18.1.2 Through the identification of Key Areas of Change, the Core Strategy highlights areas which will be subject to urban renewal over the plan period. The Core Strategy Post Submission Changes Document policies indicate the Council's commitment to accommodating growth in a sustainable way which prioritises sustainable brownfield land. It is however, recognised that a significant proportion of development will have to be accommodated on Greenfield land (in East Runcorn), although these opportunities for development will support sustainable transport initiatives.
- 18.1.3 The Council's Spatial Strategy policy CS1 seeks to concentrate development in the Key Areas of Change throughout the Borough, which should help to reduce the need to travel. The importance of conserving and enhancing settlement character is recognised in the settlement hierarchy (Policy CS5: A Network of Centres for Halton) which indicates the scale of development acceptable in settlements and is based on the services they provide.

Natural and Historic Environments

- 18.1.4 The main risk to key areas of biodiversity value within the Borough is the level of development proposed within the Core Strategy Post Submission Changes Document. However it is recognised that a number of policies provide sufficient measures for ensuring that new development will be delivered whilst ensuring that areas of biodiversity are protected.
- 18.1.5 A key aim of policy CS6 (Green Belt) is to protect the general extent of the Green Belt surrounding Halton over the plan period. However, policies CS1, CS3 and CS6 (Green Belt) all set out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. Dependent upon location, there could potentially be a significant negative impact on biodiversity, fauna and flora, soil and land resources and areas of landscape value in Halton in the medium to long term.
- 18.1.6 However, it is acknowledged that Green Belt land release is likely to be required in Halton in order to meet social and economic needs over the plan period. Furthermore, locational impacts will be addressed through the formal Green Belt review process, preparation of the Site Allocations DPD and through consideration of individual planning applications. This provides a planning process that will ensure release of Green Belt land takes place in the most sustainable locations and that any significant but unavoidable negative impact on environmental assets can be mitigated.
- 18.1.7 The Council's commitment to improving the environment of the Borough is emphasised throughout the Core Strategy, but is particularly evident in policy CS20: Natural and Historic Environment. The successful implementation of these policies will ensure that the environmental quality of the Borough is maintained and enhanced. Likewise, the importance of

protecting, enhancing and managing places, landscapes and buildings of historic, cultural and archaeological value is well recognised throughout the Core Strategy and providing these policies are implemented these features will be well managed into the longer term.

Soil, Land and Water Resources

- 18.1.8 Over the plan period, the implementation of the Core Strategy will result in potential negative impacts on soil and land resources due to the development of Greenfield sites in East Runcorn, the development of Green Belt land (through the expansion of Liverpool John Lennon Airport and potential release of Green Belt over the plan period) and the potential extraction of mineral resources. However, these negative effects are partly mitigated by other policies within the Post Submission Changes Document which aim to reduce the impact of new development on or close to Green Belt and greenfield land where possible over the plan period, and seek to deliver a high quality green infrastructure network across the Borough, to mitigate the loss of this Greenfield land.
- 18.1.9 New development through the implementation of the Core Strategy will bring an increase in water consumption and waste generation in absolute terms, hence in most cases there is a negative assessment of those policies which direct growth against these objectives. It is however recognised that waste generation can be mitigated through design policies in the emerging Site Allocations and Development Management DPD and the Joint Merseyside Waste DPD, but will also require other awareness raising programmes to encourage recycling, carried out by the Council and its partners.
- 18.1.10 In addition, it is also recognised that, through the implementation of policy CS19 (Sustainable Development and Climate Change) new housing will be encouraged to meet Level 3 of the Code for Sustainable Homes (and levels 4 and 6 over the long term), which will assist in delivering water and energy efficiency in new homes. Non-residential development will also be encouraged to meet equivalent levels of BREEAM.

Economic Growth, Social Inclusiveness and Key Infrastructure

- 18.1.11 One of the main thrusts of the Core Strategy Post Submission Changes Document is to support the maintenance and growth of the Borough's economy. The Core Strategy aims to consolidate and enhance linkages to the wider sub-region and seeks to deliver the economic benefits of Halton's strategic location and facilities to the Borough's residents and businesses. The expansion of Liverpool John Lennon Airport, the development of 3MG and Widnes Waterfront and the further development of Daresbury Science & Innovation Campus represent significant growth and investment opportunities for the Borough and are likely to significantly increase job opportunities and business development opportunities in Halton and the wider sub-region in the long term.
- 18.1.12 The implementation of policies CS6: Green Belt and CS17: Liverpool John Lennon Airport which support the expansion of the airport, will have a significant positive impact on the local economy and employment through an increase in workforce numbers and the anticipated impact on the economic infrastructure of the area from the expansion of the airport.
- 18.1.13 The implementation of the Core Strategy is likely to have a significantly positive impact on transportation in the Borough. The significant negative effects on transportation are limited to the general effect of new development such as the expansion of Liverpool John Lennon Airport increasing the burden on the transport network. However many of the policies are formulated in such a way as to limit this effect by proposing improvements to the transport network that will

potentially off-set any negative effect, provided they are implemented. In the case of policy CS17 (Liverpool John Lennon Airport), the implementation of the Surface Access Strategy and the implementation of the Eastern Access Transport Corridor would help to offset any negative impact of the airport expansion on the transport network.

- 18.1.14 Numerous positive impacts on increasing social inclusiveness in Halton have been identified in relation to the housing and employment policies. There are also numerous measures within the policies which will help to ensure that sufficient community services and facilities are developed alongside new development delivered over the plan period.
- 18.1.15 By meeting existing and proposed housing needs while maximising the efficient use of land, respecting the identity of settlements and reducing the need to travel, the Core Strategy Post Submission Changes Document is envisaged to have a significant positive impact on housing within the Borough.
- 18.1.16 The Core Strategy Post Submission Changes Document contains a wide variety of policy content focused on addressing the Borough's health problems. Approaches notable for their consideration and impact upon health priorities include those within policies CS22: Health and Well-Being and CS21: Green Infrastructure, but there are also efforts to address health problems through the maintenance of well-designed places and spaces, through the support of accessible sustainable travel options and through the provision of a healthy, green local environment.
- 18.1.17 In essence, the Core Strategy seeks to create healthy and liveable urban neighbourhoods, provide social infrastructure (such as basic health, community and sports facilities, and open space) and raise levels of educational attainment.

Climate Change

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

Overall Cumulative Impacts

- 18.1.20 The Core Strategy as a whole is likely to result in both positive and negative cumulative impacts on sustainable development. The most significant of those impacts are highlighted below.
- Positive cumulative impacts are likely to include:

- Positive impacts on economic growth and diversity, employment and investment throughout Halton, provided the employment growth and infrastructure improvements set out in the Core Strategy are accompanied by investments to improve the skills of Halton's population;
 - Positive impacts on sustainable land use and patterns of development by directing housing and employment growth to previously developed land within existing urban areas such as in Widnes. These areas also have established transport links and are in need of regeneration;
 - Positive impacts on achieving a more equitable distribution of prosperity and a fairer access to services by directing development and infrastructure and service improvements to areas that contain pockets of deprivation; also by increasing the number of homes (including affordable housing) and jobs in the Borough; and
 - Positive impacts on health and health inequalities by increasing the provision of health facilities and also providing and enhancing the factors that contribute to health and well being. These factors or determinants of health include: access to housing, employment and services, provision of open spaces, recreation and sports opportunities.
- Adverse cumulative impacts are likely to include:
 - Adverse impacts on flood risk resulting from the increase in development in areas at risk of flooding particularly those areas located close to the Mersey Estuary and associated brooks;
 - Potential adverse impacts on wildlife and nature conservation sites across Halton from increasing pressures from development particularly on greenfield sites in East Runcorn; and
 - Potential adverse impacts on consumption of resources and production of waste in the Borough as a consequence of the increase in development and jobs.
 - Dependent upon location, there could potentially be a significant negative impact on biodiversity, fauna and flora, soil and land resources and areas of landscape value in Halton in the medium to long term through new development on the Green Belt around Widnes and Hale. However, it is acknowledged that Green Belt land release is likely to be required in Halton in order to meet social and economic needs over the plan period.

18.1.21 Below is a table summarising how all of the Core Strategy Post Submission Changes Document policies (including those policies that have not been subject to a re-appraisal in this report due to a lack of significant change since the Proposed Submission stage) perform against the SA framework. For each policy, a brief summary is provided:

Table 18.1 –Summary SA findings for the Post Submission Changes Document Policies

Policy	SA Outcome
CS1 Halton's Spatial Strategy	Overall, the SA considers this policy to be positive in sustainability terms. Although the level of development set out within some of the policies could have significant negative impacts on some environmental factors, these are sufficiently mitigated by other policy content.
CS2 Presumption in Favour of Sustainable Development	The SA considers this policy to be positive in sustainability terms as it has positive benefits for most of the SA objectives. However, the NPPF has removed the national brownfield target for housing development, which could pose a threat to soil and land resources in the longer term. However, this is partly mitigated by the Core Strategy emphasis on the use of previously developed land to meet housing and employment needs.
CS3 Housing Supply and Locational Priorities	The SA considers this policy to be positive in sustainability terms. Although development is likely to have significant impacts on some environmental factors these can be managed / mitigated.
CS4 Employment Land Supply and Locational Priorities	The SA considers this policy to be positive in sustainability terms. Although development is likely to have negative impacts on some environmental factors these can be managed / mitigated.
CS5 A Network of Centres for Halton	This policy has positive benefits for both social and economic criteria.
CS6 Green Belt	Overall, this policy highlights the importance of protecting Green Belt land over the plan period. However, policies CS1, CS3 and CS6 (Green Belt) all set out that there will be a requirement to undertake an early partial review of the Green Belt around Widnes and Hale. This indicates that there will potentially be a need for new development on Green Belt land over the plan period within Halton. This could potentially have a significant negative impact on SA objectives related to protecting environmental assets.
CS7 Infrastructure Provision	This policy is generally positive in its effects. The policy highlights how new development will be directed towards areas that have

Policy	SA Outcome
	existing infrastructure in place. It also highlights the importance of considering the need to deliver development in sustainable locations.
CS8 3MG	This policy has strong benefits for social and economic factors. There maybe some minor negative impacts on water quality. However, the policy builds in appropriate environmental mitigation. Overall the policy is considered positive in sustainability terms.
CS9 South Widnes	Overall this policy is positive in sustainability terms. There may be some negative environmental effects, however these can be managed / mitigated.
CS10 West Runcorn	The focus of this policy is bringing large areas of previously developed land back into beneficial use. Development will be designed with sustainability in mind. This policy will contribute positively to sustainability principles.
CS11 East Runcorn	Overall this policy is positive in sustainability terms. There may be some minor negative environmental effects.
CS12 Housing Mix	This policy has strong social benefits and negligible environmental impacts.
CS13 Affordable Housing	This policy has strong social benefits and negligible environmental impacts.
CS14 Meeting the Needs of Gypsies, Travellers and Travelling Show People	This policy should contribute directly to the well-being of the Gypsy, Traveller and Travelling Showpeople communities.
CS15 Sustainable Transport	This policy will have positive benefits on all areas of sustainability (social, economic, environmental).
CS16 The Mersey Gateway Project	This policy has strong benefits for social and economic factors. The policy builds in environmental mitigation. Overall the policy is considered positive in sustainability terms.
CS17 Liverpool John Lennon Airport	This policy has strong economic benefits and will have positive benefits on topics such as air quality due to the promotion of movements by rail and water. Although the extension of the runway will lead to the growth of the airport and a change to the Borough's Green Belt boundary, there are sufficient mitigation

Policy	SA Outcome
	measures incorporated in the policy that, if implemented effectively, will help to mitigate negative impacts.
CS18 High Quality Design	This policy will have strong positive benefits for environmental, social and economic sustainability factors.
CS19 Sustainable Development and Climate Change	This policy will have strong positive benefits for environmental and economic sustainability criteria.
CS20 Natural and Historic Environment	This policy will have strong positive environmental benefits.
CS21 Green Infrastructure	This policy will have strong positive benefits upon environmental and social sustainability criteria.
CS22 Health and Well-Being	This policy is expected to have significant positive benefits for health.
CS23 Managing Pollution and Risk	This policy will have positive impacts on environmental and social factors.
CS24 Waste	Sustainable waste disposal methods should provide positive benefits for social and economic factors. Diversion of waste from landfill should lead to positive environmental factors.
CS25 Minerals	Mineral extraction may impact on the cultural heritage and landscape if sites are not restored once extraction has taken place. However, this impact is mitigated to a certain extent by a further measure in the policy, which encourages the use of recycled and secondary aggregates across the Borough to minimise the need for minerals extraction.

18.1.22 Overall, it is considered that the implementation of the Core Strategy Post Submission Changes Document policies will achieve sustainable and sensitive growth in Halton. It is considered that the implementation of the Core Strategy will have positive impacts on all of the sustainability objectives and that the majority of the negative impacts identified will be mitigated by the implementation of the combination of the policies within the Core Strategy as a whole, or addressed at later stages of the planning process, such as the formal Green Belt review process.

19 Monitoring

- 19.1.1 Monitoring is an important part of SA/SEA because it ensures that the process is ongoing and does not simply end once the Core Strategy DPD has been adopted. Monitoring will enable Halton Council to determine whether the implementation of the Core Strategy is working towards achievement of the SA objectives.
- 19.1.2 A set of targets and indicators were developed during the scoping stage which can be used for monitoring purposes. These were determined using the SA objectives, the key issues identified and the review of plans and programmes. Targets and indicators for each SA objective can be found in the Halton LDF Scoping Report (August 2009).
- 19.1.3 The policies and objectives of the Core Strategy will be delivered in the context of the LDF as a whole, and the wider policy framework which sits alongside the planning system. This means that implementation of the Core Strategy will be influenced by how it is reflected in the other LDDs forming part of the LDF, and by the successful implementation of these. For this reason, monitoring the sustainability effects of implementing the Core Strategy DPD should be conducted as part of an overall approach to monitoring the sustainability effects of implementing the DPDs and SPDs that make up the LDF. Information on the sustainability effects of implementing DPDs and SPDs making up the LDF should ideally be included in the Annual Monitoring Report (AMR) prepared for monitoring the overall performance of the LDF.
- 19.1.4 This SA/SEA supports the list of indicators supplied in Section 16: The Assessment Framework of the SA/SEA Scoping Report, as being appropriate for the Core Strategy Post Submission Changes Document DPD.

20 Next Steps

- 20.1.1 As an integral part of the development of the Core Strategy, the Council is required to engage the community on the Post Submission Changes Document (2012) of the Core Strategy as the changes required by the Inspector generate the need for further public consultation.
- 20.1.2 The Core Strategy has already been through a number of stages of preparation during which extensive stakeholder involvement has taken place. At this stage, the intention of issuing this SA Report alongside the Core Strategy DPD is to allow for representations to be made in connection with issues of soundness (i.e. whether the Core Strategy is justified, whether it is effective and whether it is consistent with national policy) and legal compliance only.
- 20.1.3 In order to ensure that the scope and content of representations on the Core Strategy Post Submission Changes and this SA Report are restricted to issues of soundness and legal compliance in accordance with Planning Inspectorate guidance, respondents are requested to make representations on an official comment form that has been specifically designed to assist in making representations. The Council are keen to promote the submission of comments electronically and will encourage anyone with appropriate facilities to make their responses in this way. For further information on the consultation, please go to the Halton Core Strategy Examination website at: <http://www3.halton.gov.uk/environmentandplanning/planning/168198/>
- 20.1.4 The changes to the Core Strategy will be consulted upon in May-June after the local elections. This SA report will be made available alongside the re-consultation on the changes for comment.

Glossary

Annual Monitoring Report (AMR)

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

Air Quality Management Area (AQMA)

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

Built Research Establishment Environmental Assessment Method (BREEAM)

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

Carbon Dioxide (CO₂)

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

Conservation Area

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

Core Strategy

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

Development Plan Document (DPD)

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

Geodiversity

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

Green Belt

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

Green Infrastructure

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

Greenhouse Gas (GHG)

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

Local Development Document (LDD)

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

Local Development Framework (LDF)

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

Local Nature Reserves (LNR)

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

Local Planning Authority (LPA)

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

Local Strategic Partnership (LSP)

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

Local Geological Sites (LGS)

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

National Planning Policy Framework (NPPF)

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

Previously Developed Land (PDL)

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

Site of Special Scientific Interest (SSSI)

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

Special Areas of Conservation (SAC)

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

Special Protection Areas (SPA)

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

Strategic Environmental Assessment (SEA)

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

Strategic Flood Risk Assessment (SFRA)

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

Strategic Housing Land Availability Assessment (SHLAA)

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

Sustainable

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

Sustainability Appraisal (SA)

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

Supplementary Planning Document (SPD)

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

Halton Core Strategy – Post Submission Changes

Sustainability Appraisal and Strategic Environmental Assessment

Appendices
May 2012



Prepared for
Halton Borough Council

Revision Schedule

Sustainability Appraisal and Strategic Environmental Assessment of Halton's Core Strategy Post Submission Changes Document – Final Report

March 2012

Rev	Date	Details	Prepared by	Reviewed by	Approved by
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Appendix 1: Procedural ‘Quality Assurance’ Checklist

This table is taken from the PAS SA guidance document¹. Assessment findings are colour coded as follows:

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

Does the Core Strategy Proposed Submission Draft Report...	Commentary
Scoping Report	
Describe the emerging plan and summarise the Scoping Report?	Yes – see Chapter 1 Section 1.4 and Section 1.5 of this report, which respectively describe the basic content of the Core Strategy Post Submission Changes Document (2012) and the Sustainability Appraisal Scoping Report (2009).
Account for the recommendations included in the review of the scoping report?	Yes – see Chapter 1 Section 1.5 and 6 of this report. The recommendations of the review of the Scoping Report were incorporated in the final SA Framework.
Adequately summarise the scoping report?	Yes – see Chapter 1 Section 1.4 and Section 1.5 of this report.
Test the Core Strategy Objectives Against the SA Framework (Stage B1)	
Describe findings of stage B1 of the SA process?	<p>Yes – Please refer to Chapter 2 and the ‘Situation Now’ sections in chapters 3-13 of the Preferred Options (2009) SA report.</p> <p>This step has not been repeated in this SA report as the plan objectives have not changed since the Preferred Options Core Strategy was published.</p>
Test the compatibility of the plan objectives with the SA objectives?	<p>Yes – Please refer to Chapter 2 of the Preferred Options (2009) SA report, which assesses the Core Strategy Preferred Options Visions and Strategic Objectives against the SA objectives, demonstrating compatibility.</p> <p>This step has not been repeated in this SA report as the plan objectives have not changed since the Preferred Options Core Strategy was published.</p>

¹ Planning Advisory Service (PAS) and Scott Wilson, (2007), Local Development Frameworks: Guidance on Sustainability Appraisal

Does the Core Strategy Proposed Submission Draft Report...	Commentary
Develop the Options (Stage B2)	
Include reasonable options/alternatives in line with stage B2 of the SA process?	Yes – in ‘The Situation under the Core Strategy Alternative Options’ sections of chapters 3-13 within the Preferred Options stage. See Preferred Options SA Report (2009).
Document the reasonable alternatives taking into account the objectives of the plan?	Yes – in ‘The Situation under the Core Strategy Alternative Options’ sections of chapters 3-13 within the Preferred Options stage. See Preferred Options SA Report (2009).
Include an outline of the reasons for selecting the alternatives dealt with?	Yes – in ‘The Situation under the Core Strategy Alternative Options’ sections of chapters 3-13 within the Preferred Options stage. See Preferred Options SA Report (2009).
Prediction, Evaluation and Mitigation of the Effects and Maximisation of Benefits Associated with the Options and Preferred Options (Stage B3 – B5)	
Describe the findings of Stage B3–B5 of the SA process?	Yes – see Chapters 6 – 16 and Chapter 18 of this report.
Ensure that all significant effects on the economy, community and environment are considered including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors?	Yes – see Appendix 2 and Chapters 6– 16 Section 3 of this report, which assesses which policies are likely to have a significant affect on particular sustainability issues, and provides a discussion of the significant and minor positive and negative impacts of these policies in combination.
Predict effects in terms of their magnitude, geographical scale, the time period over which they will occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether or not there are secondary, cumulative and/or synergistic effects?	Yes – see Chapters 6 – 16 Section 3 of this report. Cumulative and Synergistic Effects – see Chapter 17 of this report.
Quantify predictions and evaluations of significance where possible, taking care to avoid false precision?	Yes – This is demonstrated throughout this SA report.
Ensure that qualitative judgement of predictions and evaluation of significance is supported by baseline evidence, such as likely effects on specific indicators, trends, targets or other evidence?	Yes – see ‘The Situation Now’ sections in Chapters 3 – 13 of the Preferred Options SA report (2009), which describes the baseline situation, ‘The Situation Without the Plan’ which describes the situation without the plan (i.e. continuation of likely future baseline). Also see ‘The Situation under the Post Submission Changes Document’ in this report which describes likely impacts of the Post Submission Changes Document on

Does the Core Strategy Proposed Submission Draft Report...	Commentary
	<p>sustainability criteria.</p> <p>The 'The Situation Now' and 'The Situation Without the Plan' Sections have not been repeated in this SA report as the baseline evidence has not changed significantly since the Preferred Options Core Strategy was published.</p>
Highlight where a number of small, less significant effects may act in a cumulative or synergistic fashion to result in a significant effect?	Yes – see Chapter 17 of this report.
Compare options against sustainability criteria and each other and possibly a business-as-usual option?	<p>Yes – Chapters 6 – 16 Section 3 of this report involves a lengthy discussion of impacts of the Post Submission Changes Document on the relevant sustainability topic area.</p> <p>See 'The Situation Without the Plan' Chapters 3 – 13 of the Preferred Options (2009) SA report describe the business-as-usual option.</p>
Consider and document ways of mitigating significant adverse effects and maximising beneficial effects?	Yes – Section 4 in Chapters 6 – 16 of this report involves a lengthy discussion of impacts of the Post Submission Changes Document on the relevant sustainability topic area.
Document any uncertainties or limitations in the information underlying both quantitative and qualitative predictions and evaluations of significance?	Yes – the uncertainties and limitations are set out in Chapter 3, section 3 of this report.
Propose Measures to Monitor the Significant Effects of the Core Strategy (Stage B6)	
Document stage b6 of the SA guidance?	Yes – see chapter 19 of this report
Include a description of the measures envisaged concerning monitoring?	Yes – see chapter 19 of this report
Other	
Contain a non-technical summary that is written in a way most likely to engage prospective readers?	Yes – see non-technical summary
Use simple, clear language and avoids or explains technical terms?	Yes – See Glossary.
Is clear and concise in its layout and presentation?	Yes. The report presents the findings of the Sustainability Appraisal in a clear and concise format.
Use maps and other illustrations where appropriate?	Yes – Maps and diagrams in some sections of this SA report. Although there are some instances in which to insert diagrams, maps and tables would be to repeat the content of the Scoping Report (2009). A consideration of baseline information and illustrative material is contained within this “sister”

Does the Core Strategy Proposed Submission Draft Report...	Commentary
	document.
Set out what happens next in the SA process?	Yes – See chapter 20 of this report.

Appendix 2: Policy and Topic Impact Table

Policy No.	Policy Title	Biodiversity, Flora and Fauna	Water Quality and Resources	Soil and Land Resources	Air Quality	Climatic Factors and Flooding	Cultural Heritage and Landscape	Population and Human Health	Social Inclusiveness including skills and education	Transportation	Local Economy and Employment	Housing
CS1	Halton's Spatial Strategy	Primary effect	Little or no effect	Primary effect	Secondary effect	Little or no effect	Little or no effect	Little or no effect	Primary effect	Primary effect	Primary effect	Primary effect
CS2	Presumption in Favour of Sustainable Development	Primary effect	Little or no effect	Primary effect	Little or no effect	Primary effect	Primary effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Primary effect
CS3	Housing Supply and Locational Priorities	Primary effect	Little or no effect	Little or no effect	Little or no effect	Secondary effect	Little or no effect	Primary effect	Little or no effect	Secondary effect	Little or no effect	Primary effect
CS4	Employment Land Supply and Locational Priorities	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Secondary effect	Little or no effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Little or no effect
CS5	A Network of Centres	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Little or no effect
CS6	Green Belt	Primary effect	Little or no effect	Primary effect	Little or no effect	Little or no effect	Primary effect	Little or no effect	Secondary effect	Primary effect	Secondary effect	Secondary effect
CS7	Infrastructure Provision	Secondary effect	Primary effect	Secondary effect	Little or no effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Secondary effect
CS8	3MG	Secondary effect	Secondary effect	Primary effect	Primary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Little or no effect
CS9	South Widnes	Little or no effect	Little or no effect	Primary effect	Little or no effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Secondary effect
CS10	West Runcom	Little or no effect	Secondary effect	Primary effect	Little or no effect	Secondary effect	Primary effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Primary effect
CS11	East Runcom	Primary effect	Secondary effect	Primary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Primary effect
CS12	Housing Mix	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Secondary effect	Secondary effect	Little or no effect	Secondary effect	Primary effect
CS13	Affordable Housing	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Primary effect	Secondary effect	Little or no effect	Secondary effect	Primary effect
CS14	Meeting the Needs of Gypsies, Travellers and Travelling Show People	Little or no effect	Little or no effect	Little or no effect	Primary effect	Primary effect	Secondary effect	Primary effect	Secondary effect	Primary effect	Primary effect	Primary effect
CS15	Sustainable Transport	Little or no effect	Little or no effect	Little or no effect	Primary effect	Primary effect	Secondary effect	Primary effect	Secondary effect	Primary effect	Primary effect	Secondary effect
CS16	The Mersey Gateway Project	Primary effect	Primary effect	Secondary effect	Primary effect	Primary effect	Primary effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Secondary effect
CS17	Liverpool John Lennon Airport	Primary effect	Little or no effect	Secondary effect	Little or no effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Little or no effect
CS18	High Quality Design	Primary effect	Little or no effect	Little or no effect	Little or no effect	Secondary effect	Primary effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Primary effect
CS19	Sustainable Development and Climate Change	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Primary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect
CS20	Natural and Historic Environments	Primary effect	Little or no effect	Secondary effect	Little or no effect	Secondary effect	Primary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect
CS21	Green Infrastructure	Primary effect	Primary effect	Primary effect	Secondary effect	Secondary effect	Primary effect	Primary effect	Secondary effect	Primary effect	Secondary effect	Secondary effect
CS22	Health and Well-Being	Secondary effect	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Little or no effect	Primary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect
CS23	Managing Pollution and Risk	Little or no effect	Primary effect	Primary effect	Primary effect	Primary effect	Secondary effect	Primary effect	Secondary effect	Primary effect	Primary effect	Primary effect
CS24	Waste	Secondary effect	Little or no effect	Primary effect	Little or no effect	Little or no effect	Little or no effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect
CS2	Minerals	Little or no effect	Little or no effect	Primary effect	Little or no effect	Little or no effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect	Secondary effect

Key	
Primary effect	Secondary effect
Little or no effect	

Appendix 3: Cumulative Effects of Existing Legislation

KEY				
Very Positive	Positive	No Effect	Negative	Very Negative

Topic Area	Situation under Halton Core Strategy – Post Submission Changes Document	Situation with neighbouring authorities (Planning Policy in Liverpool, Knowsley, St Helens, Warrington and Cheshire West and Chester)	Situation in combination with the Mersey Estuary Flood Management Plan (prepared by the Environment Agency in December 2009)	Situation in combination with the Joint Merseyside and Halton Waste DPD (Submission Version – 2012)	Situation in combination with the Halton Council Local Transport Plan (LTP3)	Situation in combination with Mersey Gateway Regeneration Strategy	Situation in combination with Community Strategy for a Sustainable Halton (prepared by the Halton Strategic Partnership 2011-2026)
Biodiversity, Flora and Fauna	Overall, the Core Strategy Post Submission Changes Document is envisaged to have a positive impact on the topic area. The main risk to key areas of biodiversity value within the	Growth in several of the local authority areas is constrained by the proximity of internationally or nationally important areas of nature conservation interest and the pressures growth may put	The plan focuses on developing actions to sustainably manage flood risk in the Mersey Basin. This should help to ensure that areas of biodiversity surrounding the Mersey Estuary	The implementation of the Merseyside Joint Waste DPD should help to ensure that decisions on locating waste management facilities are taken within the context of	The implementation of new transport infrastructure schemes through the Halton Transport Plan could potentially have a negative impact on areas of	The implementation of this strategy is unlikely to have any impact on the biodiversity topic area.	The strategy highlights the need to enhance, promote and celebrate the quality of the natural environment in Halton. This ensures a positive impact on the biodiversity

Topic Area	Situation under Halton Core Strategy – Post Submission Changes Document	Situation with neighbouring authorities (Planning Policy in Liverpool, Knowsley, St Helens, Warrington and Cheshire West and Chester)	Situation in combination with the Mersey Estuary Flood Management Plan (prepared by the Environment Agency in December 2009)	Situation in combination with the Joint Merseyside and Halton Waste DPD (Submission Version – 2012)	Situation in combination with the Halton Council Local Transport Plan (LTP3)	Situation in combination with Mersey Gateway Regeneration Strategy	Situation in combination with Community Strategy for a Sustainable Halton (prepared by the Halton Strategic Partnership 2011-2026)
	Borough is the level of development proposed within the Core Strategy Proposed Submission Draft. A number of policies provide sufficient measures for ensuring that new development will be delivered whilst ensuring that areas of biodiversity are protected.	upon them. It is considered that the overall long term effects of policy implementation in combination with other authorities will have a positive effect on this area.	in Halton are protected.	protecting areas and sites of biodiversity value.	biodiversity value in Halton. However, policies in the Core Strategy should help to mitigate any negative impacts caused by the Local Transport Plan.		topic area.
Water Quality and Resources	The Core Strategy sets a	The need to protect water	The Plan primarily	The implementation	The implementation	The implementation	The implementation

Topic Area	Situation under Halton Core Strategy – Post Submission Changes Document	Situation with neighbouring authorities (Planning Policy in Liverpool, Knowsley, St Helens, Warrington and Cheshire West and Chester)	Situation in combination with the Mersey Estuary Flood Management Plan (prepared by the Environment Agency in December 2009)	Situation in combination with the Joint Merseyside and Halton Waste DPD (Submission Version – 2012)	Situation in combination with the Halton Council Local Transport Plan (LTP3)	Situation in combination with Mersey Gateway Regeneration Strategy	Situation in combination with Community Strategy for a Sustainable Halton (prepared by the Halton Strategic Partnership 2011-2026)
	strong direction to improve water quality. The changes made since the preparation of the preferred options stage do not have a major impact on the sustainability theme.	quality and resources is considered in the local development framework documents being put together by the various local authorities surrounding Halton. In combination with Halton's Core Strategy, there will be a positive impact on this topic area.	focuses on developing actions to sustainably manage flood risk in the Mersey basin. Therefore, there are no specific implications for water quality and resources.	of the Merseyside Joint Waste DPD should help to ensure that decisions on locating waste management facilities are taken within the context of protecting water quality and resources.	of new transport infrastructure schemes through the Halton Transport Plan could potentially have a negative impact on water quality and resources in Halton. However, policies in the Core Strategy should help to mitigate any negative impacts caused by the Local Transport Plan.	of this strategy is unlikely to have any impact on the water quality and resources topic area.	of this strategy is unlikely to have any impact on the water quality and resources topic area.
Soil and Land	Over the plan	Measures for	Through	The	The	The	The strategy

Topic Area	Situation under Halton Core Strategy – Post Submission Changes Document	Situation with neighbouring authorities (Planning Policy in Liverpool, Knowsley, St Helens, Warrington and Cheshire West and Chester)	Situation in combination with the Mersey Estuary Flood Management Plan (prepared by the Environment Agency in December 2009)	Situation in combination with the Joint Merseyside and Halton Waste DPD (Submission Version – 2012)	Situation in combination with the Halton Council Local Transport Plan (LTP3)	Situation in combination with Mersey Gateway Regeneration Strategy	Situation in combination with Community Strategy for a Sustainable Halton (prepared by the Halton Strategic Partnership 2011-2026)
Resources	<p>period, implementation of some of the policies in the Spatial Strategy may result in potential negative impacts on soil and land resources due to the development of Greenfield sites in East Runcorn, the development of Green Belt land and the extraction of mineral resources.</p> <p>However, these negative effects can be</p>	<p>protecting important soil and land resources within the various local authority areas surrounding Halton are included as part of their local development frameworks. It is considered that the overall long term effects of policy implementation in combination with neighbouring authorities planning policies, will have a positive</p>	<p>protecting the areas surrounding the Mersey Basin from flooding, the soil and land resources in this area will in part be protected.</p>	<p>implementation of the Merseyside Joint Waste DPD will help to ensure that the production of waste is managed appropriately throughout Merseyside. It will also help to promote an increase in re-use, recycling and recovery rates.</p>	<p>implementation of new transport infrastructure schemes through the Halton Transport Plan could potentially have a negative impact on soil and land resources in Halton. However, policies in the Core Strategy should help to mitigate any negative impacts caused by implementation of the Local</p>	<p>implementation of this strategy is unlikely to have any impact on the soil and land resources topic area.</p>	<p>sets a key target of ensuring 50% of all new housing is built on brownfield sites. The strategy also highlights the need to ensure 30% of waste is recycled or composted. Both these measures have a positive impact on the soil and land resources topic area.</p>

Topic Area	Situation under Halton Core Strategy – Post Submission Changes Document	Situation with neighbouring authorities (Planning Policy in Liverpool, Knowsley, St Helens, Warrington and Cheshire West and Chester)	Situation in combination with the Mersey Estuary Flood Management Plan (prepared by the Environment Agency in December 2009)	Situation in combination with the Joint Merseyside and Halton Waste DPD (Submission Version – 2012)	Situation in combination with the Halton Council Local Transport Plan (LTP3)	Situation in combination with Mersey Gateway Regeneration Strategy	Situation in combination with Community Strategy for a Sustainable Halton (prepared by the Halton Strategic Partnership 2011-2026)
	mitigated by other policies within the Proposed Submission Document.	impact on this topic area.			Transport Plan.		
Air Quality	Over the plan period, some aspects of the Spatial Strategy may result in potential negative impacts on air quality due to increased transport movements and economic productivity. However, these negative impacts are mitigated to a	The measures set out in the local planning policy of neighbouring authorities should help to ensure that the need to protect air quality is considered. This will ensure a positive impact on this topic area. However, the provision of additional	The implementation of the Mersey Estuary Flood Management Plan will not have any major implications for the air quality in Halton.	The target of providing appropriate levels of waste management facilities throughout Merseyside, which is set out within the Joint Waste DPD, should help to ensure that waste management facilities are accessible. This will help to	One of the key priorities for transport included within the Local Transport Plan is to deliver better air quality across Halton. This has a very positive impact on this topic area.	The implementation of the Mersey Gateway Regeneration Strategy is likely to have a positive impact on air quality in a number of areas throughout Halton through reducing congestion and improving public transport links.	The protection of air quality is a key sustainability objective of the Strategy. The implementation of this strategy has a positive impact on this topic area.

Topic Area	Situation under Halton Core Strategy – Post Submission Changes Document	Situation with neighbouring authorities (Planning Policy in Liverpool, Knowsley, St Helens, Warrington and Cheshire West and Chester)	Situation in combination with the Mersey Estuary Flood Management Plan (prepared by the Environment Agency in December 2009)	Situation in combination with the Joint Merseyside and Halton Waste DPD (Submission Version – 2012)	Situation in combination with the Halton Council Local Transport Plan (LTP3)	Situation in combination with Mersey Gateway Regeneration Strategy	Situation in combination with Community Strategy for a Sustainable Halton (prepared by the Halton Strategic Partnership 2011-2026)
	certain extent by measures included within other policies within the Core Strategy.	employment opportunities in neighbouring authorities over the plan period (i.e. Liverpool City Centre) could potentially increase out-commuting, which would have a negative impact.		reduce the need to travel to dispose of waste, which will in turn have a positive impact on the air quality topic through a reduction in carbon emissions.			
Climatic Factors and Flooding	The residential, commercial and industrial development that is proposed in the Core Strategy Proposed Submission Draft will	The measures set out in the local planning policy of neighbouring authorities should help to ensure that the need to consider the	The Plan primarily focuses on developing actions to sustainably manage flood risk in the Mersey basin. This will have a	The target of providing appropriate levels of waste management facilities throughout Merseyside, which is set out within the Joint	As one of the key priorities contained within the Local Transport Plan is to deliver better air quality across the Borough, there is	The implementation of the Mersey Gateway Regeneration Strategy is likely to improve air quality through relieving	The protection of air quality is a key sustainability objective of the Strategy. This will have a positive impact on reducing the impacts of

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	inevitably contribute to increasing carbon emissions throughout Halton over the plan period. However, there are numerous measures within the Core Strategy that will help ensure that new development is delivered in the context of guarding against climate change.	need to guard against climate change is considered. This will ensure a positive impact on this topic area. However, the provision of additional employment opportunities in neighbouring authorities over the plan period (i.e. Liverpool City Centre) could potentially increase out-commuting, which would have a negative	very positive impact on protecting areas close to the Mersey Estuary located in Halton from flooding.	Waste DPD, should help to ensure that waste management facilities are accessible. This will help to reduce the need to travel to dispose of waste, which will in turn have a positive impact on the climatic factors topic through a reduction in carbon emissions.	expected be a positive impact on the climatic factors topic area.	congestion and improving public transport. This will, in turn reduce the level of carbon emissions released throughout Halton, which would have a positive impact on the climatic factors topic area.	climate change throughout the Halton.

Topic Area	Situation under Halton Core Strategy – Post Submission Changes Document	Situation with neighbouring authorities (Planning Policy in Liverpool, Knowsley, St Helens, Warrington and Cheshire West and Chester)	Situation in combination with the Mersey Estuary Flood Management Plan (prepared by the Environment Agency in December 2009)	Situation in combination with the Joint Merseyside and Halton Waste DPD (Submission Version – 2012)	Situation in combination with the Halton Council Local Transport Plan (LTP3)	Situation in combination with Mersey Gateway Regeneration Strategy	Situation in combination with Community Strategy for a Sustainable Halton (prepared by the Halton Strategic Partnership 2011-2026)
		impact.					
Cultural Heritage and Landscape	<p>Overall, the Core Strategy Proposed Submission Document is expected to have a positive impact on protecting the cultural heritage and landscape of Halton.</p> <p>Although the development proposed through many of the policies could potentially have a negative</p>	<p>Growth in several of the local authority areas is constrained by the proximity of internationally or nationally important areas of heritage, landscape and nature conservation interest and the pressures growth may put upon them. It is considered by the assessment that the overall long term effects of policy</p>	<p>Through protecting the areas surrounding the Mersey Basin from flooding, the key areas of heritage and landscape value located in and around the Mersey Estuary will be protected.</p>	<p>The implementation of the Merseyside Joint Waste DPD should help to ensure that decisions on locating waste management facilities are taken within the context of protecting areas of heritage and landscape value.</p>	<p>The implementation of new transport infrastructure schemes through the Halton Transport Plan could potentially have a negative impact on areas of heritage and landscape value in Halton. However, policies in the Core Strategy should help to mitigate any</p>	<p>The implementation of this strategy is unlikely to have any impact on the cultural heritage and landscape topic area.</p>	<p>The implementation of this strategy is unlikely to have any impact on the cultural heritage and landscape topic area.</p>

Topic Area	Situation under Halton Core Strategy – Post Submission Changes Document	Situation with neighbouring authorities (Planning Policy in Liverpool, Knowsley, St Helens, Warrington and Cheshire West and Chester)	Situation in combination with the Mersey Estuary Flood Management Plan (prepared by the Environment Agency in December 2009)	Situation in combination with the Joint Merseyside and Halton Waste DPD (Submission Version – 2012)	Situation in combination with the Halton Council Local Transport Plan (LTP3)	Situation in combination with Mersey Gateway Regeneration Strategy	Situation in combination with Community Strategy for a Sustainable Halton (prepared by the Halton Strategic Partnership 2011-2026)
	impact on the topic area over the plan period, all contain sufficient measures to mitigate these impacts.	implementation in combination will have positive outcomes in this area.			negative impacts caused by the Local Transport Plan.		
Population and Human Health	The provision of additional housing and employment land over the plan period will help to ensure that housing and employment opportunities are provided for Halton's increasing and ageing population.	The measures included in the local planning policies of neighbouring authorities is likely to contribute positive impacts on human health and will help to ensure that there is sufficient development to	The implementation of the Core Strategy alongside the Mersey Estuary Management Plan is unlikely to have a significant impact on this topic area.	The implementation of the Joint Waste DPD should help to ensure that sufficient waste management facilities are provided to match the needs of the growing population over the plan period.	As one of the key priorities contained within the Local Transport Plan is to deliver better air quality across the Borough, there is expected to be a positive impact on human health over the plan period.	The implementation of the Mersey Gateway Regeneration Strategy will have a positive impact on this topic area through improving accessibility and local air quality throughout Halton.	One of the aims of the strategy is to create a healthier community and work to promote well being. The inclusion of this aim generates a positive impact on the population and human health topic area.

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		accommodate the increase in population over the plan period.					
Social Inclusiveness, including Skills and Education	Over the short to medium term the Core Strategy should have a positive impact on the sustainability topic of social inclusiveness. Over this timeframe levels of deprivation in the Borough should improve especially in relation to health and employment deprivation.	The measures included in the local planning policies of neighbouring authorities is likely to contribute to the positive impact on this topic area, and will help to ensure that development is delivered that will enhance social inclusiveness throughout the wider area.	The implementation of the Core Strategy alongside the Mersey Estuary Management Plan is unlikely to have a significant impact on this topic area.	The implementation of the Core Strategy alongside the Joint Waste DPD is unlikely to have a significant impact on this topic area.	One of the key priorities of the LTP is to deliver accessibility within Halton. This will contribute towards improving social inclusiveness over the plan period.	The implementation of the Mersey Gateway Regeneration Strategy will help to improve social inclusiveness throughout Halton through improving accessibility.	The strategy includes measures that aim to increase the levels of education within Halton. This will help to deliver social inclusiveness across Halton.

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	Numerous positive impacts have been identified, which will help to ensure that sufficient housing and employment development is delivered in order to increase social inclusiveness in Halton.						
Local Economy and Employment	The overall effect of the plan on the local economy and employment is positive. The provision of a wide range of	Development proposed in the neighbouring local authority areas within their local planning policies will help to boost	The implementation of the Core Strategy alongside the Mersey Estuary Management Plan is unlikely to have a	The implementation of the Core Strategy alongside the Joint Waste DPD is unlikely to have a significant	The delivery of an improved transport infrastructure will have a positive impact on the local economy and employment	The implementation of the strategy will help to ensure that employment opportunities are accessible throughout	The target of improving education levels throughout Halton is likely to have an indirect positive impact on

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	employment opportunities should have positive indirect effects community wellbeing.	the local economy of the area. Increased economic development in neighbouring authorities should also help to provide additional job opportunities for people living in Halton.	significant impact on this topic area.	impact on this topic area.	through improving accessibility throughout Halton.	Halton.	making employment opportunities more accessible for the local population.
Transportation	The successful implementation of the Proposed Submission Document will place pressure on the transportation network, but the policy content should	Improvements to transport infrastructure set out within the planning policy will contribute to the positive impact of the Core Strategy. In particular,	The implementation of the Core Strategy alongside the Mersey Estuary Management Plan is unlikely to have a significant impact on this	The target of providing appropriate levels of waste management facilities throughout Merseyside, which is set out within the Joint Waste DPD,	The local transport plan incorporates a number of priorities that will ensure a significant positive impact on the transportation topic area.	The implementation of the Mersey Gateway Regeneration Strategy will have a very positive impact on the transportation topic area. It	The implementation of this strategy is unlikely to have any impact on the transportation topic area.

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	<p>support the mitigation of any negative effects, and positively encourage the new provision and use of sustainable transport modes in Halton over the plan period.</p> <p>The expansion of Liverpool John Lennon Airport will have positive impacts for the regional and national economy in the short-medium term.</p>	<p>the development of the Liverpool John Lennon Airport will have a positive impact on boosting the economy of the area.</p>	<p>topic area.</p>	<p>should help to ensure that waste management facilities are accessible. This will help to reduce the need to travel to dispose waste.</p>	<p>These include: Tackling Congestion, Delivering Accessibility, Safer Roads, Better Air Quality.</p> <p>The implementation of the plan in combination with the Core Strategy will have a very positive impact</p>	<p>will help to relieve congestion throughout the borough, improve air quality and improve public transport links.</p>	

Topic Area	Situation under Halton Core Strategy – Post Submission Changes Document	Situation with neighbouring authorities (Planning Policy in Liverpool, Knowsley, St Helens, Warrington and Cheshire West and Chester)	Situation in combination with the Mersey Estuary Flood Management Plan (prepared by the Environment Agency in December 2009)	Situation in combination with the Joint Merseyside and Halton Waste DPD (Submission Version – 2012)	Situation in combination with the Halton Council Local Transport Plan (LTP3)	Situation in combination with Mersey Gateway Regeneration Strategy	Situation in combination with Community Strategy for a Sustainable Halton (prepared by the Halton Strategic Partnership 2011-2026)
Housing	The Core Strategy policies perform very well against the housing objective, as the policies should result in an increase to the supply of housing (including affordable housing) within the Borough, whilst also creating mixed and balanced communities. Overall the Core Strategy will have a positive impact on the relevant	Planning policies for neighbouring local authority areas all set out the need to deliver housing in the future. This will contribute to the positive impact of the core strategy on this topic area.	The implementation of the Core Strategy alongside the Mersey Estuary Management Plan is unlikely to have a significant impact on this topic area.	The implementation of the Core Strategy alongside the Joint Waste DPD is unlikely to have a significant impact on this topic area.	The delivery of an improved transport infrastructure will have a positive impact on the housing topic area through improving accessibility throughout Halton.	The implementation of the strategy will help to ensure that housing is accessible throughout Halton.	The implementation of this strategy is unlikely to have any impact on the housing topic area.



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	areas of sustainability.						

Appendix 4: Development of the Core Strategy from Proposed Submission Document to Revised Proposed Submission Document

At the Proposed Submission stage a number of policies were formulated. Following comprehensive public consultation in 2010 these policies were refined, a process which was informed by the amendments suggested in the Proposed Submission Document SA Report. The following table demonstrates how the results of the Proposed Submission Document SA influenced the preparation of the Revised Proposed Submission Document (and thus the Post Submission Changes Document) policies.

How the Sustainability Appraisal process influenced the Revised Proposed Submission Document as a result of the Core Strategy Proposed Submission SA Report.

Core Strategy Proposed Submission Document Policies	Recommendations	Commentary
CS1 Halton's Spatial Strategy	N/A	N/A
CS2 Presumption in Favour of Sustainable Development	N/A	N/A
CS3 Housing Supply and Locational Priorities	N/A	N/A
CS4 Employment Land Supply and Locational Priorities	N/A	N/A
CS5 A Network of Centres	N/A	N/A
CS6 Green Belt	N/A	N/A
CS7 Infrastructure Provision	N/A	N/A
CS8 3MG	N/A	N/A
CS9 South Widnes	N/A	N/A
CS10 West Runcorn	Provide a cross reference in the justification for policy CS10 (West Runcorn) to policy CS23 (Managing Pollution and Risk), highlighting the need to protect water quality when delivering new development in West Runcorn.	The recommendation was implemented in the Revised Proposed Submission document.

Core Strategy Proposed Submission Document Policies	Recommendations	Commentary
CS11 East Runcorn	<p>In the justification for the policy, provide a cross reference to policy CS2 (Presumption in Favour of Sustainable Development) to ensure that the need to conserve and enhance the biodiversity features of East Runcorn is considered as part of delivering substantial new development in East Runcorn.</p> <p>Provide a cross reference in the justification for policy CS11 (East Runcorn) to policy CS23 (Managing Pollution and Risk), highlighting the need to protect water quality and ensure existing levels of flood risk are not exacerbated when delivering new development in East Runcorn.</p> <p>Provide a cross reference to CS19 (Sustainable Development and Climate Change) in the justification for the policy to ensure that new development within East Runcorn is designed to have regard to the predicted effects of climate change.</p>	All the recommendations were implemented in the Revised Proposed Submission Changes
CS12 Housing Mix	N/A	N/A
CS13 Affordable Housing	N/A	N/A
CS14 Meeting the Needs of Gypsies, Travellers and Travelling Showpeople	N/A	N/A
CS15 Sustainable Transport	N/A	N/A
CS16 The Mersey Gateway Project	N/A	N/A
CS17 Liverpool John Lennon Airport	N/A	N/A
CS18 High Quality Design	N/A	N/A
CS19 Sustainable Development and Climate Change	N/A	N/A
CS20 Natural and Historic Environments	N/A	N/A



Core Strategy Proposed Submission Document Policies	Recommendations	Commentary
CS21 Green Infrastructure	N/A	N/A
CS22 Health and Well- Being	N/A	N/A
CS23 Managing Pollution and Risk	N/A	N/A
CS24 Waste	N/A	N/A
CS25 Minerals	N/A	N/A