



Transport and Accessibility Supplementary Planning Document 2026





Transport and Accessibility Supplementary Planning Document (SPD)

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Disclaimer

The information in this report is provided in good faith and is as accurate as records permit, no guarantee is given regarding any possible errors.

Supporting Documents

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

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1. INTRODUCTION

This document is the Halton Borough Council (The Council) Transport and Accessibility Supplementary Planning Document (SPD). It builds upon policies in the Halton Borough Council Delivery and Allocations Local Plan 2014 to 2037 (DALP) adopted March 2022.

The DALP sets out long term spatial vision for Halton until 2037:

“Halton will be a thriving and vibrant Borough where people can learn and develop their skills, enjoy a good quality of life with good health; a high quality, modern urban environment; the opportunity for all to fulfil their potential; greater wealth and equality; sustained by a thriving business community; and within safer, stronger and more attractive neighbourhoods.”

The Council proposed at paragraph 7.104 of the DALP to produce a **Transport and Accessibility SPD** to provide further guidance on accessibility policies, outline the requirements for Transport Assessments and Travel Plans and set car and cycle parking standards for various types of development.

What is this document?

This SPD does not create new policies its purpose is to provide more detailed and clear guidance on the transport and accessibility policies outlined in the DALP, and to provide guidance on the transport related information that should be submitted with planning applications.

As the Local Planning Authority, The Council is responsible for determining all planning applications within the Borough. Other council departments and external organisations e.g. statutory consultees, input into the planning process to help shape the final decision on planning applications.

This SPD will be used by the Council to assess development plans, proposals, and requirements, where planning permission is sought. It will be a material consideration in the determination of planning applications. To assess how “accessible” a development is by all modes of transport the Council will use a Minimum Accessibility Standard Assessment (MASA), which is explained further in this document.

Who is this document for?

This document should be used by developers and their consultants from the earliest stages of the planning process for development. “Development” in this instance refers to any scheme that requires planning permission be that a new development, a redevelopment of an existing building or a change of use.

Residents and other interested parties are also advised to refer to this document to understand the Council’s expectations for transport and development within the Borough.

Pre-application Advice

Where there is any uncertainty for any type of development and in the case of bespoke and/or larger developments in particular, the Council encourages applicants to seek pre-application advice to mitigate any issues prior to a planning application submission. The National Planning Policy Framework (NPPF) states that 'Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties'. Advice can be obtained from Planning Officers and other specialists e.g. Highways Officers, who can provide guidance regarding transport-related applications.

To take advantage of the Councils pre-application advice service go to: <https://www3.halton.gov.uk/Pages/planning/Get-Planning-Advice.aspx> A charge is applicable for this service.

All requests for pre application advice must be made on the application form. It is advisable to check in the first instance whether planning permission is required. Information and Guidance can be found on the Planning Portal at: <https://www.planningportal.co.uk/permission>

How to use this document?

Step 1 - Please identify the Use Class Order¹ and Development Size (Major or Minor)² to understand the type of development your application will fall under.

Step 2 - Once the development category (use class) and size (Major or Minor) has been identified, please then refer to Figure 1 and follow the directions illustrated, to the appropriate sections of this SPD to fulfil the requirements needed for the development.

Figure 1: Requirements for Major and Minor Planning Applications

Minor Development	Major Development
Design and Access Statement	
Not usually required*	Required (Outline and Full)
Travel Plan, Transport Assessment, Transport Statement	
See DALP Policy C1 (paras 16 and 17)	See DALP Policy C1 (paras 16 and 17)
Energy Statement	
Not required	Not usually required**
Minimum Accessibility Standards Assessment (MASA)	
Not required	Required (See Appendix A)
Air Quality Assessment	
Not required	May be required see Chapter 9 (9.5)

¹ <https://www.planningportal.co.uk/permission/common-projects/change-of-use/use-classes>

² [Minor or Major Planning Application? | Planning Geek](#)

* Lower thresholds apply in conservation areas and World Heritage Sites, where some smaller applications must also be accompanied by a DAS. Listed building consent applications must also include a DAS. Applications for waste development, a material change of use, engineering or mining operations do not need to be accompanied by a DAS.

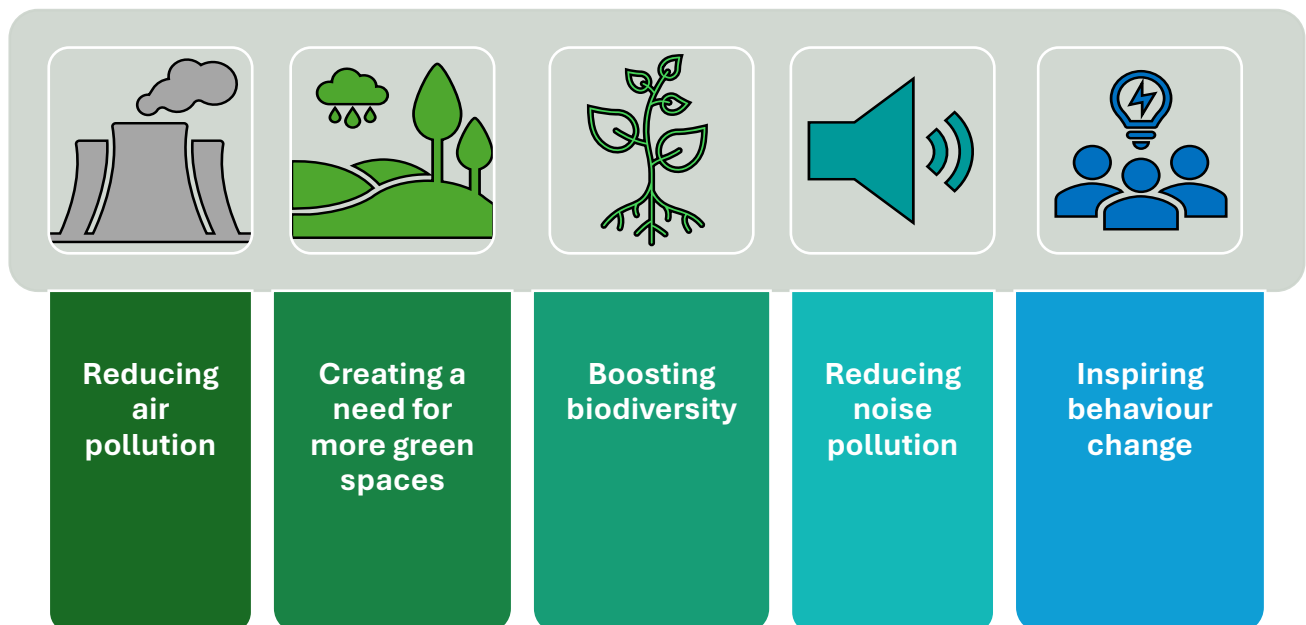
** If the proposed development concerns a major renewable or low-carbon energy development, then an Energy Statement will also be required as part of the Design and Access Statement.

Goals and Objectives of this SPD

The Councils Strategic goals and priorities in relation to transport and accessibility are to:

- Highlight travel choice and improve where necessary
- Encourage and enable alternatives to car journeys, ensuring new modal opportunities are viable options
- Identify barriers to inclusive via all travel modes and enable satisfactory mitigation
- Reduce emissions from transport.
- Expand the existing walking and cycling routes.

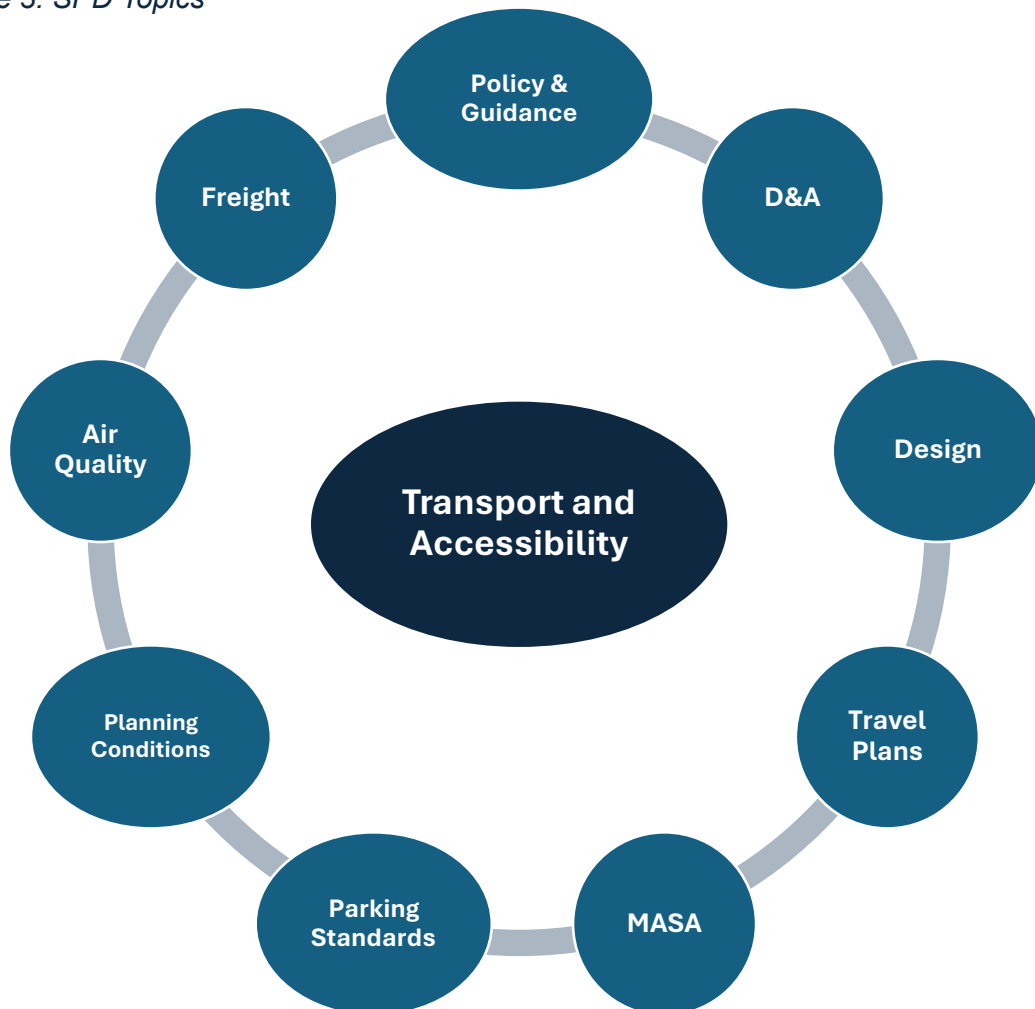
Figure 2: Benefits to the Environment of Walking and cycling



Transport and Accessibility SPD Topics

This SPD provides more detailed guidance on relevant policies set out in the DALP and will sit alongside the document in the planning process. Topics included in this SPD are displayed at Figure 3:

Figure 3: SPD Topics



2. SPATIAL CONTEXT

Halton is a Unitary Authority in the Northwest of England, with Liverpool and Knowsley to the West, with the Borough of St Helens to the north, Warrington to the east and rural north Cheshire lying to the south. Halton has two main towns Runcorn and Widnes, which are separated by the River Mersey Estuary. The Mersey Gateway Bridge provides a road crossing across the Estuary (Figure 4).

Transport routes both through the Borough and to surrounding areas are intrinsic to how Halton functions on its own and as part of the sub-region, for the movement of goods and people. The Mersey Gateway crossing between the Borough's towns of Runcorn and Widnes, has secured and improved transport connections across the Liverpool City Region acting as a catalyst for development and regeneration.

Figure 4: Halton Borough Map

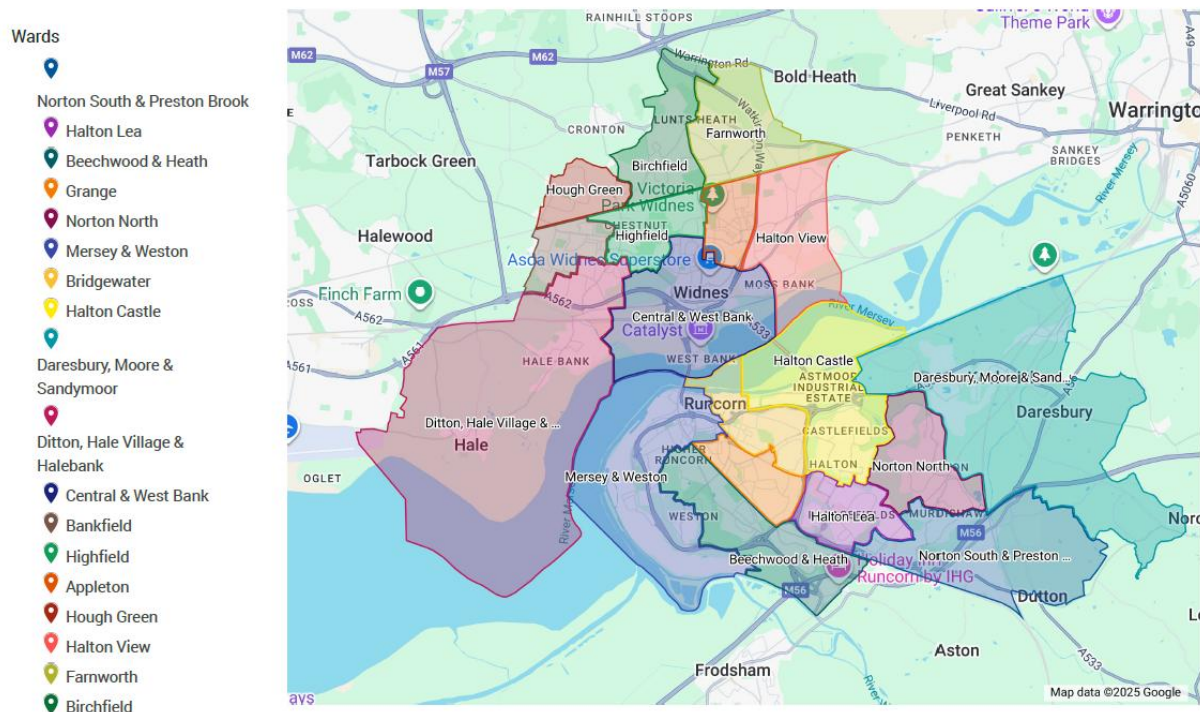


Figure 5 demonstrates the motorway, rail and air routes in and out of the Borough and shows how the Mersey Estuary separates the two main Halton towns of Widnes and Runcorn, necessitating the bridge crossings provided by the Mersey Gateway.

Figure 5: Motorway, Rail and Air Routes in and out of Halton



Climate Emergency

On 16th October 2019 the Council declared a climate emergency stating ‘*We believe that climate change poses a severe risk to the future of our planet and global warming has serious consequences, affecting our economic, social and environmental well-being, both here in Halton and across the world.*’

A Climate Change Action Plan (2022-2027)³ has been produced and published by the Council. This Action Plan is predominantly focused on reducing the Council's own carbon production, to net zero by 2040, and to use its influence and community leadership to reduce emissions in the wider Borough.

During the lifetime of the Plan, the Council will seek to broaden the scope and develop proposals to provide a broader Borough-wide Strategy. The Action Plan is intended to have short-term and long-term actions and will be renewed every five years. This does not preclude any actions being undertaken during the five-year period that enhances progress in the themes/programmes of work for this plan.

The Council's Forward Planning Team have adopted a Climate Change SPD that sets out additional guidance on how policies in the DALP should be implemented to deliver on the climate emergency and support the journey to net zero. The Climate Change SPD can be viewed at:

<https://www3.halton.gov.uk/Pages/planning/policyguidance/SPD.aspx>

³ <https://www3.halton.gov.uk/Pages/planning/climate/climate-change.aspx>

3. POLICIES AND GUIDANCE

This SPD will be considered alongside other policy documents. The main documents for consideration across all policy areas are the National Planning Policy Framework (NPPF)⁴ and the DALP⁵. Amongst several other documents and points of reference consideration should also be given to National Planning Practice Guidance (NPPG)⁶ and the Liverpool City Region Combined Authority Transport documents⁷.

Applicants should ensure they refer to the latest equivalent policy documents.

The National Planning Policy Framework

The (NPPF) sets out the Government's planning policies for England and outlines requirements for the planning system. The relevant policy that guides this document is set out in Chapter 9 of the NPPF 'Promoting Sustainable Transport':

Promoting Sustainable Transport.

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places, so that:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

⁴

https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2024.pdf

⁵ <https://www3.halton.gov.uk/Documents/planning/planning%20policy/newdalp/DALP%20Adopted.pdf>

⁶ <https://www.gov.uk/government/collections/planning-practice-guidance>

⁷ <https://www.liverpoolcityregion-ca.gov.uk/transport>

The NPPF is supported by a suite of guidance documents titled the National Planning Practice Guidance (NPPG) .

The Delivery and Allocations Local Plan (DALP) (Adopted March 2022)

The DALP⁸ sets out the planning policies and land allocations to guide decisions on the location, scale and type of development and changes in the way land and buildings are used in Halton. The DALP plans for the period 2014 to 2037. Figure 6 lists the policies most relevant to this SPD.

Figure 6: DALP Transport and Accessibility Related Policies

Policy Reference	Policy Title
CS(R)1	Halton's Spatial Strategy
CS(R)7	Infrastructure Provision
CS(R)15	Sustainable Transport
CS(R)17	Liverpool John Lennon Airport Operational Land and Airport Expansion
CS(R)18	High Quality Design
CS(R)19	Sustainable Development and Climate Change
CS(R)21	Green Infrastructure
CS(R)22	Health and Well-being
CS(R)23	Managing Pollution and Risk
C1	Transport Network and Accessibility
C2	Parking Standards
C4	Operations of Liverpool John Lennon airport
HE4	Greenspace and Green Infrastructure
HE7	Pollution and Noise
GR1	Design of Development
GR2	Amenity

Other Supplementary Planning Documents

The DALP is supported by several other SPD's that should be considered alongside this Transport and Accessibility document. Halton's adopted SPDs can be viewed here: <https://www3.halton.gov.uk/Pages/planning/policyguidance/SPD.aspx>

⁸ [DALP Adopted.pdf \(halton.gov.uk\)](https://www3.halton.gov.uk/Pages/planning/policyguidance/SPD.aspx)

Local Transport Plans

The Halton Local Transport Plan 2011-2026 (LTP3) was published in 2011 and forms one part of the wider Local Transport Plan for the Liverpool City Region. The document can be viewed here⁹.

LTP3 now needs to be updated, and work has started to develop LTP4 for the period to 2040 and beyond. The LCRCA have now consulted on the Local Transport Plan 4 Public Consultation Draft. Halton Borough Council gave its feedback on the document and is awaiting further communication from the City Region. More information can be found at¹⁰. Appendix B of this SPD contains links to other Guidance and Highways Protocols relevant at the time of adoption of this document.

Liverpool City Region (LCR) LCWIP

The Combined Authority (CA) constituent local authorities are working together with Merseytravel¹¹ and key stakeholders to develop and implement the CA LCWIP¹². The CA LCWIP is an active travel plan for walking and cycling in the LCR. The LCWIP sets out a high-level approach for how more people can be encouraged to take these journeys on foot or by bike by creating a safe, integrated and well linked network of walking and cycling routes.

The LCWIP outlines 31 key routes needed across the city region to help more cycling and walking. These routes will be complemented by a network of local cycling and walking routes, including residential streets and routes through green spaces which will help make active travel more attractive. A number of routes have been chosen to be implemented. A three-phase plan has been devised to implement the selected schemes¹³.

At the time of writing this SPD the schemes located within Halton Borough are:

- Phase One - Prescot – Runcorn 7.4km new and upgraded off road cycleway.
- Phase One - Runcorn Links new and upgraded cycleway.
- Phase Two -Runcorn – Daresbury
- Phase 3 - St Helens to Widnes (including links with Lea Green)
- Phase 3 - Runcorn Busway

Further information for progress of the schemes, active travel plans and approaches towards increasing and improving walking and cycling routes in the LCR please refer to the LCRCA LCWIP¹⁴:

⁹ [Halton Borough Council - LTP3](#)

¹⁰ [Local Transport Plan 4 | Liverpool City Region Combined Authority](#)

¹¹ <https://www.merseytravel.gov.uk/>

¹² [LCRCA-LCWIP.pdf](#)

¹³ <https://www.merseytravel.gov.uk/active-travel/>

¹⁴ [LCR-LCWIP-Final.pdf](#)

Halton Borough Council LCWIP

The council commissioned Mott McDonald to develop a borough-wide Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP sets the structure and strategic direction to allow the development and delivery of a planned active travel network for Halton over a 10-year period, to help provide active travel infrastructure for its residents, workers and visitors. Further information can be found at¹⁵

Compliance

This SPD supports the aims and objectives of the National Planning Policy Framework (NPPF) and the Liverpool City Region. The Borough is working closely with the LCR and other relevant stakeholders through the development of LTP4.

In respect to effective communication the requirement to prepare a Statement of Community Involvement (SCI) was introduced by section 18 of the Planning and Compulsory Purchase Act 2004¹⁶. The functions specified for the purpose of SCI's are the Council's functions relating to:

- The preparation and revision of Local Plans and other Local Development Documents (including joint Local Development Documents) and
- The provisions relating to the control of development in Part 3 Town and Country Planning Act 1990¹⁷.

The Council have published a Statement of Community Involvement (SCI) ¹⁸ which sets out the process we will follow when undertaking consultation.

¹⁵ [Halton Borough-Wide LCWIP 2024.docx](#)

¹⁶ <https://www.legislation.gov.uk/ukpga/2004/5/contents>

¹⁷ <https://www.legislation.gov.uk/ukpga/1990/8/contents>

¹⁸ [Microsoft Word - Final SCI June 17 Document.docx \(halton.gov.uk\)](#)

4.DESIGN AND ACCESS STATEMENT

A Design and Access Statement is a report accompanying and supporting a planning application, which allows applicants to explain how a proposed development is a suitable response to the site and its setting and also demonstrate that it can be adequately accessed by prospective users.

When is a Design and Access Statement required?

- Applications for **major development**, both full and outline, as defined in article 2 of the Town and Country Planning (Development Management Procedure (England) Order 2015¹⁹.
- Applications for development in a **designated area** (World Heritage Site or conservation area) where the proposed development consists of:
 - one or more dwellings; or
 - a building or buildings with a floor space of 100 square metres or more.
- **Listed building consent** applications

(Planning Practice Guidance)²⁰.

When is a Design and Access Statement NOT required?

- Applications for
 - waste development,
 - a material change of use,
 - engineering or
 - mining operations.
- Applications to amend the conditions attached to a planning permission²¹.

There are some differences between the requirements for applications for planning permission²² and applications for listed building consent

(Planning Practice Guidance)²³.

¹⁹ [The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#)

²⁰ [Making an application - Design and Access Statement - Para 29 - GOV.UK](#)

²¹ [Making an application - Design and Access Statement - Para 29 - GOV.UK](#)

²² [Making an application- Design and Access Statement - Para 31 - GOV.UK](#)

²³ [Making an application- Design and Access Statement - Para 32 - GOV.UK](#)

What should be included in a Design and Access Statement?

A DAS must:

- a) explain the design principles and concepts that have been applied to the development; and
- b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

The Statement must explain the applicant's approach to access and how relevant Local Plan policies have been considered, any consultation undertaken in relation to access issues, and how the outcome of this consultation has informed the proposed development. Applicants must also explain how any specific issues which might affect access to the proposed development have been addressed. Photographs, maps, and drawings can further illustrate the points made.

The level of detail in a DAS should be proportionate to the complexity of the application. For most straightforward planning applications, the DAS may only need to be a page long.

What Should be Included in the Access Elements of a Design and Access Statement?

Applicants are advised to include the following as a minimum in the Access Section of any Design and Access Statement. This is to ensure equality of access for all and that all users can move around the site, comfortably, safely, and easily. For this Transport and Accessibility SPD, the Council feels it is important to outline what is required from the **Access** elements of a DAS. This table can be used as a checklist to see if your application meets the desired requirements for the Access elements of a DAS.

Figure 7: Design and Access Statement Checklist

Does the Design and Access Statement...	Yes/No
Explain how relevant development plan (DALP) policies have been considered?	
Explain how the site is linked safely to surrounding roads, cycleways and footpaths, showing appropriate vehicular and pedestrian sight lines for all types of users, using diagrams where necessary*?	
Explain/show using diagrams how the site links to the public transport network and the pedestrian and cycle network?	
Explain how access arrangements within the site will ensure that all users have safe, convenient, and inclusive access to buildings?	
Explain how car parking spaces have been designed to ensure maximum standards are not exceeded, parking has been provided for people with disabilities, and EV parking provision meets minimum standards?	

Explain how cycle parking is to be included and what facilities are to be provided for cyclists such as showers or lockers?	
Explain how emergency services access the site and how people egress in an emergency evacuation?	
Explain how parking and circulation areas have regard to drainage?	
Explain how the scheme addresses the need for flexibility to adapt to changing needs?	
Reference any consultation which was undertaken on access, and how the outcomes informed the proposals?	
Explain the materials to be used for surfacing and street furniture and how they complement the local character?	

*When using diagrams, you may include bus routes, train stations, access points, sightlines, desire lines, signage, lighting, footways, cycleways, and any changes in levels including pavements and dropped kerbs.

For outline applications the principles which have informed the location of access points should be explained referring to neighbourhood movement patterns and access points to buildings, including entrances and emergency exits that do not segregate people with disabilities, as well as access to facilities such as toilets.

If the proposed development concerns a major renewable or low-carbon energy development, then an Energy Statement will also be required as part of the Design and Access Statement.

For further guidance, see:

CABE – Design and Access Statements – How to write, read and use them . DASs should also consider requirements set out by other relevant documents including the National Design Guide, Manual for the Streets , and Halton Borough Council SPDs including the Design of Residential Development SPD , the Design of New Industrial and Commercial Development SPD as well as any other design related SPDs adopted by the Council since the time of writing.

5. TRAVEL PLANS, TRANSPORT ASSESSMENTS AND STATEMENTS

What is a Travel Plan?

The Planning Practice Guidance²⁴ states that Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

Travel Plans should where possible, should be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

Where there may be more effective or sustainable outcomes, and to mitigate the impact of the proposed development, consideration may be given to travel planning over a wider area.

What are Transport Assessments and Statements?

The Planning Practice Guidance²⁴ states that Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).

Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter touch' evaluation to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts).

Where the transport impacts of development are not significant, it may be that no Transport Assessment or Statement or Travel Plan is required. If unsure, please contact the Planning Department to agree if an assessment is required and where it is agreed, what evaluation is needed in the case of your planning application. This can be done through pre-application advice.

²⁴ <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

How do Travel Plans, Transport Assessments and Statements relate to each other?

The Planning Practice Guidance²⁴ states that The development of Travel Plans and Transport Assessments or Transport Statements should be an iterative process as each may influence the other.

The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. As noted above, though, they should not be used as a way of unfairly penalising drivers.

Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel Plan, though producing a Travel Plan is not always required.) The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or “severe” impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework.

Why are Travel Plans, Transport Assessments and Statements important?

Travel Plans, Transport Assessments and Statements can positively contribute to:

- encouraging sustainable travel.
- lessening traffic generation and its detrimental impacts.
- reducing carbon emissions and climate impacts.
- creating accessible, connected, inclusive communities.
- improving health outcomes and quality of life.
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.
- They support national planning policy which sets out that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable²⁴.

The Government's policy on parking is set out in the NPPF²⁵. Travel Plans, Assessments and Statements can also be important tools to improve the quality of town centre parking (and where, necessary to improve the vitality of town centres, the quantity too). See in particular Chapter 9 'Promoting sustainable transport' NPPF (December 2024)

The wider benefits of Travel Plans, Transport Assessments and Statements such as helping to promote the attractiveness of a district or site to new visitors and releasing land for development that would otherwise be taken up by required related parking.

What Key Principles Should be Considered in Preparing a Travel Plan, Transport Assessment or Statement?

Travel Plans, Transport Assessments and Statements should be:

- proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible.
- established at the earliest practicable possible stage of a development proposal.
- be tailored to local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally)
- be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, National Highways where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

To make these documents as useful and accessible as possible any information or assumptions should be set out in a clear and publicly accessible form:

- the timeframes over which they are conducted or operate should be appropriate in relation to the nature of developments to which they relate (and planned changed to transport infrastructure and management in the area).
- local planning authorities should advise qualifying bodies for the purposes of neighbourhood planning on whether Travel Plans, Transport Assessments and Statements should be prepared, and the benefits of doing so, as part of the duty to support.

²⁵ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

The Council Planning Department may consult the relevant bodies on planning applications likely to affect transport infrastructure, such as rail network operators where a development is likely to impact on the operation of level crossings.

When is a Travel Plan Required?

Paragraph 117 of the NPPF States:

‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed’.

Paragraphs 16 and 17 of DALP²⁶ Policy C1: Transport, Network and Accessibility. Sets out the Council’s requirements for Transport Assessments and Travel Plans:

Criteria set out in Figure 1 should be considered when producing Transport Assessments and Travel Plans.

The Council’s Validation Checklist Requirements²⁷ provides a checklist for submission of documents to be submitted at planning application stage. The Checklist includes detail at Chapter 3 for submission of Travel Plans and Transport Assessments.

Guidance on Transport Assessment (GTA)

Following the withdrawal of the established industry-standard reference, the Department for Transport’s document (March 2007) ‘Guidance on Transport Assessment’ (GTA) guidance on the preparation of supporting documentation in highway assessment terms can be found in Planning Practice Guidance suite of documents in particular in ‘Travel Plans, Transport Assessment and Statements in decision taking’. Whilst the GTA was discontinued in 2014, it is still widely referred to within the Transport Industry, for example, as a starting point for indicative guidance on setting thresholds.

A submitted Transport Assessment should include reference to the Minimum Accessibility Standard Assessment (MASA), and address any shortfalls that are identified, for example severance of travel via any mode such as lack of bus service or barriers to cycling and walking infrastructure.

Early Engagement

In relation to development proposals that may impact on the Strategic Road Network (SRN) and Rail Infrastructure, the Council encourages developers to consider the NPPF Principle 9 Promoting Sustainable Transport, specifically paragraph 109, which states

²⁶

<https://www3.halton.gov.uk/Documents/planning/planning%20policy/newdalp/DALP%20Adopted.pdf>

²⁷ <https://moderngov.halton.gov.uk/documents/s6473/Appendix%20a.pdf>

that “Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places”. Travel Plans and Transport Assessments should also consider strategic connectivity and any implications for junction capacity or safety on the SRN.

In addition to the Highway Authority, the Council encourages developers to engage with National Highways early in the process when preparing Transport Assessments and Travel Plans. National Highways can be contacted using the email PlanningNW@nationalhighways.co.uk

For the latest National Highways guidance please see the following documents:

- DfT Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development
- National Highways’ Planning for the Future: A Guide to Working with Us on Planning Matters

6. MINIMUM ACCESSIBILITY STANDARD ASSESSMENT (MASA)

What is a MASA?

To assess how “accessible” a development is by various modes of transport the Council offers a **Minimum Accessibility Standard Assessment (MASA)**. This is a **self-completed** checklist of the development proposal in terms of **accessibility**, using a **scoring system**.

The score for each section presents acceptable accessibility or otherwise, offering the opportunity to amend design elements or mitigate to reach standards.

Where deficiencies are identified, developer contributions **will be required** to improve the accessibility of the location.

This chapter provides guidance on expectations for each accessibility area and therefore help to complete the form as accurately as possible.

The MASA should be **consistent** with the Transport Assessment and Design and Access Statement.

Please read this section and then complete the accompanying MASA checklist (Appendix A), to be submitted with a planning application, where required, please see below.

Who Should Complete the Assessment?

Apart from those proposing minor developments (as defined in Figure 1), applicants should complete the assessment prior to submitting a planning application. All accessibility assessments submitted will be checked and verified by the Council and advice on completing the assessment will be available, if necessary, from the Highways Planning Team.

Completion of the assessment prior to submitting proposals will help to ensure that minimum accessibility standards are met. It will be used (if necessary) as a basis for seeking further modifications to the application and for making recommendations.

Deficiencies in Accessibility

DALP Policy CS(R)7 Infrastructure Provision states that ‘where new development creates or exacerbates deficiencies in infrastructure it will be required to ensure those deficiencies or losses are compensated for’. More information on this policy can be found in Appendix C.

As above mentioned, where deficiencies are identified, developer contributions will be required to improve the accessibility of the location. This can be sought through Planning Obligations.

Planning Obligations

Planning obligations will only be sought where they meet all the following tests:

- a) necessary to make the development acceptable in planning terms.
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development

NPPF, (December 2024) Para 58

Accessibility Enhancements

If enhancements need to be made to meet or exceed the MASA assessment for a particular mode of transport, then the relevant planning obligation instruments should be employed to ensure that developers contribute appropriately to enhance or upgrade facilities or service improvements.

The Councils Highway Development Team will provide advice as part of the planning assessment as to whether and what accessibility enhancements would be necessary to make the proposal acceptable in this respect.

It should be noted that highway safety will not be compromised on any development as a good accessible site will always have good highway safety for all users. A good reference point for further information on highway safety standards expected for development can be found at Manual for Streets⁴², LTN 1/20³², and [Standards For Highways](#).

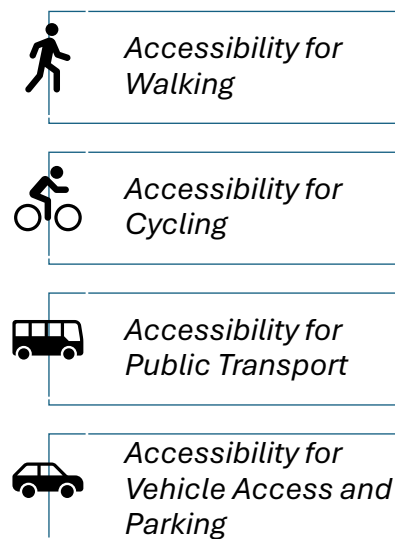
To assess your developments accessibility for vehicle access and parking first answer the questions in Appendix A. If for any reason the development does not comply with any of the criteria, justification as to why not must be given and/or what measures will be put in place to comply with the criteria.

The MASA Checklist

Principles of Accessibility

Four main areas have been identified where the Council will expect developers to comply with set criteria in relation to accessibility. The areas are outlined in Figure 8:

Figure 8: Halton MASA Principles of Accessibility



The Checklist

The MASA checklist (Appendix A) has been split into **four tables**, that are consistent with the **four principles of accessibility** above. The checklist approach includes a scoring process to assess the accessibility of the proposed development site. All the accessibility criteria identified play an important role in achieving a fully accessible development. More information on the requirements needed for a development in relation to accessibility are as follows.

Relevant Local Plan Policy

Strategic Objectives of the Council: Accessibility

The Strategic Objectives (SO) of the Council are set out at Chapter 3 'Vision and Strategic Objectives' of the DALP. The following Strategic Objectives are aimed at improving 'Accessibility for residents and visitor to the Borough'.

SO1: Create and support attractive, accessible, and adaptable residential neighbourhoods where people want to live.

SO7 Provide accessible travel options for people and freight, ensuring a better connected, less congested, and more sustainable Halton.

DALP Policy C1 'Transport Network and Accessibility'

The aim of Policy C1 is to encourage and enable a shift to more sustainable modes of travel and sets out that in meeting this aim it is necessary to ensure that a successful

sustainable transport network is in place. The policy criterion is split into the following categories and relevant criterion should be applied when completing the MASA checklist:

- Walking and Cycling
- Sustainable Transport and Accessibility
- Public Transport
- Transport Hubs
- Waterways
- Road scheme
- Freight and Logistics
- Intelligent Transport Systems (ITS)
- Transport Assessments and Travel Plans

It is the aim of the Council that development complies with all of the criteria listed in the MASA. As part of undertaking the assessment for the proposed development, consideration must be given to how the development will be made to meet the accessibility criteria. It is intended that this SPD acts as a guide for developers to be able to identify where accessibility improvement will be required from the offset. This process should be viewed as the first stage in working with the Council in making sure that future developments within the Borough are fully accessible for all users.

Walking and Cycling - Accessibility

Criteria 1 of DALP Policy C1 'Transport Network and Accessibility sets out the development requirements for 'Walking and Cycling.'

Criteria set out in Figure 1 should be considered when completing the MASA Checklists at (Appendix A)

Public Transport -Accessibility

Criteria 5 to 8 of DALP Policy C1 'Transport Network and Accessibility sets out the development requirements for 'Public Transport'.

Public Transport

3. Development will only be permitted where it does not prejudice:
 - a. the integrity and function of the Runcorn Busway.
 - b. the use of Ditton Station as part of the public transport network,
 - c. the provision of additional rail tracks immediately to the north of the existing rail line between Hough Green Station and Widnes Station and,
 - d. the safeguarding of the Ditton – Fiddlers Ferry – Warrington rail line

The re-opening, or provision, of these transport facilities will generally be supported.

4. Development will only be permitted where it retains the opportunity for new railway stations at:
 - a. Beechwood

b. South Widnes

New stations and other associated public transport facilities at these locations will be supported.

5. Development to support the creation of a multi modal public transport interchange at Runcorn Train Station will be supported, as part of a wider regeneration scheme for the area.
6. The Council will support provision of a rail based commuter Park and Ride scheme at:
 - a. Ditton; and
 - b. Other locations where schemes would demonstrably reduce congestion, alleviate parking issues, or increase accessibility to employment for those in the most deprived areas.

Transport Hubs

7. The Council will seek to protect and enhance transport hubs where possible. Transport hubs have been identified at:

Existing Transport Hubs

- a. Runcorn Station Quarter
- b. Beechwood Bus Depot
- c. Hough Green Train Station
- d. Widnes Train Station
- e. Runcorn East Train Station

Proposed Transport Hubs

- f. Shaw Street/Station Road, Runcorn Station
- g. Ditton Station
- h. Victoria Road, Widnes
- i. Daresbury Train Station allocation

Criteria set out in Figure X should be considered when completing the MASA Checklists at (Appendix A). The accessibility criteria for public transport considers three areas: Location and Access to Public Transport, Frequency of Public Transport, Contribution to service enhancement. Public transport routes and service information for Halton can be found on the following web pages:

<https://www3.halton.gov.uk/Pages/publictransport/bus-timetables.aspx>
<https://www3.halton.gov.uk/Pages/publictransport/PublicTransport.aspx>

On larger developments, which may be some distance from the public transport network, there may be a requirement for enhancement or diversion of bus services, or even the provision of a new service to meet the need of the development. For more information on infrastructure provision requirements see Policy CS(R)7 'Infrastructure Provision.'

Vehicle Access and Parking - Accessibility

Whilst the Council always encourage the use of public transport, walking and cycling; it is also important that appropriate vehicle access and parking provision is provided within a development.

Parking standards are discussed further in Chapter 9 of this SPD, and it is recommended that developers make themselves fully aware of the maximum parking that is permitted for their development early in the planning stage.

Halton Borough Infrastructure Plan

The Council produce, publish and maintain The Halton Borough Infrastructure Plan (IP) that includes an Infrastructure Delivery Schedule (IDS). The documents identify what infrastructure is required, when it is needed, who is responsible for its provision and how it will be funded.

In accordance with this, the IP provides detail on the necessary infrastructure provision to enable the delivery of the policies contained in the DALP. The IP is a living document and as such is kept under review and updated periodically. The latest IP and IDS are available on the Council's website²⁸

The documents provide a useful guide as to transport and accessibility that may be required as part of any new development proposal.

If there is a requirement to provide a new piece of highway in or through the development to create good quality public transport access and cycle access to a development the developer can be asked to fund such a provision through a Section 106 or Section 278 process.

Beyond the provision of physical infrastructure for public transport enhancements to developments, if there is a requirement to enhance the bus network to ensure that a new development is adequately served by public transport, an existing bus service can be diverted from its present route, closer to a new development by several means. If it is a commercial service, a diversion can be negotiated with the commercial operator, which, if necessary, can be achieved by the payment of a de-minimis sum, under the Transport Act 1985²⁹ and the Transport Act 2000³⁰. Any such payment can be funded via a Section 106 (Town & Country Planning Act) requirement.

If the enhancement to the bus network that is required is of a more substantive nature, then an additional vehicle to an existing service or a new service can also be funded by similar arrangements through Section 106 payments.

Links and Guidance

Links to useful documents to help in this process are set out in Chapter 3 (Policy and Guidance) of this SPD, additional links are available at Appendix B.

²⁸ <https://www3.halton.gov.uk/Pages/planning/policyguidance/PolicyBackgroundDocuments.aspx>

²⁹ <https://www.legislation.gov.uk/ukpga/1985/67/contents>

³⁰ <https://www.legislation.gov.uk/ukpga/2000/38/contents>

7. DESIGN PRINCIPLES FOR ACTIVE TRAVEL: WALKING AND CYCLING

There are National and Local Guidance documents on design principles for Active Travel, which at the time of writing include:

National Policy

Gear Change (Department for Transport)

In 2020 the Department for Transport (DfT) published a document titled 'Gear Change'³¹ described as '*A bold vision for cycling and walking*'. The ambition set out in the document is to transform the role cycling and walking can play in our transport system and get England moving differently.

The document has **four** key themes:

Theme 1: Better streets for cycling and people.

Theme 2: Cycling at the heart of decision-making.

Theme 3: Empowering and encouraging Local Authorities

Theme 4: Enabling people to cycle and protecting them when they do.

The document includes the stark statistic (2020) that physical inactivity is responsible for 1 in 6 deaths in the UK.

Cycle Infrastructure Design (LTN1/20)

The Local Transport Note 1/20 provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. Chapter 4 of LTN1/20³² provides further guidance for design principles and processes. The chapter looks at some of the basic ideas that underpin the design process for cycle route networks:

- The basis of designing for cyclists' needs.
- Minimising the effort required to cycle.
- Providing protection from motor traffic in different circumstances.
- and a Quality assessment techniques

A further source of information for design principles is the Gear Change DfT document referred to above.

³¹ <https://assets.publishing.service.gov.uk/media/5f1f59458fa8f53d39c0def9/gear-change-a-bold-vision-for-cycling-and-walking.pdf>

³² [Cycle Infrastructure Design \(publishing.service.gov.uk\)](#)

Figure 9: Gear Change - Key Design Principles³³

Key design principles

Cycling is or will become mass transit and must be treated as such. Routes must be designed for larger numbers of cyclists, for users of all abilities and disabilities.



Cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them.



Cyclists must be separated from pedestrians.



Cyclists must be treated as vehicles, not pedestrians.



Routes must join together; isolated stretches of good provision are of little value.



Routes must feel direct, logical and be intuitively understandable by all road users;



Routes and schemes must take account of how users actually behave;



Purely cosmetic alterations should be avoided.



Barriers, such as chicane barriers and dismount signs, should be avoided.



Routes should be designed only by those who have experienced the road on a cycle.

³³ [Gear change: a bold vision for cycling and walking](#)

National Design Guide

The Ministry of Housing, Communities and Local Government (MHCLG) published the 2021 National Design Guide ³⁴ to address the question of how to recognise well designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics, that should be considered when preparing planning proposals.

- The document includes a chapter for Movement, which sets out that a well-designed movement network defines a clear pattern of streets that:
- is safe and accessible for all.
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes.
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality.
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

Regional Policy

Liverpool City Region (LCR) – Local Cycling and Walking Infrastructure Plan (LCWIP)

The LCWIP is discussed at Chapter 3 of this SPD. In relation to design the following points should be considered when preparing planning applications. The LCR Steering group is working to the London Cycling Design Standards (LCDS)³⁵, which has been agreed by each of the authorities in the LCR to be used as guidance for cycling measures.

Separated cycleways as advocated in the guidance will be perfect for some locations, but in others this will not be suitable due to the constraints or conditions of the road location. A range of measures will be utilised to introduce the most appropriate measures for each specific site. Some of the measures being considered for the routes include:

- Protected cycleways separated with kerbs
- Protected cycleways separated with posts or 'armadillos'
- Off-road cycleways on footway
- Signalised junction improvements such as single phasing

³⁴ <https://www.gov.uk/government/publications/national-design-guide>

³⁵ <https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2>

- Toucan crossings
- Zebra crossings
- Tiger crossings (parallel crossing for people on cycles and on foot)
- Signage/ wayfinding for cycling and walking
- Lighting improvements
- Cycle parking
- Cycle storage hubs
- Two stage right turn
- Advance filtered left turn

More information can be found at LCR LCWIP.

Local Policy

Halton Local Cycling and Walking Infrastructure Plan

The Halton Local Cycling and Walking Infrastructure Plan (LCWIP) sets the structure and strategic direction to allow the development and delivery of a planned active travel network for Halton over a 10-year period, to help provide active travel infrastructure for its residents, workers and visitors. This follows the development of the Halton East Runcorn LCWIP, which was a detailed LCWIP developed in 2023 to cover just the East Runcorn area within Halton.

Each of these documents provide guidance on network planning for cycling and walking routes across the borough.

The Councils Active Health³⁶ web pages provide further information including cycle and walking routes across the Borough.

Delivery and Allocations Local Plan (DALP) Policy

DALP Policy CS(R)15: *Sustainable Transport* sets out the steps to encourage journeys to be made by sustainable modes of travel, which includes walking, cycling and public transport.

DALP Policy C2: *Parking Standards* sets out the Councils requirements when it comes to Cycle Parking. This policy states that 'The design and layout of the proposed parking must enable and encourage the maximum use of sustainable modes of transport, including provision for cyclists and ultra-low emission vehicles,'. More on these policies can be found in Appendix C.

³⁶ <https://activehalton.co.uk/walking/>

Benefits of Active Travel

A well-considered design process is fundamental to achieving a sustainable approach to access and connectivity. There has been an increased focus and awareness of the benefits of cycling and walking and the importance of considering these modes of travel as an integral part of the design process. The Department for Transport have published The Second Cycling and Walking Investment Strategy (CWIS2)³⁷ which sets out the benefits of investing in safe cycling and walking routes, with the ambition that walking, wheeling, and cycling are the natural choices for shorter journeys, or as part of a longer journey.

The government announced that they will publish a third cycling and walking investment strategy setting out its long-term vision for active travel in February 2025, as the CWIS2 set out objectives and financial resources for the period April 2021 to March 2025.

Cycle parking

Liverpool City Region Combined Authority Cycle Parking Guidance

Halton Borough is one of the six Councils that forms the Liverpool City Region Combined Authority (LCRCA)³⁸. The LCRCA work together on several joint projects one of which was the drafting and publication of the 2022 Cycle Parking Guidance³⁹. The ultimate intention of the document was to standardise the quality of cycle parking delivered across the Liverpool City Region, ensuring that the six local authorities have the information at hand to assist them with providing high-quality, consistent, and fully accessible cycle parking for their residents, visitors, and businesses.

The Guidance sets out the six principles of good cycle parking (below) which are described in detail in the LCRCA guidance document.

Cycle Parking Principles

The Liverpool City Region Combined Authority published cycle parking guidelines which includes a core set of principles for good cycle parking. These principles will apply to cycle parking across the Halton Borough.

1. Safe and Secure

Cycle parking should be secure for the cycle and users should feel safe from the risk of personal crime. Delivering secure cycle parking will give people the confidence to leave their cycle without worry, creating the opportunity for a broader range of trips to be made by cycle, such as long-stay trips, and for people to use higher value cycles e.g. e-cycles.

³⁷ [The second cycling and walking investment strategy \(CWIS2\) - GOV.UK](#)

³⁸ [Home | Liverpool City Region Combined Authority \(liverpoolcityregion-ca.gov.uk\)](#)

³⁹ [PowerPoint Presentation \(moderngov.co.uk\)](#)

2. Accessible and Inclusive for All

Cycle parking should be easy to use and accessible to all users and types of cycles. Often, the best options are those which are simple and flexible enough to meet a broad range of users. People, particularly those new to cycling, may be deterred by parking options that are difficult or complex to use.

Furthermore, not all users will be capable of making the range of movements required for some cycle parking options especially those requiring heavy lifting or difficult manoeuvring of the bicycle (such as two tiered racks).

To accommodate the broadest range of users, cycle parking should be ergonomic and have provisions for different types of cycles. This means ensuring that there is adequate space for manoeuvring in and out of spaces, and that access is step-free. This extends to the access of the cycle parking facility itself, which should be fully accessible such as with dropped kerbs or power-assisted/automatic doors. LTN 1/20 states that a proportion of cycle parking (typically 5%) should be provided for nonconventional cycles e.g. adapted cycles or cargo bikes.

3. Coherent

Cycle parking should be well-connected to cycle routes and key destinations, easy to find, and ideally be well-signposted. This ensures maximum utility of cycle parking in locations where people need it most. Cycle parking where it is possible to cycle right up to the stands and that is close to the destination e.g. the main entrance to a workplace, is likely to be more in demand than provision that is less convenient to use. Cycle parking which is not well-connected to the cycle network may be underutilised, and people are more likely to use informal ad hoc parking instead (e.g. attaching their cycle to railings or lampposts), which can pose an accessibility issue in certain locations.

4. Attractive

Cycle parking should be of good quality design and well-maintained. This is especially important in areas of architectural or heritage significance (for example, the Albert Docks), or at cycle hubs which charge a membership fee. Highly visible, good quality cycle parking is an important tool in communicating that cycling is a normalised and prioritised mode of transport.

5. Standardised in Quality

Cycle parking should be standardised in quality across the city region, where all major destinations have strong provision for cycle parking that meets the needs of all. Doing so will reduce the complexity of making cycle trips as users will have the confidence to make a trip by cycle in the knowledge that there is a good standard of cycle parking provision within easy reach of their destination.

6. Catering for Demand

There should be enough spaces to cater for future demand, particularly in areas that have been identified for growth, or those on strategic cycle connections

within the Liverpool City Region. Cycle storage should also be designed to ensure adaptability in response to future trends such as growth in e-cycle and e-scooter usage.

Longer Stay Parking

Security is the primary consideration for longer stay parking. Many users will be willing to trade some convenience for additional security such as CCTV coverage, shelter from weather and secure access (i.e. not open to the passing public). However, there is a limit to how far people will be prepared or be able to walk to the destination, so secure parking in railway stations, education buildings and workplaces should still be close to the main entrances and easy to access from the local cycle route network.

The standard for long stay cycle parking should be overlooked, accessible, secure and covered provision. Short stay is not required to be covered.

Short Stay Parking

For short stays, users will be most concerned with convenience of access while having a safe place to secure their cycle. Cycle parking located close to shop fronts will generally provide good passive surveillance. Small clusters of stands close to main attractors are preferable to one central 'hub', although in retail malls, a central facility on the ground floor of a car park or near the main pedestrian entrance to the mall may be the optimum location. Proximity is also essential for disabled cyclists who may be unable to walk very far. Figure 10 provides some useful recommendations and minimum dimensions for banks of Sheffield Stands (Local Transport Note 1/20).

Figure 10: Dimensions for Banks of Sheffield Stands (LTN 1/20)

Item	Recommended	Minimum
Bay length (lengths of cycle parked on a stand)	2m	2m
Bay length (tandems, trailers and accessible cycles)	3.0m	2.5m
Access aisle width (if larger cycles used the end bay only)	3m	1.8m
Access aisle width (if large cycles use internal bays)	4m	3m
Edge access aisle + one bay to the side	5m-6m	3.8m-5m
Central access aisle + one bay to the side	7m-8m	5.8m-7m
Spacing between stands	1.2m	1.0m
Gap between stand and wall (part of bay width)	700mm typical wheel diameter)	500m

More guidance on cycle parking

For additional guidance refer to the Department for Transport Cycle Infrastructure Design document published 2020 (Local Transport Note 1/20)⁴⁰.

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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

8. CAR PARKING STANDARDS

Overview

Parking standards are an important element of land use policy and are intended to ensure that parked vehicles do not become a safety hazard, an obstruction to vehicular and pedestrian movement or an environmental nuisance. They aim to provide sufficient parking for essential motor vehicles, cyclists and people with disabilities. Where appropriate, the aim will be to encourage less on-site and commuter parking where there are alternative modes such as public transport to meet demand.

This section explains the **car parking standards** that are required for each type of development. The parking standards and levels are based on the guidance from the Department of Transport and must be considered alongside the other DALP policies and LCRCA objectives.

Applications where the number of spaces complies with parking standards will not automatically be permitted if the accommodation of these spaces creates conflicts with other elements of the DALP or statutory responsibilities the Council are responsible for.

Where the recommended guidelines indicate that insufficient parking is proposed, developers will be expected to demonstrate why the proposal is acceptable. This may be explained through Travel Plans, Transport Statements and Assessments.

Decision to Apply Local Parking Standards

The decision to apply local parking standards was discussed at Matter 20 of the DALP Examination in Public.⁴¹ The Council's view was that:

'Policy C2 and the detailed standards set out in Appendix E (now D) fully complies with the provisions of NPPF para 105 (111), particularly. The policy text in particular complies with clauses 'a', 'b', and 'e'. The standards set out in Appendix E (D) identify differing requirements in the most accessible (town centre) and less accessible (non-town centre) locations. The standards are presented as a single requirement rather than a range, which could appear contrary to NPPF para 106 (112) which advises against the setting of maximum standards. The Council notes that the policy allows a degree of flexibility (+/- 10%) and that wider variations would need to be justified on a case-by-case basis. The policy is not therefore setting maximum standards and is not contrary to para 106 (112). The standards have been benchmarked against neighbouring authorities.'

⁴¹

<https://www3.halton.gov.uk/Documents/eip/writtenstatements/writtenstatementsstage3/Matter%2020-%20-%20HBC.pdf>

Manual for Streets

Good quality parking facilities can add to the overall attractiveness of a residential or commercial area. Halton follows the Manual for Streets Principals⁴².

A section on parking is provided at Chapter 8 of the Manual for Streets. The document advises '*the availability of car parking is a major determinant of travel mode*' and includes the following car parking arrangements good practice.

Figure 11: Car Parking Arrangements Good Practice (Manual for Streets)

Car parking arrangements: good practice

It is recommended that the following key principles (based on Car Parking: What Works Where) should be followed when considering the design and location of car parking:

- the design quality of the street is paramount;
- there is no single best solution to providing car parking – a combination of on-plot, offplot and on-street will often be appropriate;
- the street can provide a very good car park – on-street parking is efficient, understandable and can increase vitality and safety;
- parking within a block is recommended only after parking at the front and on-street has been fully considered – rear courtyards should support on-street parking, not replace it;
- car parking needs to be designed with security in mind – advice on this issue is contained in Safer Places. See also the Safer Parking Scheme initiative of ACPO; and
- consideration needs to be given to parking for visitors and disabled people

Other Sources of Useful Information

- The Chartered Institution of Highways and Transportation [res_parking_design:Layout 1 \(ciht.org.uk\)](https://www.ciht.org.uk/res_parking_design/Layout%201)
- Department for Transport [About us - Department for Transport - GOV.UK \(www.gov.uk\)](https://www.gov.uk/about-us)
- Department for Infrastructure [Parking Standards | Department for Infrastructure \(infrastructure-ni.gov.uk\)](https://www.gov.uk/parking-standards)
- NPPF (Chapter 9) [National Planning Policy Framework - 9. Promoting sustainable transport - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/national-planning-policy-framework-9)

⁴²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf

Accessible Parking (Inclusive Mobility)

The Department for Transport (DfT) have published a 2021 Guide to Best Practice on Access to Pedestrian and Transport Infrastructure 'Inclusive Mobility'⁴³ Chapter 8 of this document provides guidance for car parking provision for people with limited mobility which includes the following advice:

Car Parking Accessibility

Car parking should be accessible and easy to use, with designated accessible spaces as close as possible to the main entrance to the facilities served by the car park (for off-street parking) or to shops and services (for on-street parking).

Provision should be made for designated accessible car parking spaces for disabled motorists and passengers (Blue Badge holders) wherever parking is provided.

On-street parking relates to parking on the carriageway: the Blue Badge Scheme is designed to enable disabled people to park, on-street, closer to their destination.

Off-street parking such as car parks provided by or for local authorities, private companies, and transport providers, should include designated accessible spaces to facilitate access for Blue Badge holders and other disabled drivers and passengers. These should be clearly marked as being reserved for Blue Badge holders using both road markings and vertical signs.

To assist wheelchair users and those with mobility and other impairments, reserved spaces should be larger than regular parking spaces to provide extra room for getting in and out of a vehicle. Detailed guidance on the design of accessible car parking is provided in sections 8.3 and 8.4, in British Standard BS 8300⁴⁴, in guidance for the Building Regulations, and guidance developed jointly by the Department for Transport and Transport Scotland.

The Design of Accessible Parking – Off Street

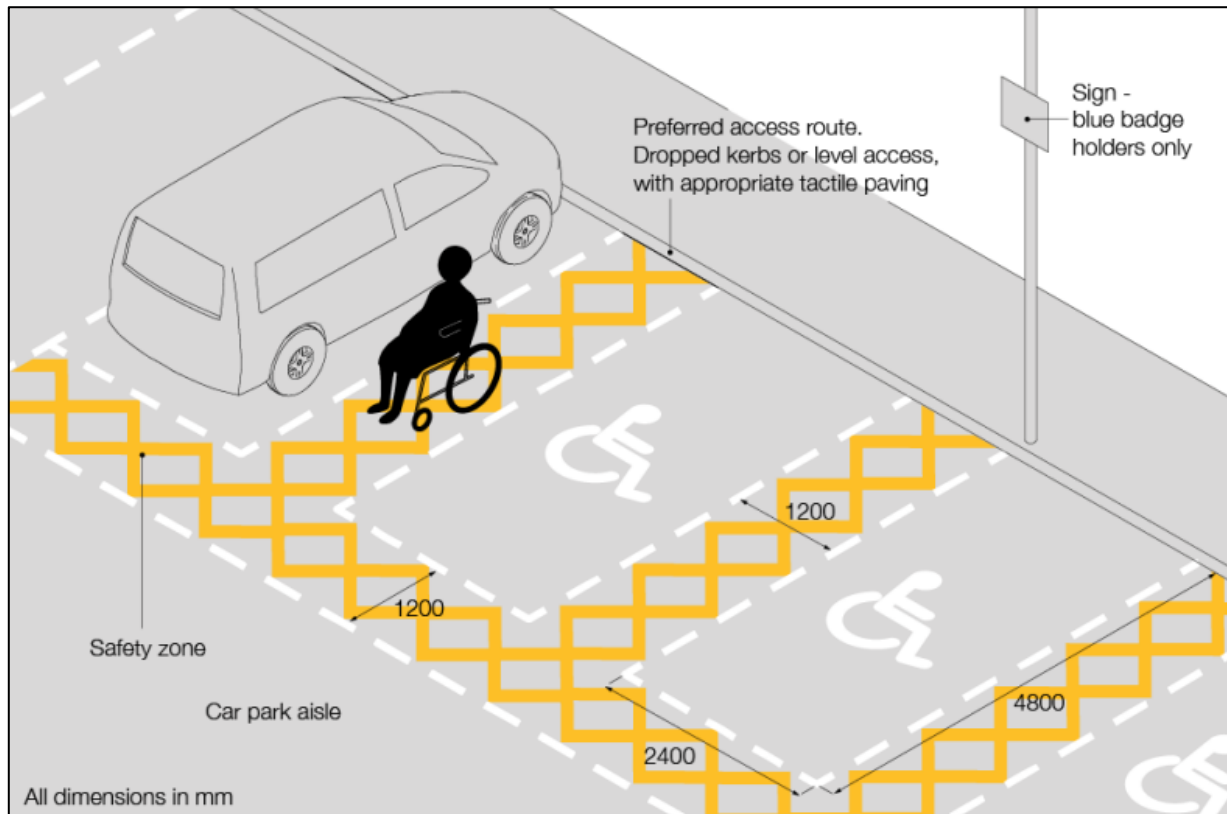
Designated accessible parking spaces should be located on firm and level ground. The surface of such spaces should be even and stable, with any variation of surface profile not exceeding $\pm 5\text{mm}$ (e.g. between paving, surface features or different surfaces). A designated accessible space should be a minimum of 4800mm long and 2400mm wide. Where the spaces are perpendicular to the access aisle, an additional width of 1200mm should be provided on each side. This extra width may be shared with adjacent spaces. An additional zone of 1200mm should be provided, at the vehicle access end of the space to enable rear access. This will enable a rear hoist to be deployed. Where an off-street designated accessible space is parallel to the access

⁴³ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁴⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

aisle, an additional zone of at least 1800mm should be created to enable access from the side.

Figure 12: Off Street Parking (Inclusive Mobility⁴³)



Designated accessible parking spaces provided in off-street locations should be designed as per Figure 12. There should be a raised sign at the head of the designated bays, to ensure that the purpose of the bay is apparent should road markings become faded or obscured.

The Design of Accessible Parking-On Street

The design of accessible parking spaces: on-street signs and markings used to indicate on-street parking spaces reserved for Blue Badge holders must comply with the requirements of Traffic Signs Regulations Guidance Direction TSRGD (2016)⁴⁵. To be enforceable, a Traffic Regulation Order must be made by the traffic authority setting out the restrictions on use of the bay by other users, and time limits, where appropriate. Advisory bays are not permitted under TSRGD (2016).

- For on-street parking parallel to a kerb, the recommended size of each space reserved for Blue Badge holders must be at least 6600mm long and 2700mm wide (or 3000mm wide when in the middle of the road).
- For on street spaces reserved for Blue Badge holders set at an angle to the kerb, the length of the largest rectangle that can be accommodated within a row

⁴⁵ <https://www.gov.uk/government/publications/traffic-signs-regulations-and-general-directions-2016-an-overview>

of angled spaces must be at least 4200mm and the width of each space must be at least 3600mm.

- c) Wherever reserved on-street parking is provided for Blue Badge holders, the gradient or camber of the road should not exceed 1 in 50; a road with a steep camber causes difficulties for wheelchair users who have a side lift in their vehicle.

Figure 13: On Street Parking at an Angle to a Kerb (Inclusive Mobility⁴³)

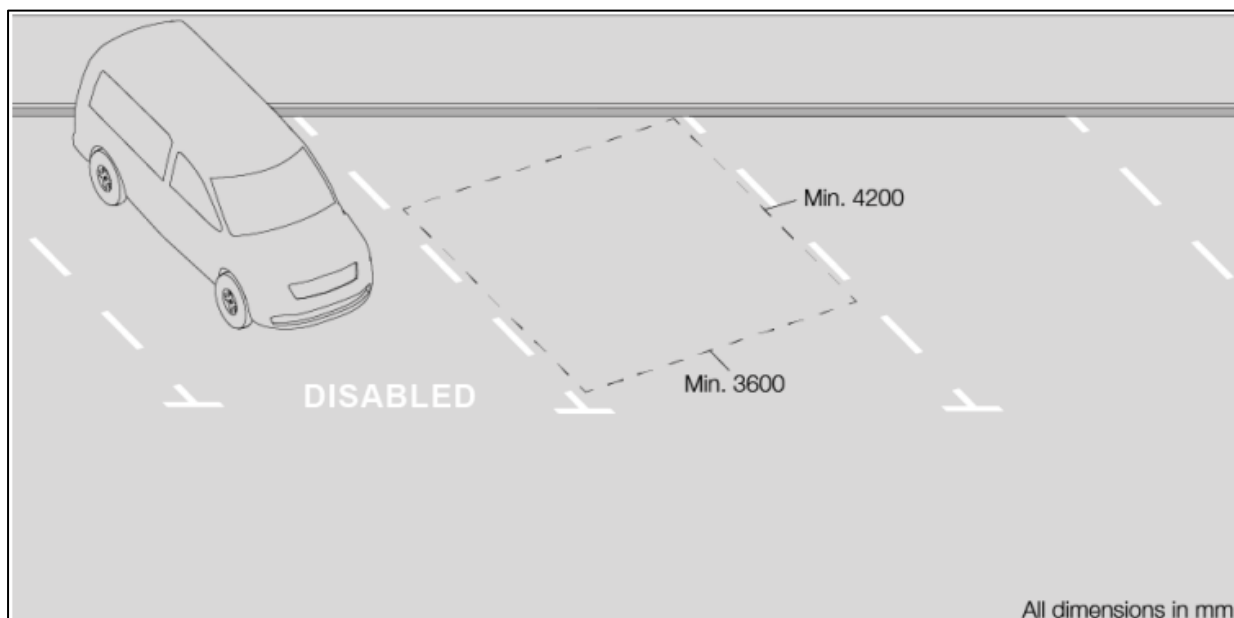
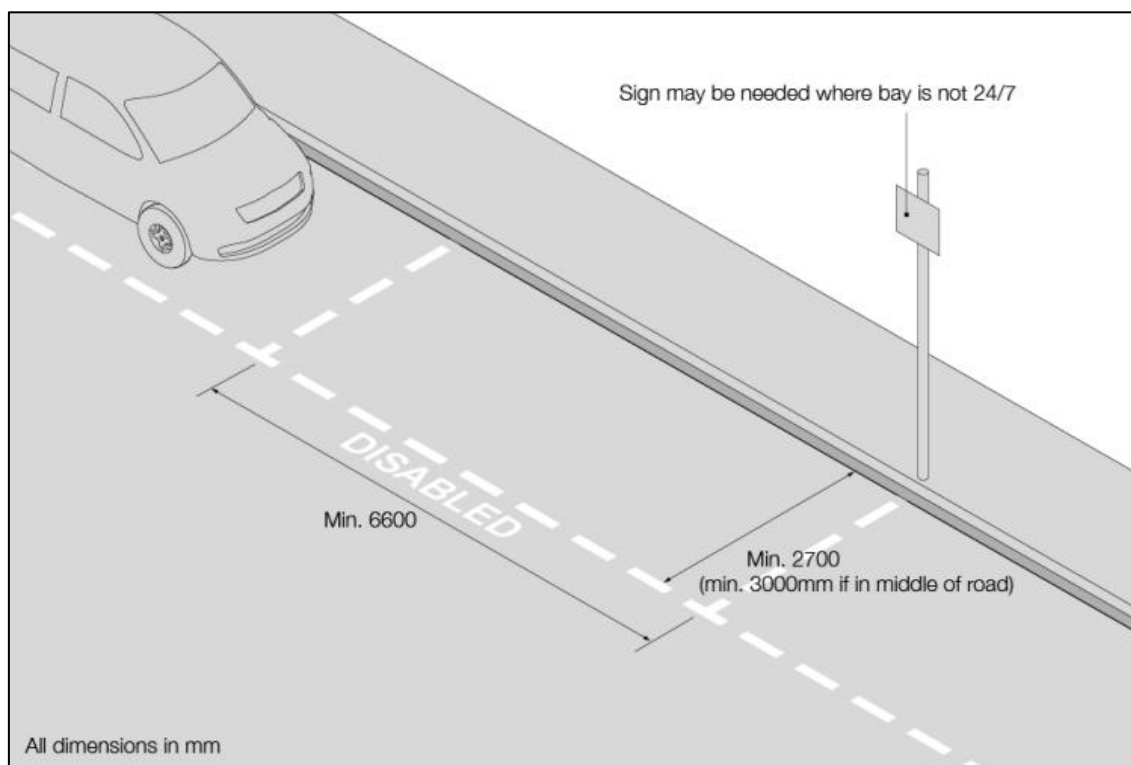


Figure 14: On Street Parking Parallel to a Kerb (Inclusive Mobility⁴³)



Electric Vehicles

In 2020 the Government took steps towards net-zero by announcing end of sale of new petrol and diesel cars by 2030. Between 2030 and 2035, new cars and vans can be sold if they have the capability to drive a significant distance with zero emissions (for example, plug-in hybrids or full hybrids), which will be defined through consultation.⁴⁶

The Government Electric Vehicle Charging Strategy⁴⁷ states ‘by 2030, we expect there to be around 300,000 public charge points as a minimum *in the UK, but there could potentially be more than double that number*’. The strategy includes some useful statistical data and guidance that includes:

- Annex 4. Electric vehicle charging and the electricity system.
- Annex 5. Future charge points requirements and the charge point demand mode.

As a result of the Governments steps and in meeting the Councils sustainability objectives set out in the Halton 2022 to 2027 Climate Change Action Plan⁴⁸ it is important to promote the use of ultra-low emission vehicles by improving electric vehicle infrastructure.

Priority Five of The Council Corporate Plan 2024 to 2029⁴⁹ seeks ‘Working towards a Greener Future.’ This priority includes a Council requirement to ‘continue *our electric vehicle roll out, alongside investment in electric vehicle charging points.*’

It will be expected that relevant development will meet the requirements of Criterion 2 of DALP Policy C2 ‘Parking Standards’ which states ‘*The design and layout of the proposed parking must meet the maximum use of sustainable modes of transport, including provision for cyclists and ultra-low emission vehicles.*’

The Government has published a Design Considerations for Electric Vehicle Charge Points that will be useful when determining which type of charge point is most appropriate for a particular development.⁵⁰

Energy Savings Trust⁵¹ also has more information on Accessible Electric Vehicle Charging Standards.

⁴⁶ <https://www.gov.uk/government/news/government-takes-historic-step-towards-net-zero-with-end-of-sale-of-new-petrol-and-diesel-cars-by-2030>

⁴⁷ [Taking charge: the electric vehicle infrastructure strategy \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/91234/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf)

⁴⁸ <https://councillors.halton.gov.uk/documents/s68214/Climate%20Change%20Action%20Plan%20Strategy%20Template%20-%20Layout%20JT%2028.2.22.pdf>

⁴⁹ <https://councillors.halton.gov.uk/documents/s76048/Corporate%20Plan%202024-2029%20Final%20External%20Version.pdf>

⁵⁰ <https://assets.publishing.service.gov.uk/media/623b62888fa8f540f6c23236/design-considerations-for-electric-vehicle-chargepoints-print-version.pdf>

⁵¹ <https://energysavingtrust.org.uk/advice/accessible-ev-charging-standards/>

Building Regulations

Building Regulations have also been updated to specify requirements around EVCI installation and came into force in June 2022,⁵² the updates state that.

- Every new home, including those created from a change of use, with associated parking, must have an EV charge point.
- Residential buildings undergoing a major renovation which will have more than 10 parking spaces must have at least one EV charge point per dwelling with associated parking, along with cable routes in all spaces without charge points.
- All new non-residential buildings with more than 10 parking spaces must have a minimum of one charge point and cable routes for one in five (20%) of the total number of spaces.
- All non-residential buildings undergoing a major renovation that will have more than 10 parking spaces must have a minimum of one charge point, along with cable routes for one in five spaces.

It should be noted that there is a current review into an exemption for developers to install active charging points within covered car parks (only cable routes are required). This is currently under review so could change (please do check for latest updates to Building Regulations).⁵³

Planning Requirements for EV Charging Points (Residential)

The planning rules for installing charge points will depend on whether the dwelling has off-street parking or on-street parking. If you have off-street parking, you will likely be able to install a home charger under permitted development rights, this may change if you live in a conservation area or listed building.

Permitted development rights do not extend to on-street parking, in these circumstances you will be required to apply for planning permission.

Please note: If you use on-street parking you should not trail a cable across the pavement. If you do, then you may be liable for any issues or injuries which are caused. Trailing a cable across the pavement without permission is an offence as it breaches the [Highways Act 1980 Section 162](#) and [Section 178](#).

If you need to trail a cable across a pavement then you may be able to apply to the relevant Highways Authority who may grant permission with conditions attached. If this is not an option, or permission is not granted, it is recommended that you attempt to find an alternative such as a public charging facility. Planning requirements may be reviewed and amended from time to time. Please refer to the Planning Portal ⁵⁴for the

⁵² <https://www.gov.uk/guidance/approved-document-s-infrastructure-for-charging-electric-vehicles-frequently-asked-questions>

⁵³ <https://www.planningportal.co.uk/permission/common-projects/electric-vehicle-charging/building-regulations>

⁵⁴ <https://www.planningportal.co.uk/permission/common-projects/electric-vehicle-charging/electric-vehicle-chargers>

latest guidance. You may also wish to seek guidance using the Councils pre-application advice service.⁵⁵

Other vehicle types

Adequate/suitable provision for parking for other vehicle types will be assessed on a case-by-case basis, appropriate for the type and use of development.

⁵⁵ <https://www3.halton.gov.uk/Pages/planning/Get-Planning-Advice.aspx>

9. AIR QUALITY

Air Quality Management Area (AQMA)

Since December 1997 each local authority in the UK has been carrying out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives will be achieved throughout the UK by the relevant deadlines. These objectives have been put in place to protect people's health and the environment.

If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there. This area could be just one or two streets, or it could be much bigger. The local authority will then put together a plan to improve the air quality - a Local Air Quality Action Plan.

Air Quality Strategy

The Department for Food, Environment and Rural Affairs (DEFRA) have published a 2023 strategic framework⁵⁶ for local authorities and other partners. It sets out their powers, responsibilities, and further actions the government expects them to take.

Air quality has improved in England over recent decades. However, it continues to be the biggest environmental risk to public health, with children, the elderly and the already vulnerable most affected. Poor air quality also has consequences for crop yields and, particularly in the case of ammonia and oxides of nitrogen (NOx), significant impacts for the natural environment and biodiversity.

Local government has an essential role to play in delivering cleaner air for communities and nature right across England. With many of the powers and local insight to tackle issues that cause pollution locally. Local authorities (the lower tier in two-tier areas, and unitary authorities) already have a duty to address air quality exceedances in their area. This includes declaring Air Quality Management Areas and publishing Air Quality Action Plans setting out the measures they will take to come back into compliance.

Halton Air Quality Management Areas

In 2011, Halton Borough Council declared 2 air quality management areas in Widnes Town Centre due to minor exceedances of the annual air quality objective for NO₂ on some of the diffusion tube data. The diffusion tubes are at roadside locations and the exceedances were in relation to local traffic congestion at road junctions.

The Council introduced several measures aimed at improving air quality. The two air quality management areas were declared in relation to traffic emissions and therefore the actions identified to improve air quality are mostly related to transport. Sustainable

⁵⁶ <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england/air-quality-strategy-framework-for-local-authority-delivery>

modal shifts in transport – The Council continues to work on several projects designed to influence residents’ choice of transport across the Borough and beyond. The Council has been working in partnership with the Department for Transport (DfT) and British Cycling to secure funding for projects that encourage travel by alternatives to the car. Money has been invested in extending cycle routes along key corridors, promoting travel alternatives and bus route improvements to reduce congestion.

Cycling and Walking Activities Active Halton campaign This public health campaign aims to encourage people who live, work and study in Halton to be more active. The campaign promotes cycling, walking, and running. <https://activehalton.co.uk/what-is-active-halton/>

Improvement of road network – the junction at Milton Road and Kingsway was widened for the inclusion of a second lane. This has allowed a better flow of traffic and data indicates that this, together with more strategic actions and improvements in engine technology, has had the intended impact of reducing the levels of NO2 in Air Quality Management (AQMA)

Halton has now revoked the two air quality management areas in Widnes town centre. The revocation was due to sustained improvements in levels of nitrogen dioxide which are now within UK legal limits. Further information on air quality monitoring in Halton is available in the annual air quality review for each year.⁵⁷ We are also in the process of producing a new air quality strategy which will be published on this website later this year.

Halton Borough Council continues to work with the Liverpool City Region and its neighbours to assess and react to emerging Air Quality issues. As part of the LCRCA, there was an action plan developed to support the ongoing work required to manage any Air Quality issues⁵⁸.

DALP Policy

DALP policies CS(R)23 ‘Managing Pollution and Risk’ and HE7 ‘Pollution and Noise’ include criteria in respect of AQMA. They can be found in Appendix C.

Planning Application Requirements

Where it is anticipated that a development may cause significant harm to air quality the Council will require the developer to submit an Air Quality Assessment with their planning application. This will require the developer to assess the impact of the development on local air quality, mitigate any adverse impacts the development may have on local air quality, and comply with any Plan, Strategies or other guidance relating to air quality at the time.

⁵⁷ <https://www3.halton.gov.uk/Pages/planning/air-and-land-pollution.aspx>

⁵⁸ <https://www.liverpoolcityregion-ca.gov.uk/improving-our-air-quality>

The following forms of development are likely to give rise to significant traffic related impacts on air quality:

- Developments that may result in increased congestion and lower vehicle speeds than is present on the existing local road network.
- Development of a scale which requires a Transport Assessment.
- Development likely to significantly alter the composition of traffic such that adverse air quality impacts may arise.
- Developments with more than 300 car parking spaces.
- Lorry or coach parks proposals for new residential developments or intensification of existing residential use, which would introduce new sensitive receptors into an area of poor air quality.
- Any development proposed within or nearby an Air Quality Management Area

If a development proposal falls into one of the above categories, then the developer should contact the Council at the earliest opportunity before submitting a planning application to discuss the possibility of an Air Quality Assessment being required with the application.

It should be noted that Air Quality Assessments may also be required to accompany applications which are likely to produce significant air quality impacts other than through traffic generation such as developments requiring an Environmental Impact Assessment.

10. FREIGHT MANAGEMENT

Overview

Strategic Objective 7 (SO7) of the DALP seeks to provide accessible travel options for people and freight, ensuring a better connected, less congested and more sustainable Halton. The introduction of the Mersey Gateway Bridge⁵⁹ has addressed issues of congestion and network resilience for cross river traffic. Halton has locations identified within the LCRCA "Superport"⁶⁰ complex concept which aims to ensure that these assets along with other freight infrastructure across the sub-region become a key driver in the local economy.

Halton exhibits several locational advantages presented by the Borough's existing rail links with the opportunity to improve waterways, ports, and review its rail infrastructure to support freight and passenger journey to enable Halton to fulfil its potential as a major hub for distribution and logistics.

Mersey Gateway Bridge

The Mersey Gateway Bridge opened on 14th October 2017 as a new six lane toll bridge over the Mersey between the towns of Runcorn and Widnes.

Both the Mersey Gateway Bridge and the Silver Jubilee Bridge are tolled, but eligible Halton residents and registered Blue Badge holders can enjoy unlimited trips once they have successfully registered with Mersey flow (admin fees apply)



Figure 15: Mersey Gateway Bridge

⁵⁹ <https://merseygateway.co.uk/>

⁶⁰ <https://www.liverpoolcityregion-ca.gov.uk/freeport>

Liverpool City Region Freeport

Liverpool City Region (LCR) Freeport is one of only eight freeports in England. After working in partnership with ports, businesses, local authorities, trade unions and wider stakeholders, its Full Business Case (FBC) was approved by the UK Government in December 2022.

The Liverpool City Region, home to the country's leading transatlantic port, is a natural freeport location. With the UK's biggest western facing port, handling 45% of the UK's trade from the United States, the Freeport area takes in a 45km diameter from the western point of Wirral Waters to the eastern point of Port Salford and includes all six of the city region's local authorities.

Designated areas within the freeport zone will benefit from incentives to encourage economic activity. Freeports operate with both 'tax' and 'customs' sites. Tax sites offer occupiers business rates relief and other incentives to support capital investment, skills and employment. Business rates generated at the tax sites will be retained locally for 25 years and reinvested in the area. Customs sites help enable the tariff-free movement of goods for both export and import through simplified customs procedures.

The LCR Freeport is a multi-gateway, multi-modal zone covering 300 hectares of land and the freeport sites, which include several existing rail terminals and water-accessible locations, are located within areas of logistics and manufacturing capability.

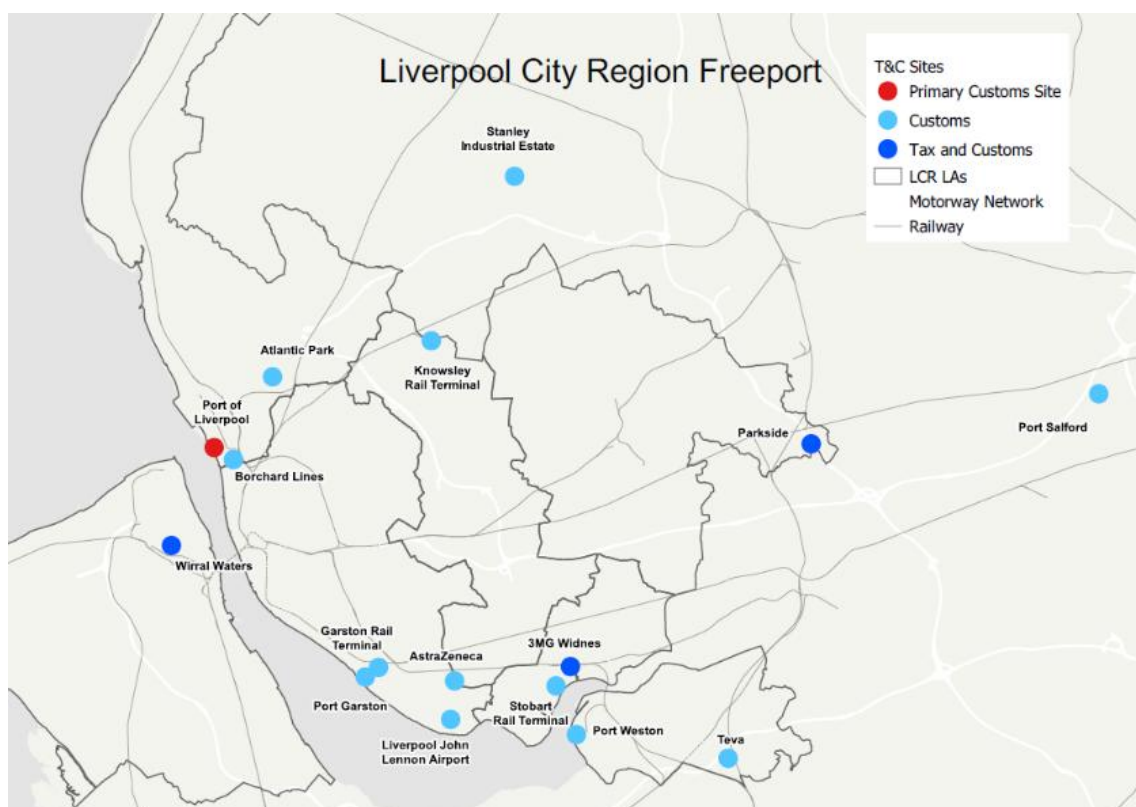


Figure 16: Map of Liverpool City Region Freeport Sites (University of Liverpool ⁶¹)

⁶¹ [Liverpool City Region's Freeport is now open, but what exactly is it? Liverpool City Region's Freeport is now open, but what exactly is it? - Heseltine Institute for Public Policy, Practice and Place - University of Liverpool](#)

Identified Need

The DALP identifies a need for up to 180 hectares of employment land to be provided over the plan period to 2037, to support Halton's economy and to offer business and industry a choice of sites so that differing requirements and locations can be met. Policy CS(R)4 of the DALP identifies the appropriate mix of sites and types of land where development will be appropriate. Policy ED1 provides details of sites allocated for employment purposes.

A need has been identified within the Liverpool City Region as a whole (including Halton Borough) to accommodate the growth of the logistics and warehousing sector (associated with underlying economic trends and the growth of the Port of Liverpool including completion of Liverpool 2 a deep-sea terminal⁶²), with a particular focus on the need for large scale units of over 9,000m². DALP Policy CS(R)4 identifies criteria to support this identified need and can be found in Appendix C.

Freight Specific Policy

Criteria 13 and 14 of Policy C1 'Transport Network and Accessibility' lists the three sites that have been designated in the DALP for freight and logistics hubs. These are:

- Port Runcorn
- Port Weston
- 3MG

More information on the DALP Policy C1, specifically on Freight and Logistics can be found in Appendix C.

Port Runcorn

Port Runcorn is situated to the west of a point where the River Mersey narrows, known as Runcorn Gap. Originally opening directly into the Mersey, with the building of the Manchester Ship Canal, it now links with this canal.

Port Weston

Weston Point Docks, also known as the Port of Weston, is an inland port on the Manchester Ship Canal in the town of Runcorn.

3MG

3MG provides rail connected distribution centres and an on-site intermodal rail freight terminal. It is destined to be one of the UK's largest inter-modal logistics parks and offers unrivalled access to the UK's deep-sea ports. Further information is located in the 3MG Supplementary Planning Document SPD)⁶³

⁶² <https://www.oceangateway.co.uk/projects/liverpool2>

⁶³

https://www3.halton.gov.uk/Documents/planning/planning%20policy/spd/Adopted/3MG_Mersey_Multi_modal_Gateway_SPD_%282009%29.pdf

It is part of the Liverpool City Region 'Super Port' scheme which provides the industry with a low cost, low carbon solution for moving goods to and from Northern UK, especially to the Atlantic Gateway area, the largest, most densely populated region of the UK outside London (during the journey)⁶⁴.

Halebank and Ditton Corridor

Within the A562 Ditton Corridor there are approximately 24 Ha of redundant and underutilised land. These sites have the potential to continue the regional success story of the 3MG logistics hub in West Widnes and opportunities for advanced manufacturing. This also helps meet demand in the City Region for major commercial sites and drive forward growth in the wider South Liverpool corridor. The Mersey Gateway Plus Regeneration Plan (2017-2027)⁶⁵ provides more detail about the opportunities for the area.

Criterion 1. a) of Policy CS(R)1 – Halton Spatial Strategy of the DALP provides criterion for employment opportunities around the multi-modal freight facility. This can be found in Appendix C.

⁶⁴

<https://www4.halton.gov.uk/News/Lists/Posts/Post.aspx?ID=1082#:~:text=3MG%20provides%20rail%20connected%20distribution%20centres%20and%20an, reclaiming%20up%20to%20120%20acres%20of%20contaminated%20land.>

⁶⁵ <https://moderngov.halton.gov.uk/documents/s73190/Appendix%201%20-%20Mersey%20Gateway%20Regeneration%20Plan.pdf>

11. PLANNING CONDITIONS AND INFORMATIVES

Overview

Placemaking requires clarity of identity, need, expectation and community. Not only is the quality of buildings around us important but so too is the quality and sense of place in which they are situated. Our transport systems connect those places and play a vital part in the overall quality of life, influencing our ability to access services and opportunities, both within Halton and on a cross boundary basis as well. They also play an essential part in the strength and economic vibrancy of the economy.

Planning Conditions

When used properly, conditions can enhance the quality of development and enable development to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects. The objectives of planning are best served when the power to attach conditions to a planning permission is exercised in a way that is clearly seen to be fair, reasonable and practicable. It is important to ensure that conditions are tailored to tackle specific problems, rather than standardised or used to impose broad unnecessary controls.

What are the main legal powers relating to use of conditions?⁶⁶

The main powers are in sections 70, 72, 73, 73A, and Schedule 5 of the Town and Country Planning Act 1990.⁶⁷ Powers to impose conditions on appeal are also given to the Secretaries of State or their Inspectors by sections 77, 79, 177, and Schedule 6 of the Act. In some areas there may also be powers under local Acts which complement or vary the powers in the 1990 Act.

Section 70(1)(a) of the Act enables the local planning authority in granting planning permission to impose “such conditions as they think fit”. This power needs to be interpreted in light of material considerations such as the National Planning Policy Framework⁶⁸, this supporting guidance on the use of conditions, and relevant case law.

A pre-commencement condition must not be imposed on the grant of permission (other than a grant of outline planning permission within the meaning of Section 92 of the 1990 Act) without the written agreement of the applicant except in the circumstances set out in the Town and Country Planning (Pre-commencement Conditions) Regulations 2018.

⁶⁶ <https://www.gov.uk/guidance/use-of-planning-conditions>

⁶⁷ <https://www.legislation.gov.uk/ukpga/1990/8/contents>

⁶⁸ https://assets.publishing.service.gov.uk/media/65a11af7e8f5ec000f1f8c46/NPPF_December_2023.pdf

What approach should be taken to using conditions?

What should a local planning authority do to ensure that the tests in national policy have been met?

Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision-making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification. (NPPF, Para 57)

Informative

What status do informative notes appended to decision notices have?

Informative notes allow the local planning authority to draw an applicant's attention to other relevant matters – for example the requirement to seek additional consents under other regimes. Informative notes do not carry any legal weight and cannot be used in lieu of planning conditions or a legal obligation to try and ensure adequate means of control for planning purposes.

The Use of Pre-Commencement Conditions

Pre-commencement conditions should only be used where there is a clear justification, which is likely to mean that the requirements of the condition (including the timing of compliance) are so fundamental to the development permitted that it would otherwise be necessary to refuse the whole permission.

A pre-commencement condition that does not meet the legal and policy tests may be found to be unlawful by the courts and therefore cannot be enforced by the local planning authority if it is breached. Development carried out without having complied with a pre-commencement condition would be unlawful and may be the subject of enforcement action.

Discharging and Modifying Conditions Once Planning Permission is Granted

How can a developer seek to discharge conditions attached to a planning permission that require local planning authority approval of further details?

Requests for approval of further details required by conditions must be made to the local planning authority in writing, enclosing any relevant details.

The local planning authority will charge an application fee for written requests for both:

- written confirmation of the discharge of conditions; and
- written confirmation that one or more of the conditions imposed on a grant of planning permission have been satisfied.

Where the LPA is determining an application for approval required by a condition imposed on planning permission for EIA development, which must be obtained before

all or part of the development may be begun, the period is 16 weeks. (Article 27 of the Town and Country Planning (Development Management Procedure) (England) Order 2015⁶⁹ and regulation 68 of the Town and Country Planning (Environmental Impact Assessment) Regulations.)⁷⁰

Further guidance for planning conditions and informative can be found here: [Use of planning conditions - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/planning-conditions)

Planning Obligations

As previously mentioned in **Chapter 6: Minimum Accessibility Standard Assessment (MASA)** where deficiencies are identified, developer contributions will be required to improve the accessibility of the location. This can be sought through Planning Obligations.

The NPPF, paragraph 56, states that

“Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition”.

NPPF paragraph 115, (d) also states that it should be ensured that “any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach”.

Planning obligations could be used where it is not possible to address operational impacts through a planning condition, to mitigate any significant impacts from development, or impacts which have a bearing on neighbouring authorities.

Infrastructure Funding Statements

The Council produces an Annual Infrastructure Funding Statement, which provides a summary of developer contributions made and pending during the most recent financial year. In this case between 1st April 2024 and 31st March 2025. There is also a spreadsheet with a more detailed breakdown of developer contributions. This information can be found at [s106 registers - All Documents](#).

⁶⁹ <https://www.legislation.gov.uk/uksi/2015/595/contents/made>

⁷⁰ <https://www.legislation.gov.uk/uksi/2017/571/contents/made>

12. ENFORCEMENT, MONITORING, AND IMPLEMENTATION

12.1 Enforcement

Effective enforcement is important to maintain public confidence in the planning system. Enforcement action is discretionary, and local planning authorities should act proportionately in responding to suspected breaches of planning control. They should consider publishing a local enforcement plan to manage enforcement proactively, in a way that is appropriate to their area. This should set out how they will monitor the implementation of planning permissions, investigate alleged cases of unauthorised development and take action where appropriate. (NPPF, Para 59)

The Council have the legal powers to act if works are carried out without planning permission or when planning conditions are not met.

12.2 Monitoring

The effectiveness of the SPD will be monitored through the Council's Authority Monitoring Report⁷¹, that are produced annually. The report will measure the proportion of developments meeting the requirements of the SPD and monitor developer compliance and implementation. Annual monitoring will also take place to ensure that developments are compliant with the LCR transport agenda⁷².

12.3 Implementation

This SPD should be referred to as a source of guidance when preparing and submitting planning applications where transport and accessibility is a consideration. Additional guidance can be sought through the Councils pre-application advice service.

A Minimum Accessibility Standards Assessment (MASA) Checklist should be submitted with all relevant planning applications. A copy of which can be found at Appendix A.

This SPD will be used by the Council to assess development plans, proposals, and requirements, where planning permission is sought. Post adoption It will be a material consideration in the determination of planning applications.

⁷¹

<https://www3.halton.gov.uk/Pages/planning/policyguidance/PolicyBackgroundDocuments.aspx#monitoringdocs>

⁷² <https://www.liverpoolcityregion-ca.gov.uk/transport>

APPENDIX A - MINIMUM ACCESSIBILITY STANDARDS ASSESSMENT (MASA) CHECKLIST

Access Diagram	Complies	Tick (if Yes)
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see section 8).		

Accessibility for Walking Assessment

Access on Foot		Fully Complies (Yes/No)	Comments / Mitigation
Safety	Is there safe pedestrian access to and within the site and for pedestrians passing the site (2m minimum width footpath on both sides of the road) If no, your application must address safe pedestrian access.		
Severance	Is the proposed development free from any major transport/infrastructure routes which disrupt pedestrian movement in the vicinity (800m) of the site? If no, your application should: • Improve connectivity through the site • Demonstrate working with transport and infrastructure operators to address pre-existing connectivity issues		

Location	For <i>Housing Development</i> : is it within 800m of a district or local centre? For any other Development: is the density of local housing (i.e. within 800m) more than 50 houses per hectare?		
Internal Layout	Does circulation and access inside the sites reflect direct, safe, and easy to use pedestrian routes for all, reflect priority given to pedestrians and offer suitable crossing provision when they have to cross roads or cycle routes?		
External Layout	There are no barriers between site and local facilities or housing which can restrict pedestrian access. Dropped kerbs exist at crossings or on desire lines; Pavement is greater than 2m wide; Formal crossing where there is heavy traffic; There are no security concerns, e.g. as a result of lack of lighting.		
Links to Network	Does the proposal link to existing recreational walking/cycling routes and greenway network (see Halton LCWIP and the DALP). If no, please provide reason why not.		
Does development comply with all above criteria?			Y / N
Additional comments or Action needed to correct any shortfall:			

Accessibility for Cycle Assessment

Access by Cycle		Fully Complies (Yes/No)	Comments/Mitigation
Safety	Is the development safe for cyclists either turning into or out of the site or at road junctions within 400m of the site? (e.g. no dangerous right turns for		

	cyclists due to the level of traffic and clear onward routes) Please comment on compliance with LTN 1/20 tools/checklists.		
Severance	Is the proposed development free from any major transport/infrastructure routes which disrupt cycling movement in the vicinity (800m) of the site? If no, your application should: • Improve connectivity through the site • Demonstrate working with transport and infrastructure operators to address pre-existing connectivity issues		
Location	For <i>Housing Development</i>: is it within 1 mile of a district or local centre? For any other development: is the density of local housing (i.e. within 1 mile) more than 50 houses per hectare?		
Internal Layout	Does circulation and access inside the sites reflect direct, safe, cycle routes for all, with priority given to cyclists where they meet motor vehicles, where appropriate? Please comment on compliance with LTN 1/20 tools/checklists.		
External Layout	Is the development within 400m of an existing or proposed cycle route and /or proposes to create a link to a cycle route, or develop a route? Please comment on compliance with LTN 1/20 tools/checklists.		
Facilities for cyclists	Does the development include shower facilities and lockers for cyclists, where applicable e.g. commercial/industrial/educational?		
Cycle Parking	Does the development meet cycle parking standards as detailed in DALP Appendix D in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities?		
Does development comply with all above criteria?			Y / N

Additional comments or Action needed to correct any shortfall:	

Accessibility by Public Transport Assessment

Access by Public Transport		Fully Complies	Tick (if Yes)
Location and Access to public transport	Is the site within a 400m safe and convenient walking distance of a bus stop?	Yes/No	
	Is the site within 800m and convenient walking distance of a rail station?	Yes/No	
	Does the site have direct and safe pedestrian routes to bus stops i.e. Dropped kerbs and pavements not less than 2m wide, formal crossings and access kerbs where there is heavy traffic etc. e.g. minimise disruption and improve connectivity across major infrastructure.	Yes /No	
	Does the site have direct and safe pedestrian routes to rail stations?	Yes/No	
Frequency of Public Transport	High (four or more bus services or trains an hour serving a town centre/local centre between 7am and 7pm Mon- Fri)	Yes/No*	
	Medium (two or three bus services or trains an hour serving the town centre/and or local centre between 7am-7pm Mon-Fri)	Yes /No*	
	Low (less than two bus services or trains an hour serving the town centre between 7am and 7pm Mon-Fri)	Yes/No*	
Contribution to service enhancement	Does the proposal contribute to bus priority measures serving the site?	Yes/No**	
	Does the proposal contribute to improvements to bus stops, bus interchange, or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site?	Yes/No**	
	Does the proposal contribute to an existing or new supported bus service?	Yes/No**	
Does development comply with all above criteria?			Y / N

*The higher the frequency the more accessible a development will be deemed. Meeting at least one of 'Frequency of Public Transport' is an essential criteria. Within an urban area a minimum of medium frequency is required.

**Please provide details of how this criteria is to be met. This will be assessed on a site-by-site basis and more than one of the criteria may need to meet.

Additional comments or Action needed to correct any shortfall:

Accessibility for Vehicles and Parking Assessment

Accessibility for vehicles and parking		Fully Complies	Comments/Mitigation
Vehicle Access and Circulation	Is there safe and suitable access to and from the existing highway?	Yes/No	
	Can the site be adequately serviced by waste/emergency/delivery vehicles?	Yes/No	
	The safety and convenience of other users (pedestrians, cyclists and public transport) is not affected by the proposal?	Yes /No	
	For development which generated significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods)	Yes /No	
Parking	The off-street parking provided is as advised for that development type.	Yes/No	
	There is an appropriate provision for electric vehicle charging for that development type, as detailed in Section 8.	Yes/No	

Does development comply with all above criteria?	Y / N
*Developments that do not meet parking standards may be refused permission (see DALP Policy C2 Parking Standards). Additional comments or action needed to correct any shortfall:	

APPENDIX B – ADDITIONAL INFORMATION

The following links may offer greater context and guidance for developers that should be taken into account with this SPD:

Active Halton - [Walking & Cycling for health | Active Halton](#)

CABE – Design and Access Statements: How to write, read and use them.
<https://www.designcouncil.org.uk/resources/guide/design-and-access-statements-how-write-read-and-use-them>

Department for Levelling Up, Housing and Communities – National Design Guide.
<https://www.gov.uk/government/publications/national-design-guide>

Department for Levelling Up, Housing and Communities – National Planning Practice Guidance. <https://www.gov.uk/government/collections/planning-practice-guidance>

Department for Transport – Guidance on preparing Travel Plans, Transport Assessments and Statements. <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

Department for Transport - Inclusive Mobility.
<https://www.gov.uk/government/publications/inclusive-mobility>

Department for Transport - Manual for Streets.
<https://www.gov.uk/government/publications/manual-for-streets>

Halton Borough Council – Design of New Industrial and Commercial Development SPD.
[https://www3.halton.gov.uk/Documents/planning/planning%20policy/spd/Adopted/Design of New Industrial and Commercial Development SPD \(2006\).pdf](https://www3.halton.gov.uk/Documents/planning/planning%20policy/spd/Adopted/Design of New Industrial and Commercial Development SPD (2006).pdf)

Halton Borough Council – Design of Residential Development SPD.
<https://www3.halton.gov.uk/Documents/planning/planning%20policy/spd/Adopted/Design of Residential Development SPDv2.pdf>

Halton Delivery and Allocations Local Plan 2014-2037.

Institution of Engineering and Technology – Code of Practice for Electric Vehicle Charging Equipment Installation.

Liverpool City Region Combined Authority – Electric Vehicle Strategy.

Liverpool City Region Combined Authority – Local Cycling and Walking Infrastructure Plan. <https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCR-LCWIP-Final-1.pdf>

Liverpool City Region Combined Authority Transport Plan 2019. <https://www.liverpoolcityregion-ca.gov.uk/wp-content/uploads/LCRCA-TRANSPORT-PLAN.pdf>

National Planning Policy Framework. <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Planning Act 2008, Part 11. <https://www.legislation.gov.uk/ukpga/2008/29/part/11>

Secured by Design - Standards for Public Cycle Parking. <https://www.securedbydesign.com/images/05132-Cycle-Parking-and-Security-Standards-June-2021-REV-6.pdf>

Standard for Highways – Design Manual for Roads and Bridges. <https://www.standardsforhighways.co.uk/dmr/>

Town and Country Planning Act 1990, Section 106. <https://www.legislation.gov.uk/ukpga/1990/8/section/106>

Town and Country Planning Act 1990, Section 172. <https://www.legislation.gov.uk/ukpga/1990/8/section/172>

Town and Country Planning Act 1990, Section 187A. <https://www.legislation.gov.uk/ukpga/1990/8/section/187A>

APPENDIX C – RELEVANT DALP OBJECTIVES & POLICIES

DALP Strategic Objectives

STRATEGIC OBJECTIVES

- 3.3. The spatial vision will be achieved through the delivery of the following strategic objectives:
- SO1 Create and support attractive, accessible and adaptable residential neighbourhoods where people want to live
 - SO2 Provide good quality, affordable accommodation and a wide mix of housing types to create balanced communities
 - SO3 Create and sustain a competitive and diverse business environment offering a variety of quality sites and premises, with a particular emphasis on the revitalisation of existing vacant and underused employment areas
 - SO4 Further develop Halton's economy around the logistics and distribution sector, and expand the science, creative and knowledge based business clusters
 - SO5 Maintain and enhance Halton's town, district and local centres to create high quality retail and leisure areas that meet the needs of the local community, and positively contribute to the image of the Borough
 - SO6 Ensure all development is supported by the timely provision of adequate infrastructure, with sufficient capacity to accommodate additional future growth
 - SO7 Provide accessible travel options for people and freight, ensuring a better connected, less congested and more sustainable Halton
 - SO8 Ensure that all development achieves high standards of design and sustainability and provides a positive contribution to its locality
 - SO9 Minimise Halton's contribution to climate change through reducing carbon emissions and ensure the Borough is resilient to the adverse effects of climate change
 - SO10 Support the conservation and enhancement of the historic and natural environment including designated sites and species and the Borough's green infrastructure in order to maximise social, economic and environmental benefits
 - SO11 Improve the health and well-being of Halton's residents throughout each of their life stages, through supporting the achievement of healthy lifestyles and healthy environments for all
 - SO12 Prevent harm and nuisance to people and biodiversity from potential sources of pollution and foreseeable risks
 - SO13 Support sustainable and effective waste and minerals management, reducing the amount of waste generated and contributing to the maintenance of appropriate mineral reserves.

Relevant Strategic Policies: Core Strategy (Revised Policies) CS(R)

Policy CS(R)1: Halton's Spatial Strategy

a. Halebank and Ditton Corridor, Widnes

To continue to build on the success of this area. By supporting and expanding the employment opportunities around the multi-modal freight facility and balancing this with growth to the local community.

Policy CS(R)4: Employment Land Supply

1. To provide approximately 180 ha of land for employment purposes over the period 2014 to 2037.
 - a. With an appropriate mix of sites provided to support:
 - i. the local economy, with a particular emphasis on logistics and distribution; science; advanced manufacturing and high tech industries; and
 - ii. the Liverpool City Region Economy.

Policy CS(R)7: Infrastructure Provision

1. Development should be located to maximise the benefit of existing infrastructure and to minimise the need for new provision.
2. Where new development creates or exacerbates deficiencies in infrastructure it will be required to ensure those deficiencies or losses are compensated for, adequately mitigated or substituted for in a timely manner. On larger developments that will be completed in phases or over a number of years, an agreed delivery schedule of infrastructure works may be appropriate. Where infrastructure provision is not made directly by the developer, contributions may be secured by an agreement under Section 106 of the Act⁷³ including where appropriate via a phased payment schedule.
3. Development proposals will be supported where there is sufficient wastewater treatment capacity. If localised deficiencies arise, development will have to be phased to so as not to exceed available capacity. Furthermore, all developments will be required to deliver green infrastructure approaches, such as Sustainable Urban Drainage Systems (SuDS), to maximise in-situ pollutant attenuation in accordance with policy CS(R)21 and HE9.
4. Applications for the provision of new infrastructure will be supported where they are required to help deliver national priorities or locally identified requirements and where their contribution to agreed objectives outweigh the potential for adverse impacts.

⁷³ Section 106 of the Town and Country Planning Act 1990

Policy CS(R)15: Sustainable Transport

1. In order to encourage journeys to be made by sustainable modes of travel including walking, cycling and public transport, the Council will:
 - a. support a reduction in the need to travel by car;
 - b. encourage a choice of sustainable transport modes; and
 - c. ensure new developments are accessible by sustainable modes.
2. To support sustainable transport across the Borough:
 - a. Halton's existing Sustainable Transport Network will be protected;
 - b. Improvements to the existing Sustainable Transport Network will be supported
 - c. The introduction of new sustainable routes and facilities will be encouraged and;
 - d. Promote the use of green technology to reduce transport emissions
3. High trip generating developments will be expected to minimise the need to travel, particularly by private car and maximise the opportunities for the use of walking, cycling and public transport. The Council will expect them to be located where there is public transport accessibility and good walking and cycling links.
4. Development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities.

Policy CS(R)18: High Quality Design

1. Achieving and raising the quality of design is a priority for all development in Halton.
2. Development proposals, where applicable, will be expected to:
 - a. provide beautiful and well-designed residential, commercial and industrial developments appropriate to their setting;
 - b. enhance and reinforce positive elements of an area's character contributing to a 'sense of place', including the incorporation of public art where appropriate;
 - c. respect and respond positively to their setting, including important views and vistas, landmark buildings, features and focal points that have been identified in a proper context appraisal;
 - d. be flexible and adaptable to respond to future social, technological, economic, environmental and the health needs of the Borough;

- e. promote safe and secure environments through the inclusion of measures to address crime, fear of crime and anti-social behaviour;
- f. create public spaces which are attractive, promote active lifestyles and work effectively for all members of society;
- g. incorporate appropriate landscape schemes into development designs, integrating local habitats and biodiversity;
- h. provide safe, secure and accessible routes for all members of society, with particular emphasis on walking, cycling and public transport; and
- i. be well integrated and connected with existing development.

Relevant Non-strategic policies

Extracts from Policy C1: Transport Network and Accessibility

Policy C1: Transport Network and Accessibility

Walking and Cycling

1. Development will only be permitted where:

- a. It does not prejudice the access on to or through the walking and cycling network or it provides a suitable alternative link of equal quality and convenience; and
- b. It does not affect the enjoyment of the walking and cycling network.

The walking and cycling network is taken to include but not limited to: the Greenway Network; The Bridgewater Way; Mersey Way; Mersey Timberland Trail, The Trans-Pennine Trail, the Cycle Network and Public Rights of Way.

The Council will support development provided that:

- a. The internal layout, access and highway network is safe, attractive, in character, functional and accessible for all users and does not discourage existing and proposed users;
- b. It does not have an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe;
- c. Appropriate provision for car and cycle parking is made;
- d. Road designs are well laid out and where appropriate incorporate highway safety measures, such as traffic management and traffic calming schemes, where appropriate;

Public Transport

8. Development will only be permitted where it does not prejudice:

- c. the integrity and function of the Runcorn Busway.
- d. the use of Ditton Station as part of the public transport network,
- e. the provision of additional rail tracks immediately to the north of the existing rail line between Hough Green Station and Widnes Station and,
- f. the safeguarding of the Ditton – Fiddlers Ferry – Warrington rail line

The re-opening, or provision, of these transport facilities will generally be supported.

9. Development will only be permitted where it retains the opportunity for new railway stations at:

- c. Beechwood
- d. South Widnes

New stations and other associated public transport facilities at these locations will be supported.

10. Development to support the creation of a multi modal public transport interchange at Runcorn Train Station will be supported, as part of a wider regeneration scheme for the area.

11. The Council will support provision of a rail based commuter Park and Ride scheme at:
- c. Ditton; and
 - d. Other locations where schemes would demonstrably reduce congestion, alleviate parking issues, or increase accessibility to employment for those in the most deprived areas.

Transport Hubs

12. The Council will seek to protect and enhance transport hubs where possible. Transport hubs have been identified at:

Existing Transport Hubs

- j. Runcorn Station Quarter
- k. Beechwood Bus Depot
- l. Hough Green Train Station
- m. Widnes Train Station
- n. Runcorn East Train Station

Proposed Transport Hubs

- o. Shaw Street/Station Road, Runcorn Station
- p. Ditton Station
- q. Victoria Road, Widnes
- r. Daresbury Train Station allocation

Freight and Logistics

Any development which generates significant movement of freight will be expected to locate where they are, or can be, served by water, air or rail infrastructure in addition to having good road access.

The following sites have been identified as Freight and Logistics hubs:

- a. Port Runcorn
- b. Port Weston
- c. 3MG

Development that could have a detrimental impact on the access to these hubs will be resisted.

Transport Assessments and Travel Plans

13. The Council will require the submission of a Transport Assessment or Transport Statement for Development proposals that are likely to generate significant numbers of trips, HGV movements and/or have location specific issues or traffic sensitivities. The level and content of supporting Transport Assessments/ Statements should be scoped with the Highway Authority prior to application.
14. A travel plan will be required as part of a new development in all of the following circumstances:
 - a. Major development proposals comprising jobs, shopping, leisure and services
 - b. Smaller development proposals comprising jobs, shopping, leisure and services which would generate significant amounts of travel in or near to air quality management areas.
 - c. Where the green travel plan will help to address a particular traffic problem associated with the proposal, which might otherwise have to be refused on local traffic grounds
 - d. Proposals for new and expanded school facilities (school travel plan).

Where a green travel plan is not required, developers will be encouraged to prepare one where appropriate in the interests of sustainability.

DALP Policy C2: Parking Standards is discussed in more detail in Chapter 8 of this SPD (Parking Standards).

Policy C2: Parking Standards

1. All development must provide an appropriate level of safe, secure, accessible and viable parking, taking into account:
 - a. The accessibility of the site, including the availability of public transport;
 - b. The type, mix and use of development;
 - c. The availability of on-street parking or shared parking facilities; and
 - d. An overall need to encourage the use of ultra-low emissions vehicles.
2. The design and layout of the proposed parking must enable and encourage the maximum use of sustainable modes of transport, including provision for cyclists and ultra-low emission vehicles.
3. The Council will require parking provision according to the standards set out in Appendix D. Any significant variation (+/- 10%) from these standards must be justified on a case-by-case basis, and would need to demonstrate there are no harmful impacts on the street scene or the availability of on-street parking.
4. Where opportunities arise Halton would welcome car club facilities within commercial and high density areas.

Local Parking Standards

Description		Car Parking Standard	
		Town Centre	Non Town Centre
Shops	Food Retail	1 space per 16 sqm	1 space per 14 sqm
	Non-food Retail	1 space per 22 sqm	1 space per 20 sqm
	Retail warehouses	1 space per 60 sqm	1 space per 40 sqm
Restaurants and Cafes	Restaurants, Cafes/Snack Bars, fast food & drive through	1 space per 8 sqm of public floor area	1 space per 5 sqm of public floor area
Financial and Professional Services	Banks/Building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 35 sqm	1 space per 30 sqm
Office, Research / Development, Light Industry	Office, Business Parks, Research and Development	1 space per 40 sqm	1 space per 30 sqm
	Call Centres	1 space per 40 sqm	1 space per 30 sqm
		(starting point for discussions)	
General Industry	General Industry	1 space per 60 sqm	1 space per 45 sqm
Storage and distribution	Storage and distribution	1 space per 100 sqm	1 space per 100 sqm
Hotels	Hotels, boarding and guesthouses	1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision
Residential Institutions	Residential care homes / Nursing Homes	1 per 5 beds plus 1 staff	1 per 4 beds plus 0.5 staff
	Sheltered accommodation	1 space 3 beds	1 space 2 beds
	1 bedroom	1	1
	2 to 3 bedrooms	2	2

Description		Car Parking Standard	
		Town Centre	Non Town Centre
Dwelling houses and HMO	4+ bedrooms	3	3
	1 Bed Apartment	0.5 - 1 *	1
	2 Bed Apartment	1 - 1.5 *	1.5
Non-residential institutions	Clinics and health centres (excludes hospitals)	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room
	Creches, day nurseries and day centres	1 per member of staff	1 per member of staff
	Schools (Primary and Secondary)	1 space per classroom, plus 3 visitor spaces	2 spaces per classroom, plus 3 visitor spaces
	Art galleries, museums, libraries	1 space per 40 sqm	1 space per 20 sqm
	Halls and places of worship	1 space per 10 sqm	1 space per 5 sqm
	Higher and Further Education	1 space per 2 staff, plus 1 per class	1 space per 2 staff, plus 1 per class
Assembly and leisure	Cinemas, bingo and casinos, conference centres, music and concert halls	1 per 10 seats	1 per 5 seats
	General leisure: Dance halls (but not night clubs), swimming baths, skating rinks and gymnasiums	1 space per 30 sqm	1 space per 22 sqm
Miscellaneous/ Sui Generis (Examples)	Public Houses / Wine Bars / Other Drinking Establishments	1 space per 8 sqm of public floor area	1 space per 5 sqm of public floor area
	Theatres	1 per 10 seats	1 per 5 seats

Description		Car Parking Standard	
		Town Centre	Non Town Centre
	Motor car showrooms	1 space per 50 sqm internal showroom	1 space per 50 sqm internal showroom
	Petrol Filling Stations	1 space per pump	1 space per pump

Disabled Parking

10% (rounded up) i.e. 1-10 spaces = 1 disabled space, 11-20 spaces = 2 disabled spaces,

Commercial Developments & apartments schemes

1-10 spaces; 1 space should be of an accessible (size - 3.6m x 5m)

11-20 spaces; 2 accessible spaces with 1 marked for disabled use as per DDA guidance.

21+ spaces; 10% accessible sized bays with at least half marked for disabled use as per DDA guidance.

Standard size for parking bays should be 2.5m x 5m.

Cycle / Motorcycle

1 per 100 sqm with a minimum of 2

*Apartment schemes, reduction on maximum standards applicable on larger apartment schemes.

When selecting the appropriate standard for town centre apartment schemes the number of units, mix of unit type and whether the development is a conversion or new build will be taken into account.

DALP Policy GR1 'Design of Development'

Policy GR1: Design of Development

1. The design of all development must be of a high quality, and must demonstrate that it is based upon the following principles:
 - a. A clear understanding of the characteristics of the site, its wider context and the surrounding area;
 - b. Efficient and effective use of the site; and
 - c. The creation of visually attractive places that are well integrated with the surrounding buildings, streets and landscapes.

2. The Council will consider each of the following elements in determining whether the design is appropriate:
 - a. Local architecture and character;
 - b. Siting, layout, scale, height, proportion, form, grouping and massing;
 - c. Topography and site levels;
 - d. Orientation and appearance ;
 - e. Materials, landscaping and green infrastructure;
 - f. The relationship to neighbouring properties and street scene; and
 - g. Reducing the fear of crime by promoting safe and connected environments
3. Development proposals should make a positive contribution to their surroundings and ensure they contribute to the creation of a high quality public realm that enhances conditions for pedestrians and cyclists. Development must where appropriate:
 - a. Provide welcoming routes that are easy to use, well-lit and overlooked;
 - b. Create well-defined streets and spaces;
 - c. Where buildings are located on corners, ensure that they present a strong and active frontage to both aspects of the corner, and that the corners of the buildings themselves clearly define the corner in the streetscape;
 - d. Integrate car parking and servicing so as not to dominate the street scene;
 - e. Avoid detrimental impacts on existing infrastructure and natural features; and
 - f. Provide linkages to the wider neighbourhood.
4. All major⁷⁴ development proposals involving the construction of new buildings must demonstrate how sustainable design and construction methods will be incorporated to achieve resource efficiency and resilience to climate change in accordance with CS(R)19 taking into account the site specific viability of the development, where appropriate.

DALP Policy HE7 Pollution and Noise

Air Quality Management Area (AQMA)

1. Development should contribute to the reduction in air pollutants as specified by an AQMA.
2. Development will not be permitted where:
 - a. It could result in the designation of a new AQMA; or
 - b. It would conflict with the proposals in the Plan or Strategy for the AQMA.

