

# Public Document Pack



## Executive Board

Thursday, 19 October 2017 2.00 p.m.  
The Boardroom, Municipal Building

A handwritten signature in black ink, appearing to read 'David W R'.

**Chief Executive**

### ITEMS TO BE DEALT WITH IN THE PRESENCE OF THE PRESS AND PUBLIC

#### PART 1

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Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
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*Please contact Angela Scott on 0151 511 8670 or  
Angela.scott@halton.gov.uk for further information.  
The next meeting of the Committee is on Thursday, 16 November 2017*

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*In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.*

<b>REPORT TO:</b>	Executive Board
<b>DATE:</b>	19 October 2017
<b>REPORTING OFFICER:</b>	Strategic Director, People
<b>PORTFOLIO:</b>	Health & Wellbeing
<b>SUBJECT:</b>	Blue Badge Policy, Procedure & Practice
<b>WARDS:</b>	Borough wide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 To present Executive Board with the revised Blue Badge Policy, Procedure & Practice (PPP – copy attached at appendix 1) following comprehensive review of the policy and associated process and scrutiny at Health PPB in September 2017, at which no issues were raised.
- 1.2 To make Executive Board aware of two key issues that have arisen during the policy review process with regards to:
  - Enforcing correct use and tackling potential abuse of the scheme;
  - The eligibility requirements for organisational badges.

## **2.0 RECOMMENDATION: That**

- 1) the report be noted; and**
- 2) the Board approves the revised Policy.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 The Blue Badge Scheme helps disabled people with severe mobility problems to access goods and services by allowing them to park close to their destination, whether they are a driver or a passenger.
- 3.2 The scheme was introduced in 1971 under Section 21 of the Chronically Sick and Disabled Person's Act 1970. It was amended by the Disabled Persons' Parking Badges Act 2013 and the scheme as it currently stands is governed by the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 (plus amendments).
- 3.3 The Department for Transport (DfT) is responsible for the legislation that sets out the framework for the scheme, which includes:
  - The eligibility criteria;
  - The maximum fee that local authorities can charge for issuing a badge;
  - The period of issue of a badge;
  - Grounds for refusing to issue a badge and for withdrawing a

badge;

- Circumstances under which a badge should be returned to the issuing authority;
- The manner in which the badge should be displayed; and
- National concessions available to badge holders.

3.4 Local authorities are responsible for administering and enforcing the scheme. The DfT publish non-statutory guidance<sup>1</sup> to assist local authorities by sharing good practice. This guidance states that local authorities are “*responsible for determining and implementing administrative, assessment and enforcement procedures which they believe are in accordance with the governing legislation.*”

3.5 The existing version of the Blue Badge PPP was produced in 2012 and last reviewed in 2014. The current review process has been comprehensive involving close consultation with Halton Direct Link and the Initial Assessment Team as both teams are responsible for dealing with badge applications. Legal Services have also been involved.

3.6 In summary, the following changes have been made to the policy:

- The policy section has been amended so that it makes reference to the DfT guidance rather than repeating it;
- Repetition between various sections of the document has been removed and the flow now follows the DfT guidance;
- The application forms have been amended to follow the model application form contained within the DfT guidance and are now included as separate appendices to the policy for ease of updating (the application forms are not attached with this report, as there are seven separate forms; however, they can be provided on request);
- The procedure sections detailing application, assessment and appeal processes have been made clearer with associated flow charts included as appendices;
- Appendices that are subject to frequent change for operational use (i.e. standard letters) have been removed as it is not necessary to include them within the PPP;
- The overall length of the document has been reduced from 115 pages to 28 pages (plus the application forms as separate appendices), making it easier to navigate.

3.7 In addition to the above, considerable work has taken place in connection with the issues surrounding enforcement and organisational badges. These issues are explained in more detail at 3.8 and 3.9.

### 3.8 Enforcement of the scheme

3.8.1 As part of reviewing the policy, it was felt that the enforcement procedures needed to be clearer and more robust. There is a range of

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<sup>1</sup> [The Blue Badge Scheme Local Authority Guidance \(England\), October 2014](#)



information included within the DfT guidance regarding local authority enforcement powers. However, they are focussed on authorities with Parking Enforcement Officers, of which there are none in Halton. Instead, parking enforcement is the responsibility of Cheshire Police.

3.8.2 Discussions were therefore held with Legal Services, Traffic Management and Cheshire Police along with HDL and IAT and a process for enforcement was agreed (detailed in section 2.15 of the policy). However, it should be noted that we are fairly limited in our enforcement powers, not least because parking restrictions are fairly minimal in Halton. Also, it is quite unlikely that badge misuse would proceed to prosecution as substantial evidence of the misuse would be required. Nonetheless, the policy now contains a clear process which is applicable to the local area.

### 3.9 Organisational badges

3.9.1 The DfT guidance states that *“an organisational badge may be issued to an organisation for use in a motor vehicle or vehicles when the vehicle or vehicles are to be used to carry disabled people who would themselves be eligible for a badge as specified in Section 4(2) of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000. An organisation is defined in the 2000 Regulations as meaning an organisation concerned with the care of disabled persons to which a disabled person’s badge may be issued in accordance with Section 21(4) of the Chronically Sick and Disabled Persons Act 1970.”*

3.9.2 It further states that *“Local authorities will need to check whether the organisation in question:*

- *Cares for and transports disabled people who would themselves meet one or more of the eligibility criteria for an individual Blue Badge; and*
- *Has a clear need for an organisational badge rather than using the individual Blue Badges of people it is transporting.”*

3.9.3 During the review process, a number of issues became apparent in terms of the content of the 2014 policy and the approval of previous organisational applications. As a result of these issues it has been necessary to strengthen the new policy with clearer details on which organisations are eligible, in order to ensure compliance with legislation and DfT guidance.

3.9.4 To assist with this process, a number of other local authorities within the North West were contacted and asked about how they deal with organisational applications (see appendix 2 for the questions and responses). Their responses reinforced our thinking that we simply need to be clearer within the policy about the organisational eligibility criteria, as described in the DfT guidance (see 3.9.2).

3.9.5 Therefore, the policy now makes it clear that to be eligible organisations must be *“concerned with the care of disabled people who would themselves be eligible for a badge”* and they must care for

**and** transport such people and have a clear need for an organisational badge rather than using individual badges.

- 3.9.6 The new policy also makes it clear (see section 1.3 on page 7) that the provision of care is the primary consideration and that in order to be eligible organisations will be required to evidence that they are registered with CQC or Ofsted as a provider of care to people with disabilities (who would be eligible for a badge individually). This is to ensure that only those organisations that are “concerned with\* the care of disabled people” are eligible for badges and those that simply provide assistance during transportation fall short of the criteria. We believe this to be in line with DfT expectations given that their guidance states:

*“It is unlikely that taxi or private hire operators and community transport operators would be eligible for an organisational Blue Badge as they are not usually concerned with\* the care of disabled people.....Common examples of organisations that may be eligible include residential care homes, hospices or local authority social services departments...”*

\*The term ‘concerned with’, which is used throughout DfT guidance and regulations, is understood to mean organisations that are ‘involved’ in the care of disabled people.

- 3.9.7 The tightening of the policy does mean that some organisations that currently have badges will no longer be eligible on renewal. To mitigate the negative impact of this change, it is suggested that all current organisational badge holders are made aware of the new policy immediately rather than finding out when their badge(s) expire. Some organisations have multiple badges, each of which may have a different expiry date so if such an organisation is no longer eligible they will lose their badges on a phased badge-by-badge basis. There are currently a total of 74 organisational badges across 20 organisations in Halton; it is anticipated that the majority of these organisations are eligible with less than five of them being unlikely to meet the eligibility criteria on renewal (these organisations currently hold approx. 50 of the organisational badges).

#### **4.0 POLICY IMPLICATIONS**

- 4.1 Approval of the revised policy will ensure that the Council is compliant with DfT guidance and regulations.

#### **5.0 FINANCIAL IMPLICATIONS**

None identified.

#### **6.0 IMPLICATIONS FOR THE COUNCIL’S PRIORITIES**

##### **6.1 Children and Young People in Halton**

None

##### **6.2 Employment, Learning and Skills in Halton**

None

**6.3 A Healthy Halton**

The Blue Badge Scheme enables disabled people with severe mobility problems to access amenities within their community more easily. Ensuring that the scheme is properly administered in line with legislation and guidance helps to maintain the robustness of the scheme, upholding the benefits of it for those who truly need it.

**6.4 A Safer Halton**

None

**6.5 Halton's Urban Renewal**

None

**7.0 RISK ANALYSIS**

7.1 The changes to the policy in terms of organisational badges may result in some organisations that currently have badges no longer being eligible upon renewal. This is likely to be met with some dissatisfaction. However, the changes are required in order to ensure that local administration of the scheme complies with national guidance and legislation.

7.2 To mitigate the negative impact, it is suggested that organisations are notified in advance of their potential ineligibility upon renewal (as described at 3.9.7).

**8.0 EQUALITY AND DIVERSITY ISSUES**

An Equality Impact Assessment (EIA) has been completed – copy attached at appendix 3. No negative impact was identified.

**9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

None under the meaning of the Act.



**People Directorate**

## **BLUE BADGE SCHEME**

(Disabled Persons Parking Scheme)

**Policy, Procedure and Practice**

**June 2017**

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**Appendices available as separate documents – Blue Badge application forms:**

- Appendix 4 – Application for those who do not require further assessment (aged 3 and above)
- Appendix 5 – Application for those who are subject to further assessment (aged 3 and above)
- Appendix 6 – Application for a child under the age of 3 years
- Appendix 7 – Application for an organisational badge
- Appendix 8 – Fast-track application form (palliative care cases)
- Appendix 9 – Pre-assessed application form
- Appendix 10 – Renewal without further assessment application form

**INFORMATION SHEET**

<b>Service area</b>	Adult Social Care
<b>Date effective from</b>	June 2017
<b>Responsible officer(s)</b>	Policy Officer, People Directorate (Adults) Divisional Manager, Care Management Team Leader, Halton Direct Link
<b>Date of review(s)</b>	June 2019
<b>Status:</b>  <ul style="list-style-type: none"> <li>• <b>Mandatory (all named staff must adhere to guidance)</b></li> <li>• <b>Optional (procedures and practice can vary between teams)</b></li> </ul>	Mandatory
<b>Target audience</b>	Halton Direct Link (HDL) / Contact Centre Initial Assessment Team (IAT) Cheshire Police
<b>Date of committee/SMT decision</b>	To be added
<b>Related document(s)</b>	None
<b>Superseded document(s)</b>	Blue Badge Scheme (Disabled Persons' Parking Badge Scheme) Policy, Procedure & Practice March 2014
<b>Equality Impact Assessment completed</b>	10 <sup>th</sup> February 2017

1.0	POLICY	PRACTICE
1.1	<p><b>Introduction</b></p> <p>The Blue Badge Scheme (BBS) helps disabled people with severe mobility problems to access goods and services by allowing them to park close to their destination, whether they are a driver or a passenger.</p> <p>The Department for Transport (DfT) is responsible for the legislation behind the BBS, which sets out the following:</p> <ul style="list-style-type: none"> <li>• Eligibility criteria;</li> <li>• Maximum fee that can be charged for a badge;</li> <li>• How long badges can be issued for;</li> <li>• Grounds for refusal/withdrawal of a badge;</li> <li>• When a badge should be returned;</li> <li>• How the badge should be displayed; and</li> <li>• National concessions available to badge holders.</li> </ul> <p>Local authorities are responsible for day-to-day administration and enforcement of the BBS in line with the legislation; particularly, they must ensure that badges are only issued to residents who satisfy at least one of the eligibility criteria.</p> <p>The DfT publish non-statutory, good practice guidance to assist local authorities in ensuring that their administration, assessment and enforcement practices are:</p> <ul style="list-style-type: none"> <li>• Fair and consistent;</li> <li>• Customer-friendly and clear;</li> <li>• Timely and cost-effective; and</li> <li>• Resistant to abuse.</li> </ul> <p>In Halton, the BBS is administered by Halton Direct Link (HDL) and the Contact Centre with assessments being performed by the Initial Assessment Team (IAT) within the Care Management Division. There is also involvement from Cheshire Police in terms of tackling badge misuse.</p>	<p><i>There is a range of information and guidance available on the <a href="#">Blue Badge section</a> of the <a href="http://www.gov.uk">www.gov.uk</a> website.</i></p> <p><i>The DfT Blue Badge Scheme Local Authority Guidance (England), October 2014 (from now on referred to as 'the DfT guidance') includes a full list of legislation relevant to the BBS (see Appendix B of the DfT guidance).</i></p> <p><i>See procedure section 2.1 for information on responsibilities.</i></p>
1.2	<p><b>Policy Aims</b></p> <ul style="list-style-type: none"> <li>• Ensure that the BBS is administered consistently and fairly, in accordance with the DfT regulations and guidance;</li> <li>• Actively promote and raise awareness of the BBS in order to encourage disabled people to apply for and benefit from the Scheme;</li> <li>• Ensure that the BBS promotes equal opportunities by enabling disabled people to enjoy maximum mobility, access local facilities and play a full and active role in their communities; and</li> <li>• Work in partnership with the police and other local authorities to enforce the BBS and prevent fraud and abuse.</li> </ul>	



1.0	POLICY	PRACTICE
1.3	<p><b>Eligibility Criteria</b></p> <p>There are two ways a person can be eligible for a blue badge:</p> <p><b>Type 1: ‘eligible <u>without</u> further assessment’</b>            People may be issued a badge without further assessment if they are aged over two years and meet one or more of the following descriptions:</p> <ul style="list-style-type: none"> <li>• Registered as severely sight impaired (<b>blind</b>);</li> <li>• In receipt of the <b>Higher Rate Mobility Component (HRMC) of Disability Living Allowance (DLA)*</b>;</li> <li>• Meet a <b>Moving Around</b> descriptor (receives eight points or more) for the <b>Mobility Component of Personal Independence Payment (PIP)*</b>;</li> <li>• In receipt of <b>War Pensioner’s Mobility Supplement</b>; and/or</li> <li>• In receipt of a qualifying award under the <b>Armed Forces and Reserve Forces (Compensation) Scheme</b> (awarded a lump sum benefit at tariffs 1-8 and certified as having a permanent and substantial disability which causes inability or very considerable difficulty walking).</li> </ul> <p>*PIP is replacing DLA for people aged 16-64 on or after 8<sup>th</sup> April 2013 in a number of stages:</p> <ul style="list-style-type: none"> <li>• From April 2013 – new claimants in the North West and part of the North East of England as part of a controlled start period.</li> <li>• From June 2013 – new claimants in the remaining parts of Great Britain.</li> <li>• From October 2013 – certain DLA recipients to be invited to claim PIP (those reporting a change; those whose award expires; and young people reaching age 16 with the exception of those awarded DLA due to terminal illness).</li> <li>• From 2015 – the Department for Work and Pensions (DWP) will contact all other DLA recipients.</li> </ul> <p><b>Type 2: ‘eligible <u>subject to</u> further assessment’</b>            People may be issued a badge after further assessment if they are aged over two years and meet one or both of the following descriptions:</p> <ul style="list-style-type: none"> <li>• Drives a vehicle regularly, has a <b>severe disability in both arms</b> and is unable to operate, or has considerable difficulty operating, all or some types of parking meter; and/or</li> <li>• Has a permanent and substantial disability that causes <b>inability to walk or very considerable difficulty in walking</b>.</li> </ul>	<p><i>The DfT guidance states: “In no circumstances should a badge be issued to an applicant who does not meet one of the eligibility criteria set out in the legislation which governs the scheme. Badges should never be issued to people solely on the basis of their age.”</i></p> <p><b>Proof of entitlement under any of these descriptions <u>must</u> be provided – section 4.2 of the DfT guidance details exactly what forms of proof are acceptable.</b> Where possible, and in line with the Data Protection Act, local authorities are advised to access electronic records held by other departments/ agencies.</p> <p><i>It is anticipated that most people who qualify for a badge because they receive the HRMC of DLA will continue to qualify as they are likely to score eight points or more in the ‘moving around’ descriptor of PIP. There is some further guidance regarding the <a href="#">implications of PIP for Blue Badges</a> on the <a href="http://www.gov.uk">www.gov.uk</a> website.</i></p> <p><i>The Disabled Persons (Badges for Motor Vehicles) (England) (Amendment) (No. 2) Regulations 2011 prescribe that from 1<sup>st</sup> April 2012, the eligibility of those applying because of a permanent and substantial disability that causes inability to walk or very considerable difficulty in walking, must be confirmed by an <b>independent mobility assessor</b> (as defined by the Regulations, e.g.</i></p>

1.0	POLICY	PRACTICE
	<p><b>Children under the age of three</b> may be eligible for a badge if they meet one or both of the following descriptions:</p> <ul style="list-style-type: none"> <li>• Have a condition that means they must always be accompanied by bulky medical equipment which cannot be carried around with the child without great difficulty; and/or</li> <li>• Have a condition that means they must always be kept near a motor vehicle so that, if necessary, treatment for that condition can be given in the vehicle or the child can be taken quickly in the vehicle to a place where treatment can be given.</li> </ul> <p><b>Organisational badges</b> may be issued as long as the organisation* in question meets the following criteria:</p> <ul style="list-style-type: none"> <li>• Cares for and transports disabled people who would themselves meet one or more of the eligibility criteria for an individual badge;</li> <li>• Has a clear need for an organisational badge rather than using the individual badges of the people it is transporting.</li> </ul>	<p><i>physiotherapist or occupational therapist). Unless, that is, it is self-evident from the information that the applicant is either eligible or ineligible and an assessment would be of no further assistance. The assessor may be employed by the local authority but it should not be someone who has been involved in the applicant's care/treatment nor should it be the applicant's GP. Although, factual information from the GP/other medical professionals may be used as evidence to support decision-making.</i></p> <p><i>*An 'organisation' is defined in the 2000 Regulations as meaning an organisation <b>concerned with the care of disabled persons</b> to which a disabled person's badge may be issued in accordance with section 21(4) of the Chronically Sick and Disabled Person's Act 1970.</i></p>
1.4	<p><b>Assessing eligibility of applicants subject to further assessment</b></p> <p>The DfT guidance explains that eligibility under the 'subject to further assessment' criteria categories should be carefully assessed in order to maximise fairness and consistency across the country. Local authorities must record their procedures and the outcome of the assessment process in order to provide transparency for applicants and evidence of compliance with legislation/ guidance in the event of a complaint to the Local Government Ombudsman.</p> <p>The DfT guidance provides detailed information to assist local authorities in assessing eligibility under the various categories of applicant that are subject to further assessment. These are detailed below along with some key points to note, however, the relevant section of the DfT guidance should be consulted for further information and to ensure compliance:</p> <p><b>Assessing people with walking difficulties</b> (See section 4.4 of the DfT guidance)</p> <ul style="list-style-type: none"> <li>• The applicant must have any permanent and substantial disability meaning they cannot walk or have very considerable difficulty walking.</li> <li>• Eligibility is not determined by the presence or absence</li> </ul>	<p><i>An independent review of the BBS concluded that "intelligent use of independent mobility assessments in combination with initial cross-checking of existing council records and well-designed desk-based assessments (to filter out</i></p>

1.0	POLICY	PRACTICE
	<p>of a particular condition.</p> <ul style="list-style-type: none"> <li>• It is the local authority's responsibility to determine whether the disability is permanent. Applicants should be reminded that they have a duty to return the badge should their mobility improve.</li> <li>• Applicants should be considered unable to walk if they cannot take a single step.</li> <li>• The factors to be taken into account in determining difficulty walking include – whether excessive pain and/or breathlessness are reported by the applicant when walking; the distance they are able to walk without experiencing pain/breathlessness; the speed at which they can walk; the length of time they can walk for; the manner in which they walk; their use of walking aids; their outdoor walking ability and whether the effort of walking presents a danger to the applicant's life or could lead to serious deterioration in health.</li> </ul> <p><b>Assessing people with a severe disability in both arms</b> (See section 4.5 of the DfT guidance)</p> <ul style="list-style-type: none"> <li>• The applicant must drive regularly <b>and</b> have a severe disability in <b>both</b> arms <b>and</b> be unable to operate/have considerable difficulty operating all/some parking meters.</li> <li>• Applicants should only receive a badge if they meet <b>all three of the</b> conditions – only a small number of people are likely to qualify under this criterion.</li> </ul> <p><b>Assessing children under the age of three</b> (See section 4.6 of the DfT guidance)</p> <ul style="list-style-type: none"> <li>• The types of equipment that might mean a child is eligible for a badge includes – ventilators, suction machines, feed pumps, parenteral equipment, syringe drivers, oxygen administration equipment, continuous oxygen saturation monitoring equipment, casts and associated medical equipment for the correction of hip dysplasia.</li> <li>• The types of condition that mean a child may need quick access to transport include children with tracheostomies, severe epilepsy/fitting or highly unstable diabetes and terminally ill children who can only access brief moments of outside life and need a quick route home.</li> <li>• The above lists are not exhaustive and each child application should be treated as a special case.</li> <li>• Medical assessments should not be necessary; a letter from the child's paediatrician confirming their condition and the equipment required is sufficient.</li> </ul>	<p><i>those applicants who are 'self-evidently' eligible or ineligible) was the most cost-effective and robust method of assessing an applicant's eligibility under the 'subject to further assessment' walking criterion." (DfT guidance)</i></p>

1.0	POLICY	PRACTICE
	<p><b>Assessing organisational badge applications</b> (See section 5.2 of the DfT guidance)</p> <ul style="list-style-type: none"> <li>• Ensure applications are genuine and necessary; it is for local authorities to make this judgement based on their local knowledge of the organisation concerned.</li> <li>• Residential care homes, hospices and local authority social services departments are common examples of eligible organisations.</li> <li>• It is unlikely that taxi/private hire/community transport operators will be eligible – such organisations should use the badge belonging to the individual they are transporting.</li> <li>• Organisations may be asked to provide the same type of information required by the Driver and Vehicle Licensing Agency (DVLA) for licensing a vehicle under the Disabled Passenger Vehicle (DPV) taxation class (for exemption from vehicle excise duty). To license a vehicle in the DPV taxation class, an organisation needs to make a signed declaration on the organisation's letter headed paper. The declaration for a badge application needs to say that they are an organisation concerned with the care of disabled people (who would meet one or more of the eligibility criteria prescribed in the regulations that govern the Blue Badge scheme) and that they will be using the vehicle solely for the purpose of transporting those people.</li> <li>• Badges must be issued to the organisations not individual employees.</li> <li>• If there are only a small number of people eligible for a badge who would be transported by the organisation, it should be advised that the individuals themselves should apply for a badge rather than the organisation.</li> <li>• Organisations should be reminded, and should inform all of their employees, that if they use the badge to take advantage of the concessions when there are no passengers who are themselves eligible for a badge, they could face a fine of up to £1,000.</li> </ul>	<p><i>It must be established that the applying organisation is in fact 'concerned with the care of disabled persons who would themselves be eligible for an individual badge.' It may be necessary for the assessing member of staff to conduct some research into the organisation in this respect (e.g. online, by speaking to other council departments or by visiting the organisation). The provision of 'care' is the primary consideration and it is a requirement that the organisation is registered with CQC or Ofsted as a provider of care to people with disabilities that meet the eligibility criteria for a badge.</i></p> <p><i>Although specialist vehicles, including those in the DPV taxation class (that are used solely for the purpose of transporting disabled people), are taken into account in the decision-making process, badges will not be granted purely on the basis of an organisation having specially adapted vehicle. Rather, an organisation must evidence that they meet the criteria outlined at 1.3 – they must <u>care for and transport</u> individuals who would themselves be eligible for a badge and they must have a <u>clear need for an organisational badge</u> rather than using the individual badges of the people being transported. Whilst the number of people cared for by the organisation who would themselves be eligible for a badge is taken into account when determining whether an organisational badge should be issued, this is not the only factor under consideration in deciding whether an organisation has a clear need for an organisational badge.</i></p>



1.0	POLICY	PRACTICE
1.6	<p><b>Successful applications</b></p> <p>Successful applicants should be provided a copy of the DfT leaflet 'The Blue Badge Scheme: rights and responsibilities' along with their Blue Badge. There is a leaflet for individuals and one for organisations, both of which are available on the DfT website but will also be provided by The Blue Badge Improvement Service when the badge is sent.</p> <p><b>Badge issue fee</b> The fee for individual and organisational badges is £10.</p> <p><b>Return of badges</b> Badge holders must be advised that they are required to return their badge in the following situations:</p> <ul style="list-style-type: none"> <li>• The badge expires;</li> <li>• The badge holder is no longer eligible;</li> <li>• The organisation is no longer eligible or no longer exists;</li> <li>• If a replacement badge has been provided because the original was lost or stolen and the original is later found, it should be returned so it can be securely destroyed;</li> <li>• If the badge is damaged/faded making it illegible or meaning that it cannot be identified correctly or distinguished from a forgery;</li> <li>• The badge is no longer required (e.g. the holder has become confined to their house);</li> <li>• Another valid badge has been inadvertently issued by another authority; or</li> <li>• The badge holder dies.</li> </ul> <p>The badge remains the property of the issuing authority and they have the power to withdraw it in some circumstances.</p> <p><b>Period of issue</b> Most badges must be issued for <b>three years</b>, with the following exceptions:</p> <ul style="list-style-type: none"> <li>• For children under the age of three, the badge should be issued for a maximum period ending on the day immediately following their third birthday;</li> <li>• Where entitlement for a badge is linked to an award of the Higher Rate of the Mobility Component of Disability Living Allowance, War Pensioner's Mobility Supplement or Personal Independence Payment, the period of issue should follow the period of receipt of that allowance if it is less than three years. (If any of those awards have been granted for a period longer than three years, the badge should still only be issued for the standard three-year period).</li> </ul>	<p><i>Section 3.6 of the DfT guidance sets the maximum fee at £10.</i></p> <p><i>Regulation 9 of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 (SI 2000/682)</i></p>

1.0	POLICY	PRACTICE
	<p><b><i>Renewal applications</i></b></p> <p>Renewal applications should be dealt with quickly and efficiently but offer an important opportunity to:</p> <ul style="list-style-type: none"> <li>• Confirm that those who were awarded a badge under the ‘without further assessment’ criteria are still receiving the qualifying benefits; if they are not, they may need to be assessed under the ‘subject to further assessment’ criteria;</li> <li>• Check that those who were awarded a badge under the ‘subject to further assessment’ criteria continue to meet that criteria; even if they have the same disability it is possible that their mobility may have improved;</li> <li>• Ensure that personal details are correct and that the badge is legible and displays an up-to-date photography; this will be the case for people who have a permanent disability that will not change, e.g. loss of limbs.</li> </ul> <p>Local authorities are able to determine their own methods for assessing eligibility at the point of renewal, in line with the regulations. If the initial application involved a robust independent mobility assessment, it may be possible to highlight applicants who have conditions that are unlikely to change and would therefore not require a further in-person assessment at renewal.</p> <p><b><i>Replacement badges</i></b></p> <p>A replacement badge can be issued if the original has been:</p> <ul style="list-style-type: none"> <li>• Lost;</li> <li>• Stolen (this should be reported to police and a crime reference number obtained);</li> <li>• Destroyed; or</li> <li>• Damaged to the point that it is illegible.</li> </ul> <p>The replacement badge should have the same expiry date as the original. The record of the original badge should be updated on the Blue Badge Improvement Service to show that it is no longer valid.</p> <p>If lost or stolen badges are later found after a replacement is issued, the original should be returned to the local authority so it can be destroyed. Damaged badges should also be returned to the local authority to be officially destroyed.</p> <p>The date and reason for issuing a replacement badge should always be recorded so that repeated cases can be monitored to pick up on possible cases of abuse.</p> <p>Replacement badges are chargeable.</p>	<p><i>See Appendix H of the DfT guidance for some core principles of badge renewals.</i></p>

1.0	POLICY	PRACTICE
1.7	<p><b>Abuse/misuse</b></p> <p>Below are some examples of how the badge scheme may be abused or misused.</p> <p><i>By the badge holder:</i></p> <ul style="list-style-type: none"> <li>• Parking in the wrong place/for longer than the time allowed;</li> <li>• Using a badge that is no longer valid, has been reported lost/stolen or is a copied version;</li> <li>• Allowing friends/relatives to use their badge whilst not transporting the badge holder;</li> <li>• Altering the details on the badge, e.g. the expiry date; and/or</li> <li>• Making a fraudulent application or using a badge that was obtained fraudulently.</li> </ul> <p><i>By a third party:</i></p> <ul style="list-style-type: none"> <li>• Using someone else's badge (with or without their knowledge) without their presence in the vehicle;</li> <li>• Using a badge belonging to someone who has died;</li> <li>• Using stolen/fake badges; and/or</li> <li>• Copying/altering or faking badges.</li> </ul> <p>It is important that all badge holders are made aware of their responsibilities and the consequences of badge misuse at the point of issue, in order to help ensure that instances of accidental misuse are prevented.</p>	<p><i>The DfT's guidance leaflet 'The Blue Badge scheme: rights and responsibilities in England' is supplied with the badge.</i></p>
1.8	<p><b>Enforcement</b></p> <p>The Blue Badge Scheme is susceptible to abuse given that badges can present substantial monetary value and any misuse of badges undermines the benefits of the scheme for disabled people. The DfT guidance offers comprehensive advice for local authorities in terms of how they can prevent/combat abuse (see section 7 of the guidance for further detail and procedure section 2.15 for information on local processes).</p>	<p><i>There is a range of legislation that local authorities can use with flexibility to enforce the scheme and combat abuse in their area. Full details of the relevant legal powers and examples of their application are provided within the DfT guidance (see section 7).</i></p>



2.0	PROCEDURE	PRACTICE
2.1	<p><b>Responsibilities</b></p> <p>For Halton Borough Council, Halton Direct Link (HDL) and the Contact Centre are responsible for administering the Blue Badge scheme, in particular:</p> <ul style="list-style-type: none"> <li>• Dealing with initial enquiries and issuing application packs;</li> <li>• Processing new/renewal applications from individuals/organisations;</li> <li>• Sending any applications as appropriate to the Initial Assessment Team (IAT);</li> <li>• Checking that any medical information forms are fully completed before forwarding to the IAT;</li> <li>• Ensuring that applicants have provided all the required information/evidence;</li> <li>• Ordering badges and collecting fees;</li> <li>• Sending/receiving correspondence and dealing with queries about the scheme; and</li> <li>• Record keeping.</li> </ul> <p>The Initial Assessment Team (IAT) is responsible for:</p> <ul style="list-style-type: none"> <li>• Desk-Based Assessments (where required);</li> <li>• Independent Mobility Assessments (where required);</li> <li>• Any applications relating to a child under the age of three years; and</li> <li>• Any applications relating organisational badges.</li> </ul> <p>The Complex Care Teams provide assistance to the IAT as and when required.</p> <p>Cheshire Police are responsible for parking enforcement in Halton.</p>	<p><i>HDL and the Contact Centre act as the initial point of contact for Blue Badge related enquiries. Any applications that require assessment are sent to the Initial Assessment Team (IAT) via email to (<a href="mailto:admin.CAS&amp;IAT@halton.gov.uk">admin.CAS&amp;IAT@halton.gov.uk</a>). Admin staff monitor this email inbox on a daily basis and send applications/appeals to the relevant member of staff, as detailed within this policy and procedure.</i></p>
2.2	<p><b>Initial applications</b></p> <p>Applicants must provide proof of their residence, which will be checked via Council Tax records and/or the Electoral Register (for individual applicants) before an application pack is issued. If the applicant is not resident in Halton, they must be referred to the relevant local authority.</p> <p>The DfT leaflet 'Can I get a Blue Badge?' should be sent to anyone making an enquiry about the BBS.</p> <p>Applications can be made in person at HDL offices or by telephoning 0151 907 8309.</p> <p>HDL/Contact Centre staff will undertake a brief assessment to ensure that the correct application pack is completed at HDL or emailed/handed/posted to the applicant or their representative.</p>	<p><i>See appendix 1 for a flow chart of the application process.</i></p> <p><i>See policy section 1.3 re eligibility criteria.</i></p>

2.0	PROCEDURE	PRACTICE
	<p>Members of the public can also go to <a href="http://www.gov.uk">www.gov.uk</a> in order to check eligibility and apply online for a Blue Badge; the application will then be sent to the relevant local authority for processing.</p> <p>There are a number of different application forms depending on who is applying for a badge:</p> <ul style="list-style-type: none"> <li>• Appendix 4 – Application for those who do not require further assessment (aged 3 and above)</li> <li>• Appendix 5 – Application for those who are subject to further assessment (aged 3 and above)</li> <li>• Appendix 6 – Application for a child under the age of 3 years</li> <li>• Appendix 7 – Application for an organisational badge</li> <li>• Appendix 8 – Fast-track application form (palliative care cases)</li> <li>• Appendix 9 – Pre-assessed application form</li> <li>• Appendix 10 – Renewal without further assessment application form</li> </ul> <p><b>Note: all of the application forms (appendices 2 to 8) are available as separate, stand-alone documents, rather than being included at the end of this document.</b></p> <p>Applications (complete or not) are recorded on the Blue Badge Improvement Service (BBIS) system, together with notes of any contact with the applicant (i.e. telephone calls, letters etc.)</p> <p>HDL/Contact Centre staff do not record information on CareFirst (the Council's client records system for social services), however, the IAT do load information relating to mobility assessments etc. onto this system.</p>	
2.3	<p><b>Evidence required</b></p> <p><i>Proof of identification/address</i></p> <p>In order to validate that the applicant is the person they claim to be and that they are resident in Halton, two forms of identification are required with all individual applications.</p> <p>If possible at least one form of identification should be photographic, for example, a bus pass, passport or new style driving licence.</p> <p>At least one form of identification should show the applicant's current address. Council Tax records and the Electoral Register will also be checked as additional verification.</p> <p>With regards to applications on behalf of children under the age of three, a copy of their birth or adoption certificate should be supplied.</p>	

2.0	PROCEDURE	PRACTICE
	<p>With regards to organisational applications, photographic identification is not required; however, the organisation's logo must be supplied with the application.</p> <p><i>Proof of eligibility</i> The preceding policy section of this document outlines the eligibility criteria along with reference to the relevant section of the DfT guidance where the acceptable forms of proof of eligibility are outlined.</p>	
2.4	<p><b>Eligible without further assessment applications</b></p> <p>HDL/Contact Centre staff assess whether the applicant meets the <i>eligible without further assessment</i> criteria (i.e. if they are in receipt of the specified benefits) or whether medical information will be required to determine eligibility.</p> <p>Where applicants meet the eligible without further assessment criteria, the application is complete once photographs, proof of identification and other relevant evidence to support the application has been provided. The badge can then be ordered, subject to the payment of £10.</p>	<p>See policy section 1.3 for the <i>without further assessment eligibility criteria</i>.</p>
2.5	<p><b>Eligible subject to further assessment applications</b></p> <p>Where applicants apply under the <i>subject to further assessment criteria</i>, they should also be offered a referral to the Welfare Rights Service (0151 471 7448) to check their eligibility for qualifying benefits.</p> <p>For applications requiring further assessment, HDL staff will check the form to ensure that all relevant sections have been completed before forwarding to the IAT via the generic email address for a <b>desk-based assessment (DBA)</b>.</p> <p>If the DBA assessor needs to clarify any issue they can check CareFirst or contact the applicant directly. If the applicant has checked the permissions boxes on the application form, the assessor can contact the applicant's GP or any other accredited health professional indicated on the form.</p> <p>DBAs are usually carried out by a Community Care Worker (CCW). The application is reviewed against a scoring matrix. The CCW is able to consult with an Occupational Therapist (OT) throughout the DBA process.</p> <p>There are three possible outcomes of a DBA:</p> <ol style="list-style-type: none"> <li>1. Approval;</li> <li>2. Refusal; and</li> <li>3. Independent Mobility Assessment (IMA) required.</li> </ol>	<p>See policy section 1.4 re <i>assessing eligibility of applicants subject to further assessment</i>.</p> <p>See appendix 2 for a flow chart of the application process for individuals aged three and above who are subject to further assessment.</p>

2.0	PROCEDURE	PRACTICE
	<p><i>Approval</i> The IAT should notify HDL if the DBA has resulted in an approval score and HDL will then arrange for supply of the badge.</p> <p><i>Refusal</i> The IAT should notify HDL if the DBA has resulted in a refusal score and HDL will then send a refusal letter to the applicant, which also outlines the appeals procedure (see section 2.13). The IAT must provide detailed reasons for refusal to HDL so that this information can be communicated to the applicant.</p> <p><i>IMA required</i> If, following the DBA, it is decided that an IMA is required in order to gather further information prior to making an award decision the application will be referred to an OT. The applicant will be contacted to arrange a clinic appointment so that they OT can conduct the IMA (in exceptional circumstances, a home visit may be arranged).</p> <p>HDL should also be informed that an IMA is to be conducted.</p> <p>The IAT should notify HDL whether the IMA results in an approval or refusal and HDL will either arrange for the badge to be issued or send a refusal letter to the applicant which also outlines the appeals procedure (see section 2.13). The IAT must provide detailed reasons for refusal to HDL so that this information can be communicated to the applicant.</p>	
2.6	<p><b>Child (under 3 years) applications</b></p> <p>Child applications are ‘subject to further assessment’ against the criteria outlined in the DfT guidance.</p> <p>HDL will check the application form before forwarding it to the IAT along with other supporting information.</p> <p>An OT is responsible for deciding whether the criteria are met.</p> <p>If the application is approved, the IAT should notify HDL who will then arrange for the badge to be supplied.</p> <p>If the application is refused, the IAT should notify HDL who will then send a refusal letter. The IAT must provide detailed reasons for refusal to HDL so that this information can be communicated to the applicant.</p>	<p><i>See policy section 1.4 re assessing eligibility of applicants subject to further assessment.</i></p>
2.7	<p><b>Organisational applications</b></p> <p>Organisational applications are ‘subject to further assessment’</p>	<p><i>See policy section 1.4 re assessing eligibility of applicants subject to further assessment.</i></p>

2.0	PROCEDURE	PRACTICE
	<p>against the criteria outlined in the DfT guidance.</p> <p>HDL will check the application form before forwarding it to the Advanced Occupational Therapist (Advanced OT) along with other supporting information.</p> <p>The Advanced OT is responsible for deciding whether the criteria are met. In doing this, it will be necessary to research the organisation concerned to understand the care provided, the type of clients (to establish if they have the required degree of immobility to be considered eligible for a badge as an individual) and the sort of transport provided and the vehicles used. It may also be necessary to visit the organisation concerned in some cases.</p> <p>If the application is approved, the Advanced OT should notify HDL who will then arrange for the badge to be supplied.</p> <p>If the application is refused, the Advanced OT should notify HDL who will then send a refusal letter. The Advanced OT must provide detailed reasons for refusal to HDL so that this information can be communicated to the applicant.</p>	
2.8	<p><b>Fast-track applications</b></p> <p>An application may be fast tracked if an applicant has a terminal illness that seriously affects their mobility.</p> <p>A fast-track application form (appendix 8) should be completed and signed by the relevant medical practitioner (e.g. GP/Palliative Care staff/Macmillan Nurse) and forwarded to HDL along with details of the individual's medical condition.</p>	<p><i>Section 3.5 of the DfT guidance states that local authorities may wish to have a fast-track process for people who have a terminal illness that seriously affects their mobility, in order to make the final weeks of their life easier.</i></p>
2.9	<p><b>Pre-assessed applications</b></p> <p>Whilst undertaking an assessment in an individual's home an OT or CCW may feel that the individual would meet the criteria for a Blue Badge without further assessment.</p> <p>In these cases they can fill out the pre-assessed application form (appendix 9) and leave a letter with the applicant, which explains that they will need to send in the payment and photographs. This removes the need for a further medical assessment.</p>	
2.10	<p><b>Renewal applications</b></p> <p>Applicants will be allowed to apply to renew their blue badge up to three months in advance of the expiry date on their existing badge. HDL will write to badge holders to notify them</p>	<p><i>See policy section 1.6 re successful applications.</i></p>

2.0	PROCEDURE	PRACTICE
	<p>that their badge is due for renewal.</p> <p>Renewal badges will not be issued more than seven days prior to the date of expiry on the old badge.</p> <p>Completion of a new application form is required in all cases.</p> <p>In cases where a previous assessment has confirmed that no further assessment will be necessary in the future, there is a shortened version of the application form (appendix 10). This can only be decided by an OT following an IMA and is usually only in cases of progressive neurological conditions.</p> <p>Organisational badge renewals are to be treated the same as new organisational applications.</p>	
2.11	<p><b>Badge issue</b></p> <p>Blue Badges for successful applicants who meet the necessary criteria are ordered via the BBIS system by HDL staff.</p> <p>Badges contain a gender specific serial number for parking enforcement purposes, which must be correctly assigned to the applicant (transsexual/transgender applicants should be regarded in the gender with which they identify).</p> <p>An up-to-date photograph must be submitted and digitally scanned onto the back of an individual badge unless the local authority is satisfied that the holder is not expected to live beyond six months from the date of issue.</p> <p>A £10 fee will be charged when an application is accepted to be processed, as a receipt number is requested by the badge ordering system. In cases where a further medical assessment is needed to establish eligibility, and an application is subsequently refused, a full refund will be made.</p> <p>The badges are delivered to the HDL office specified by the applicant. HDL contact applicants to advise that the badge has been delivered and is available for collection.</p> <p>Badges may only be collected within seven days of the expiry date of a current badge.</p> <p>A parking disc (time clock) is designed to be displayed with the Blue Badge when parking on yellow lines or in parking bays which are time limited and set to show the time of arrival by badge holders. A parking disc should be issued to new badge holders at the same time as their blue badge.</p>	<p><i>See policy section 1.6 re successful applications.</i></p>

2.0	PROCEDURE	PRACTICE
	<p>Only exceptionally, at the specific request of the applicant or their representative, may the badge be posted out. This would be via Royal Mail second class post (the same postal method through which badges are received at HDL). Postage would only be increased at the Council's discretion if there had been any particular problems in the standard process.</p> <p>In the case of postal applications, the applicant/organisation will be contacted when the badge is approved. Payment of the £10 fee is requested at that point. No badge will be issued without payment of the fee.</p> <p>To help prevent fraud, HDL staff must check that the person collecting the badge is the applicant by checking the badge photographs. Representatives collecting badges on behalf of applicants will be asked to provide the successful application notification letter and a form of photo identification from the applicant as authorisation (the requirement for such evidence is highlighted in the notification letter).</p> <p>An information letter and the DfT leaflet '<i>The Blue Badge Scheme: rights and responsibilities</i>' are provided to all successful applicants along with the badge.</p> <p>Parents/guardians of children under three are also issued with additional information on the qualifying criteria.</p> <p>Most badges are issued for three years, although there are exceptions where badges may be issued for a shorter period as explained in policy section 1.6.</p>	
2.12	<p><b>Unsuccessful applications</b></p> <p>The most common reason for an unsuccessful application is the applicant failing to provide adequate evidence of eligibility.</p> <p>For all unsuccessful applications, a letter must be sent to the applicant detailing the reasons for refusing to issue a badge. This letter must also provide information on the appeals procedure (see section 2.13). Any photographs which were provided must also be returned.</p> <p>A period of six months must elapse before an unsuccessful applicant may reapply, unless:</p> <ul style="list-style-type: none"> <li>• The applicant becomes eligible under the without further assessment criteria; and/or</li> <li>• There is a substantial change in the applicant's medical condition; and/or;</li> <li>• The applicant is able to provide evidence that was previously not forthcoming.</li> </ul>	<p>See policy section 1.5 re the grounds for refusal of a badge.</p>

2.0	PROCEDURE	PRACTICE
2.13	<p><b>Appeals</b></p> <p>Applicants have the right to appeal against the decision not to issue them with a badge within 28 days of the date of the decision letter. They must contact HDL/the Contact Centre to request an appeal.</p> <p><b>Note that although the term ‘appeal’ is used, it is a review of the decision and every effort will be made to ensure that this is dealt with by someone who was not involved in the original decision.</b></p> <p>Appeals and the resulting outcome should be logged on the BBIS system by HDL.</p> <p>Every attempt will be made to deal with appeals within 28 days of receipt. However, in some cases it may take longer than this for a decision to be reached (if an IMA is required, for example).</p> <p><b>Appeal following a DBA</b></p> <p>If an appeal is received following refusal to issue a badge after a DBA, an OT will review the DBA. In light of the information provided as part of the appeal they may decide to issue a badge or invite the applicant for an IMA, after which a badge may or may not be issued. In any case, the processes outlined at 2.5 should be followed.</p> <p><b>Appeal following an IMA</b></p> <p>Any appeal following an IMA will be reviewed by the Council’s Advanced OT to ensure that all processes have been followed correctly.</p> <p>If the Advanced OT finds that processes and decision-making procedures have been followed correctly (e.g. there have been no errors etc.), a refusal letter should be sent explaining why the applicant is not eligible for a badge and HDL should also be notified.</p> <p>If the Advanced OT finds that processes/procedures have not been followed correctly, they may decide to overturn the original decision and issue a badge. In which case, they should advise HDL to follow the process outlined in section 2.5 regarding approval.</p> <p>In cases where the Advanced OT finds that processes have not been followed correctly, the issues should be discussed with relevant staff to ensure that a similar problem does not arise with future applications.</p>	<p><i>See policy section 1.5 re unsuccessful applications.</i></p> <p><i>See appendix 3 for a flow chart of the appeal process.</i></p>



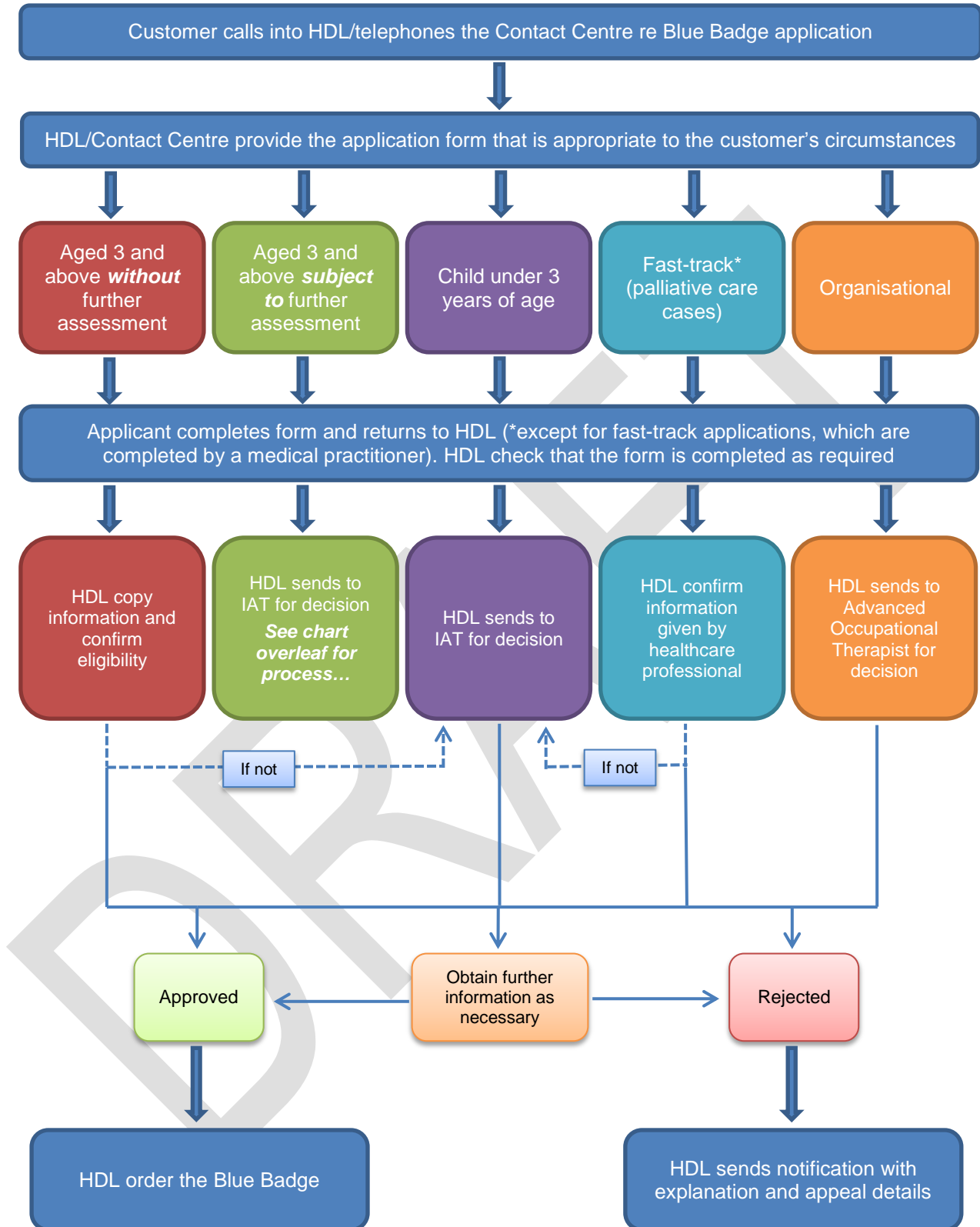
2.0	PROCEDURE	PRACTICE
	<p><b><i>Appeals relating to organisational applications</i></b> Appeals relating to organisational applications will be dealt with by the Divisional Manager with responsibility for the Blue Badge scheme.</p> <p><b><i>Appeals relating to applications for children under the age of three</i></b> Appeals relating to applications for a child under the age of three will be dealt with by the Advanced OT.</p> <p><b><i>Complaints</i></b> It must be noted that corporate complaints are entirely separate to appeals and may be made at any time relating to, for example, the behaviour/attitude of staff or processes not being followed but complaints <b>cannot</b> be made through this process against the actual decision. Applicants should be aware of their right to make a complaint they should also be advised that they can report any procedural irregularities/issues with their application to the Local Government Ombudsman.</p>	<p><i>Information on the Council's complaints procedures is available on the Council's <a href="#">website</a>.</i></p>
2.14	<p><b>Replacement badges</b></p> <p>If a badge holder requires a replacement badge, they must contact HDL to request this. The reason for needing a replacement badge will be asked and recorded on the BBIS system.</p> <p>If the badge was stolen, the badge holder should be advised to report this to the Police and obtain an incident number.</p> <p>The badge holder will be advised to return the original badge, if it is later recovered so that it can be destroyed.</p> <p>Damaged badges must be returned to HDL at the same time the replacement badge is issued.</p> <p>There is a facility for members of the public to be able to report lost and stolen badges and any change of circumstances via <a href="http://www.gov.uk">www.gov.uk</a>.</p> <p>Replacement badges will have an issue number on the front of the card next to the badge reference number.</p> <p>The expiry date shown on the replacement badge should be the same as the date that appeared on the original badge. The record of the original badge should be updated to show it is no longer valid.</p> <p>A £10 fee is charged for all replacement badges, irrespective of</p>	<p><i>See policy section 1.6 re successful applications.</i></p> <p><i>The steps outlined in this section help to prevent potential abuse of the scheme.</i></p>

2.0	PROCEDURE	PRACTICE
	the reason for needing a replacement (e.g. loss, theft or damage).	
2.15	<p><b>Enforcement process</b></p> <p>As outlined in policy section 1.7, there are a number of ways in which badges can be misused; it is therefore important to have processes in place to enforce correct use of the scheme and tackle potential abuse.</p> <p>The enforcement of parking restrictions in Halton is the responsibility of Cheshire Police (there are no civil parking enforcement arrangements in Halton).</p> <p>Penalty Charges are issued by the Police in Halton for any parking contravention (including a badge holder parking in the wrong place or parking with a valid badge but for too long).</p> <p><b>Preventing misuse</b></p> <p>Preventing abuse/misuse at the badge issue stage is an important element of the enforcement process; the procedures outlined in earlier sections of this document should be followed so as to ensure that:</p> <ul style="list-style-type: none"> <li>• The applicant's identity and address are checked and the badge is collected in person in order to prevent fraudulent applications;</li> <li>• Only those who are eligible for a badge are issued one and IMAs are used when eligibility is unclear;</li> <li>• Successful applicants are aware of, and understand, what constitutes correct use of their badge.</li> </ul> <p><b>Inspecting and retaining badges</b></p> <p>Police Constables and Police Community Support Officers (PCSOs) operating in Halton also conduct badge inspections on an ad-hoc basis in order to verify that the badge is being used by the correct person. Cheshire Police may contact the Council to establish further details about the badge holder and to check what information is held on the BBIS system.</p> <p>Badges are valid for use on a national level and, therefore, a badge issued in Halton may also be inspected in another local authority area (either by the police or other suitably authorised parking enforcement officer).</p> <p>A badge may be seized (by police in Halton or a parking enforcement officer in another area) if, upon inspection, there are reasonable grounds for believing that the badge:</p> <ul style="list-style-type: none"> <li>• Is a fake;</li> <li>• Has already been cancelled (because it was reported lost/stolen);</li> </ul>	<p><i>See policy section 1.7 re abuse/misuse and 1.8 re enforcement.</i></p> <p><i>Section 7 of the DfT guidance outlines the wide-ranging legislation that is available for local authorities to use flexibly according to local circumstances and the specifics of each case of badge misuse.</i></p>

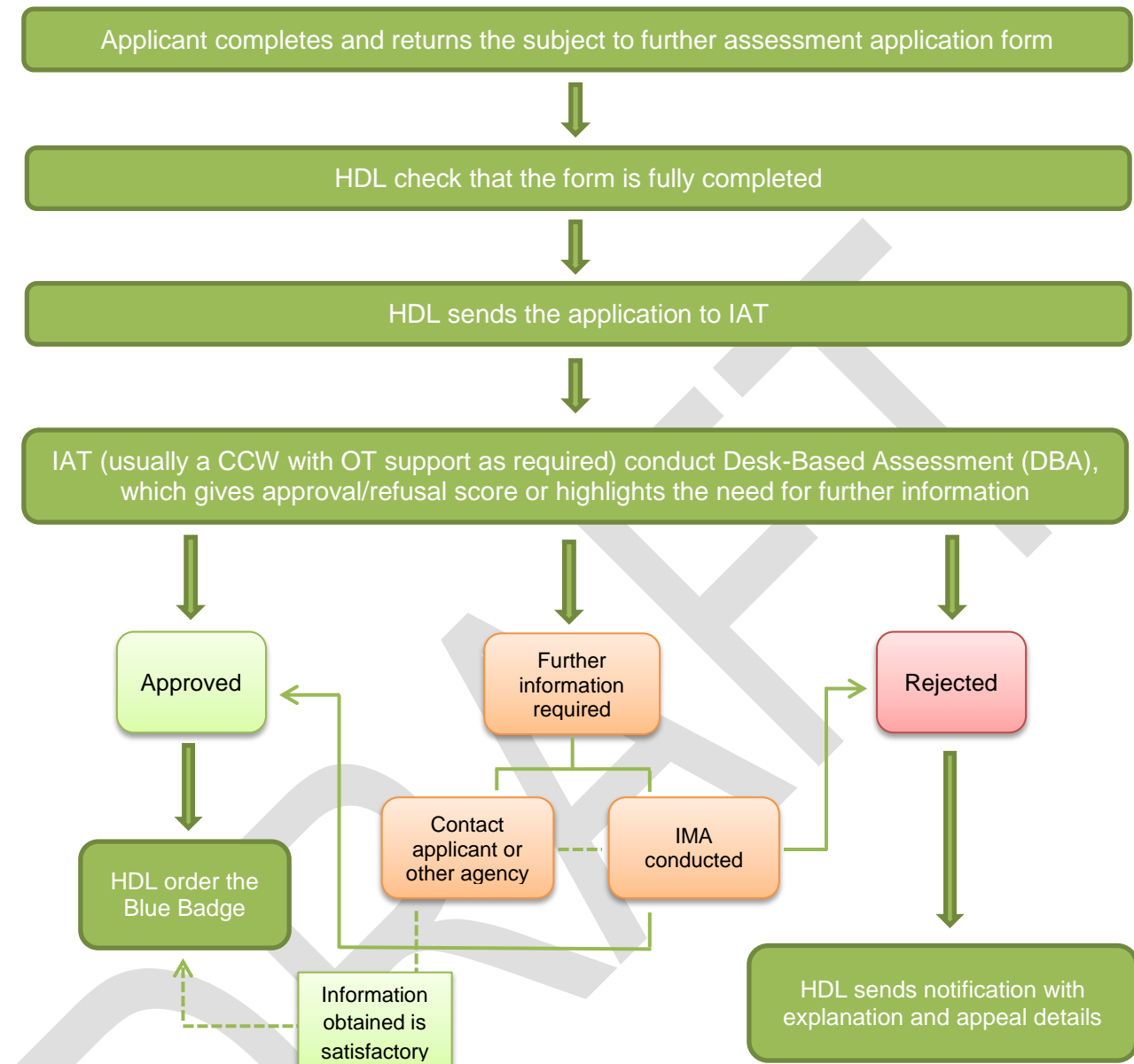
2.0	PROCEDURE	PRACTICE
	<ul style="list-style-type: none"> <li>• Should have been returned to the issuing authority (for any of the reasons outlined in policy section 1.6);</li> <li>• Is being misused, which includes someone other than the holder using the badge without the badge holder being involved in the journey.</li> </ul> <p>Any badges that are seized (either within or outside Halton) are returned to Halton Borough Council as the issuing authority and HDL/Contact Centre staff will take action as necessary:</p> <ul style="list-style-type: none"> <li>• If seized under points 1-3 above, the badge would be destroyed;</li> <li>• If a valid badge is seized under point 4 above, it will normally be returned to the badge holder because the power to retain a badge is not the same as the power to permanently withdraw/confiscate a badge – the badge holder may not have known that the third party was using their badge.</li> </ul> <p>HDL/Contact Centre staff will contact the badge holder to advise that they need to collect their badge in person from one of the HDL Offices. They will be asked to explain the circumstances surrounding the alleged misuse and will be reminded of their rights and responsibilities under the scheme and what constitutes proper badge use.</p> <p>It is important to note that under Regulation 9(2) of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 a badge can be permanently withdrawn if a relevant conviction for misuse is obtained.</p> <p><b>Halton Borough Council reserves the right to investigate and take such legal measures as deemed appropriate. This may be in conjunction with other agencies as necessary.</b></p> <p>A relevant conviction requires that the non-badge holder is using the badge with the badge holder's knowledge; whilst this can be difficult to prove, local authorities are able to refuse to re-issue a badge if there are reasonable grounds for believing that the applicant would permit another person to use it (Regulation 8(2)(d)(ii)).</p> <p>Decisions to request that a badge is returned or not to renew a badge due to misuse must be taken by the Divisional Manager with responsibility for the Blue Badge Scheme. These are also the only circumstances under which an applicant can make an appeal to the Secretary of State for Transport. Where an appeal to the Secretary of State is unsuccessful, further appeal will be via the magistrate's court, whose decision is final.</p>	

2.0	PROCEDURE	PRACTICE
	<p><b><i>Reports of suspected misuse</i></b> Members of the public are able to report suspected badge misuse to the Council; such information will be shared with Cheshire Police and the Council's Benefit Fraud section as appropriate and further investigation will take place.</p> <p>Following a report of misuse, the badge holder may be contacted and asked to present their badge for inspection by a Team Leader at one of the HDLs. This provides an opportunity to check whether the badge has been tampered with and to advise the badge holder of their responsibilities and encourage them to comply with them in the future.</p> <p><b><i>Recording badge misuse</i></b> Accurate records of all badge seizures and reported incidences of (suspected) misuse must be maintained by HDL. Badge withdrawals or refusal to issue a badge due to misuse should be recorded on the BBIS system. Separate records of reported/suspected misuse are maintained internally in order to identify repeat incidences of misuse relating to the same badge holder.</p> <p>If more than one incident relating to an individual badge holder is recorded, a warning letter will be sent to the badge holder, advising that misuse is a criminal offence and if it continues, the badge may be revoked or not renewed upon expiry.</p>	

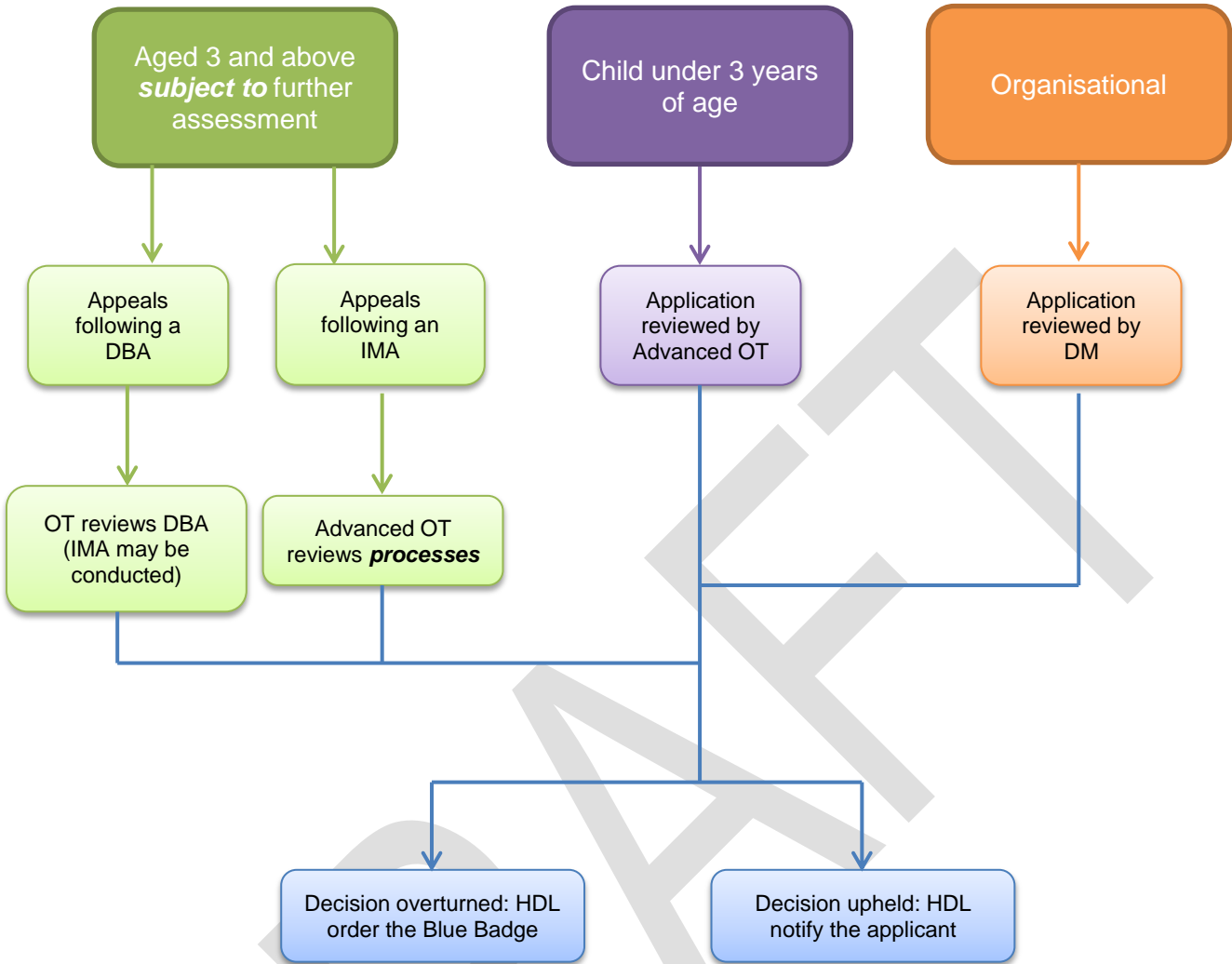
APPENDIX 1: Blue Badge application process flow chart



**APPENDIX 2: Aged 3 and above subject to further assessment application process flow chart**



APPENDIX 3: Appeals process flow chart



## Organisational Blue Badges – Research with Local Authorities

A number of questions were email to the following authorities (via their generic blue badge email addresses): **Cheshire West & Chester**, **Cheshire East**, **Warrington**, Liverpool, Knowsley, **Sefton**, Trafford, Bolton, Manchester, **Oldham**, **Blackburn**, Rochdale, Lancashire, Cumbria (those in **bold** are those who responded)

**Have you developed specific local criteria to determine the types of organisations that are eligible for a badge, which goes over and above the information contained in the guidance?**

Warrington	No we are faithful to the LA Guidance.
Oldham	No local policy regarding this currently exists.
Blackburn	We follow the DfT guidance to the letter! We don't have a 'local' policy for this; we refer organisations to the DfT criteria and will refuse applications if they do not match.
Sefton	All the applications now come to the OT Team for vetting and we have reduced our numbers considerably. We do use the Local Authority guidance and we have a separate form that we give out.
Cheshire West	We haven't developed specific Local criteria as we are familiar with organisations working in the community. We have worked with these organisations closely for many years so are familiar with their requirements. In addition when an Organisational badge comes in and if we are unfamiliar with the company we will look into the organisation to see who they are and what they do.

**What do you consider constitutes providing 'care' when looking at whether the organisation *cares for and transports* those who would themselves be eligible for a badge? Is the care the primary consideration? Should it be a care provider such as a care home and as part of that care transport may be provided? Or would you consider that if a transport operator provides assistance boarding the vehicle and during the journey (e.g. provision of passenger assistants) that they are then providing 'care'?**

Warrington	<p>We are usually looking at care homes but those with residents who would themselves qualify for a Blue Badge. An example is we recently received an application for a home that had residents with learning disabilities – we researched the home online (including CQC reports etc.) and spoke to one of our social workers who had recently visited and she told us that none of the residents had mobility issues; it was mental health issues only. We refused the application.</p> <p>Another example is a supported living home for maximum 12 residents, mostly mental health and learning disabilities, some with mobility issues. We questioned the care provider and again one of our mental health team. We found that most were mental health/learning disability only and that those with mobility issues were in receipt of DLA or PIP. We refused the badge for the home and encouraged individual badges for those who needed them. The care provider reluctantly applied for the individual badges for their clients as they said it was time consuming and the organisational badge was an easier option for them.</p> <p>Care is our primary consideration and no, if a transport operator provides assistance we would not consider that to be 'care'. Again, we would encourage individual badge holders to use their badges.</p>
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Oldham	The organisations which have applied for blue badges have been those for care homes and day centres however as many of the people who are being transported already have badges anyway the number of organisational badges tends to be limited.
Blackburn	We have issued badges to Care Homes, special education services or Day Care services, such as our Welfare transport service, however we do not issue badges to community transport organisations as they are only providing a 'taxi service' and do not provide any care to the passenger. We advise CT organisations to encourage their users to apply for their own badge (if eligible) and then use it whilst travelling with the CT provider.
Sefton	We do not define 'Care' when looking at the provision of the Badge.
Cheshire West	<p>We would use all the information provided on the application by the organisation applying. (Please see attached application ) We would apply common sense, for example if it was an elderly care home they are going to have mobility concerns. They are going to need to be taken to appointments, as well as other necessary trips out to assist with their quality of life and the care they are given.</p> <p>We wouldn't consider a transport operator as any passengers they transport would be able to apply in their own right providing they met the necessary criteria. We would be looking more to award organisational Blue badges to Care providers like care homes, day care facilities where they are responsible for a larger number of disabled people.</p> <p>We apply the criteria set out in the Guidance document that you have quoted previously is so much that, " An organisational badge may be issued to organisations whose responsibility includes the <b>care and transportation</b> of disabled people who would themselves meet the eligibility criteria for a badge should they apply individually."</p>

**Are there any circumstances in which you would give badges to a private hire or community transport operator?**

Warrington	No, they would only be transporting and not in their 'care'.
Oldham	Not unless this was proved to be essential.
Blackburn	None at all – the DfT criteria states that it is unlikely that they are eligible as they do not provide 'care services' to the passenger.
Sefton	We have historically given to our Community Transport Local providers although we have had less and less of late.
Cheshire West	<p>We wouldn't award Blue Badges to private hire companies.</p> <p>With regards to community transport companies we would look at on an individual basis and would be looking to award when they regularly transport disabled people and not just on an ad-hoc basis.</p>

**Do you have any local authority fleet vehicles (e.g. those that provide transport specifically for disabled groups etc.) with blue badges?**

Warrington	Yes, we do have approx. 8 fleet vehicles with Blue Badges. They have been issued specifically to a special needs school who have their own vehicles
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	allocated for each key stage. The school, across each key stage, has a variety of mobile and non-mobile students with learning disabilities. The badges have been issued with guidelines for their use and are only used when a non-mobile pupil is present on one of the vehicles. At other times the vehicles are used without the badges. They sign the badge out to a driver when they know a non-mobile pupil is going to be present on the vehicle.
Oldham	No.
Blackburn	Yes, our Welfare transport fleet do have Blue Badges as the drivers also provide care to passengers and stay with them for the duration of their trip (including at the destination).
Cheshire West	We do not have any fleet vehicles that have been awarded an organisational badge.

**Do you only give blue badges to organisations with vehicles that are registered in the DPV tax class (and are therefore tax exempt because they are used solely for transporting disabled people)? Or only to vehicles that have ramps/lifts etc.?**

Warrington	No, we ask about DPV taxation class as part of the application process as that can play a part in our decision making. We also ask about adaptations but we don't make a decision just on the vehicle used.
Oldham	Applications are considered for all organisations however those issued tend to be for vehicles which are DPV tax class.
Blackburn	It is wholly dependent on what they do with the passenger (as detailed above). CT and Private Hire companies can be registered in the DPV tax class but are not eligible for a Blue Badge.
Sefton	The first thing we look at is whether the organisation has a DPV tax certificate and this must be provided. Although, as this does not necessarily prove the vehicle is adapted, we will also accept a photo displaying the disabled ramp etc.
Cheshire West	If the organisation passes in its own right for the care and transportation of disabled people then it would not matter what vehicle they use as the Blue badge will cover the organisation. In the majority of instances the care home will have a DPV and will also have lifts/ramps etc. but this is not the only basis we will award on.

**How do you expect organisations to demonstrate that they will only use the badge when transporting people who would themselves be eligible for an individual badge? Do you expect them to know detailed information about the people they are transporting, such that they should be able to say whether or not they would be eligible for a badge as an individual?**

Warrington	When we receive an application, we research the organisation to see what type of residents are likely to be in their care. We are very clear on why we are issuing a badge or not. There is an element of trust once the badge has been issued as the resource is not there to monitor the use of the badge(s).
Oldham	We issue very few of these and they have to be able to prove the type of people going to be transported however more usually it is easier to get the

	individuals to apply.
Blackburn	We ask the organisation to provide details of their passengers' disabilities and whether or not they would be eligible if they made a personal application. We do not do checks on this as we know the majority of organisations who apply for badges.
Cheshire West	We interrogate each organisational application and if necessary liaise with other local authority departments to gain an insight into the level of care and transportation provided. We also work closely with colleagues in the Fraud team to ensure ongoing enforcement is present in the authority.  We would assume this as they would have specific experience in the their field and due to the genuine requirement of the Blue Badge and the inconvenience of having a badge removed from them it is unlikely they would apply fraudulently but again we find that by researching the companies we are able to match the disabilities that they cater for to the criteria that we would use to award Blue Badge on an individual basis. If information is lacking we will request further evidence and information in support of their application.

**What sort of things do you look for in determining whether the organisation needs an organisational badge rather than using the individual badges of the people it is transporting?**

Warrington	We are really keen for individual badge holders to use their badges rather than issue an organisational badge. We really question the applicant to be clear that we are issuing for the right reasons – we use the LA Guidance to help us ask the right questions.  We want to know how many residents there are; how many have mobility problems and why do they not have their own badges? How old are the residents; is it an elderly care home?  We look at the ration between mobile and non-mobile, if a low number of non-mobile, they should have their own badges.
Oldham	The size of the organisation, type of organisation, type of vehicle i.e. is it a suitable type of vehicle for transporting the individuals, how often the badge is likely to be used etc.
Blackburn	We ask the organisation to provide details of their passengers' disabilities and whether or not they would be eligible if they made a personal application. We do not do checks on this as we know the majority of organisations who apply for badges.
Sefton	We ask the question regarding how many eligible disabled individuals are in the organisation. We look at a minimum of 15. If there are less we encourage individual applications.
Cheshire West	We will Research the company requesting the badge in order to see what they need it for and the amounts of disabled people they are likely to transport. As previously advised, if necessary we liaise with service partners and council teams to understand the level of care provided.

**Do you routinely visit organisations in assessing their applications? What questions are asked etc.?**

Warrington	No, we don't routinely visit, however, I believe Liverpool City Council did visit each one, and this reduced the amount of badges issued.
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Oldham	No as unfortunately there is no capacity with the team for carrying out any visits, it is all we can manage to keep up with the number of applications with the staff we have.
Blackburn	We do not visit organisations to assess their applications – most checks are done online to understand the organisation, their customers and their requirements.
Sefton	We do not have the capacity to visit the organisations.
Cheshire West	We don't feel the need as we work closely with our fraud team.

**Cheshire East** (telephone conversation with Liz Rimmer – 01270 371448 / [liz.rimmer@cheshireeast.gov.uk](mailto:liz.rimmer@cheshireeast.gov.uk))

- Don't have a Blue Badge Policy – just follow the DfT guidance
- Organisation must be concerned with the care of disabled people, which wouldn't include assisting onto/off the vehicles
- Cap of 20 badges per organisation – one organisation (David Lewis Centre) appealed but it was rejected and they were simply advised to manage their badges better

**All LAs were asked to share a copy of their Blue Badge Policy;** none of those who responded actually sent a copy. However, some are available online:

<https://www.wirral.gov.uk/sites/default/files/all/Parking,%20roads%20and%20travel/parking/Blue%20badges%20and%20disabled%20parking/Wirral%20Blue%20Badge%20Policy.pdf>

<http://www.lancashire.gov.uk/media/897181/lcc-blue-badge-policy.pdf>

Also, their web page (<http://www.lancashire.gov.uk/roads-parking-and-travel/parking/blue-badges.aspx#organisation>) states the following:

## Organisational badges

Blue Badges for organisations may be issued to an organisation for use in a motor vehicle used solely for the purpose of transporting disabled people who would themselves be eligible for a badge. An organisation is defined as meaning an organisation concerned with the care of disabled persons to which a disabled person's badge may be issued.

You will be required to provide proof of any vehicle adaptations and Disabled Passenger Vehicle (DPV) excise exemption.

The rules about eligibility for a Blue Badge have changed considerably. Even if you have been issued with a Blue Badge in the past, this does not mean that you will be able to get one again.

## EQUALITY IMPACT ASSESSMENT – STAGE 1

<b>EIA Ref</b>		
<b>Lead Officer</b>	Name	<b>Natalie Johnson</b>
	Position	<b>Policy Officer, People Directorate Policy Team (Adult Social Care)</b>
	Contact details	<b>0151 511 8909</b>

## SECTION 1 –Context &amp; Background

**1.1 What is the title of the policy/practice/service?**

Blue Badge Disabled Persons Parking Scheme Policy, Procedure & Practice

**1.2 What is the current status of the policy/practice/service?**

<b>Existing</b>		<b>Changed</b>	✓	<b>New</b>	
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**1.3 What are the principal aims and intended outcomes of the policy/practice/service?**

The Blue Badge Scheme (BBS) helps disabled people with severe mobility problems to access goods and services by allowing them to park close to their destination, whether they are a driver or a passenger. The policy aims to ensure that the scheme is administered consistently and fairly, in accordance with the Department for Transport regulations and guidance.

**1.4 Who has primary responsibility for delivering the policy/practice/service?**

Halton Direct Link (HDL) staff involved in administering the scheme and Occupational Therapists in the Initial Assessment Team (IAT) who are responsible for assessments.

**1.5 Who are the main stakeholders?**

Eligible disabled people who benefit from the scheme.

**1.6 Who is the policy/practice/service intended to affect?**

Residents		Staff		Specific Group(s) ✓ - (add details below)
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Disabled people who are/may be eligible for a badge.

**1.7 Are there any other related policies/practices/services?**

No.

**EQUALITY IMPACT ASSESSMENT – STAGE 1**

**SECTION 2 – Consideration of Impact**

**2.1 Relevance: – the Public Sector Equality Duty**

Does this policy/practice/service show due regard to the need to: -

- (a) Eliminate discrimination, harassment, victimisation and any other conflict that is prohibited by the Equality Act 2010
- (b) Advance equality of opportunity between two persons who share a relevant protected characteristic
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it

**Yes ( ✓ )**

**No ( )**

State reasons below

The policy helps to ensure that disabled people with mobility problems are able to access goods and services by allowing them to park close to amenities.

**2.2 Has data and information been used in determining the impact of the policy/practice/service (under review) on those with a protected characteristic?**

Yes	No	✓
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**In “Yes” - please provide a brief summary of the principal findings / conclusions of this data/information/consultation.**

**If “No” – what further data/intelligence/consultation is (or will be) required to provide sufficient evidence of the impact on the protected characteristics.**

Information Source/Planned Activity	Timeframe	Lead Officer
N/A – this policy is in line with requirements under legislation and national guidance published by the Department for Transport.		

**2.3 On the basis of evidence, has the actual / potential impact of the policy/practice/service been judged to be positive (+), neutral (=) or negative (-) for each of the equality groups and in what way? And has the level of impact judged to be high (H), medium ((M), or Low (L)?**

Protected Characteristic	Impact type +, =, -	Level H, M, L, -	Nature of impact
Age	+	M	This policy has a positive impact for disabled people as it
Disability	+	H	

## EQUALITY IMPACT ASSESSMENT – STAGE 1

Gender	=	L	outlines the local parking scheme (in line with national legislation/guidance) for allowing those with mobility problems to easily access amenities. Given that a large proportion of those with mobility problems will be in older age groups, there is also a positive impact on age.
Race / ethnicity	=	L	
Religion / belief	=	L	
Sexual Orientation	=	L	
Transgender	=	L	
Marital status/ Civil Partnerships	=	L	
Pregnancy/Maternity	=	L	
<b>In Halton two further vulnerable groups have been identified: -</b>			
Carers	+	M	Badges can be used for eligible disabled people when they are a passenger, therefore there is a positive impact for carers when accompanying the cared for person in accessing local services.
Socio – economic disadvantage	+	L	

**2.4 How will the impact of the policy/practice/service be monitored?**

Performance monitoring information is collected in line with DfT requirements.

**2.5 Who will be responsible for monitoring?**

HDL staff, Occupational Therapists in the Initial Assessment Team and the Principal Manager of the team.

**2.6 If any low to moderate negative impacts, or potential negative impacts, have been identified, what mitigating actions will be put in place, thereby eliminating the need for a further Stage 2 assessment.**

Where none have been identified insert 'no further action required' in the first column.

If any high impacts are identified – a Stage 2 assessment should automatically be completed.

Action & purpose / outcome	Priority	Timeframe	Lead Officer
No further action required	(M, L)		

**2.7 Summary of stakeholders involved in this review**

Job Title or Name	Organisation / representative of
Natalie Johnson, Policy	People Directorate Policy Team (Adult Social

**EQUALITY IMPACT ASSESSMENT – STAGE 1**

Officer	Care)
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**2.8 Completion Statement**

**As the identified Lead Officer of this review I confirm that:-**

No negative impact has been identified for one or more equality groups and that a Stage 2 Assessment is not required

<b>Signed: N Johnson</b>	<b>Date: 10.02.2017</b>
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**Completed EIAs should be sent to Shelah Semoff, Enterprise, Community & Resources Directorate, to be given a unique reference number and for inclusion on the central register.**



<b>REPORT TO:</b>	Executive Board
<b>DATE:</b>	19 October 2017
<b>REPORTING OFFICER:</b>	Director of Public Health
<b>PORTFOLIO:</b>	Health and Wellbeing
<b>SUBJECT:</b>	A Smokefree Future: A Tobacco Control Plan for Halton
<b>WARDS:</b>	Borough Wide

## **1.0 PURPOSE OF THE REPORT**

1.1 The purpose of this report is to present the final version of the Halton Tobacco Control Plan – A Smokefree Future.

## **2.0 RECOMMENDATION: That the Board**

- 1) note the contents of the report; and**
- 2) supports the strategy outcomes, objectives, and actions**

## **3.0 SUPPORTING INFORMATION**

3.1 In Halton we have made good progress in reducing the harm smoking causes with fewer young people starting to smoke and a smaller number of adults now smoking. The number of people in Halton who smoke has reduced significantly from around 30% in 2001, to just 16.6% in 2016, the lowest level since records began. However, there is more work to be done and considerable challenges still remain:

- Smoking rates in Halton remain higher than for England as a whole.
- Smoking remains the leading cause of preventable death and disease in Halton and is one of the most significant causes of ill health, particularly due to cancer, coronary heart disease and respiratory disease.
- Smoking is the primary reason for the gap in life expectancy between rich and poor in our communities.
- Smoking rates remain high among some social groups for example routine and manual workers, those with a mental health condition, pregnant women, those with long term health conditions and those with drug and alcohol addictions
- Smoking costs the local Halton economy £37.9 million each year. This is considerably more than is generated through tobacco duty (£17.2 million) per year.

## **A Smokefree Future: A Tobacco Control Plan for Halton**

- 3.2 The Halton Tobacco Control Plan (APPENDIX A) recognises the scale of Halton's tobacco challenge and offers systematic plans to tackle it in response to both national and local requirements. It moves us forward towards a Smokefree Halton where people can live and work without the fear of developing smoking related diseases.
- 3.3 The Tobacco Control Plan builds upon the effective work that has been undertaken by partners locally. No one organisation is able to address all the factors to reduce tobacco-related harm in Halton. Therefore this Tobacco Control Plan has been written in collaboration with all partners agreeing the vision, outcomes, and actions. The Tobacco Control Plan is supported by a detailed action plan outlining actions, responsible leads, timescales and outcomes to be achieved (Appendix B). The plan will be monitored by the Halton Tobacco Alliance, and outcomes reported to the Healthy Lifestyles Board, Health and Well Being Board and all other relevant bodies.

### **Halton Tobacco Control Plan – Vision and Objectives**

- 3.4 The Vision of the Halton Tobacco Control Plan is *“To make smoking history for children in Halton and ensure all Halton residents live Smokefree lives”*. In order to achieve the Tobacco Control Plan identifies three overarching objectives:
1. Stopping the inflow of young people recruited as smokers
  2. Motivating and assisting every smoker to quit
  3. Protecting families and communities

In addition the Plan also identifies three underpinning themes or values to achieve these outcomes:

- Working in partnership
- Reducing health inequalities and protecting the vulnerable
- Promoting evidence based practice and cost effectiveness (value for money)

- 3.5 The number of young people smoking in Halton has halved in the past 10 years. However smoking remains an addiction which is largely taken up in childhood, with the majority of smokers starting as teenagers. As a result many young people become addicted before they fully understand the health risks associated with smoking. The Plan therefore sets out actions within school and community settings to reduce the number of young people smoking and support those who start to quit.
- 3.6 Providing support to help smokers quit is highly cost-effective and continues to offer smokers the best chance of quitting. Some 2/3rds of smokers say they want to quit smoking. In Halton we have made good progress supporting people to quit smoking, however smoking rates remain high among certain social groups e.g. routine and manual workers, those with a mental health

condition, pregnant women, those with long term health conditions and those with drug and alcohol addictions. The Tobacco Control Plan outlines how the Halton Stop Smoking Service will work in partnership to reduce smoking rates among these identified high risk groups.

- 3.7 The Tobacco Control Plan also sets out the key steps we will take to protect our local communities from tobacco-related harm through reducing exposure to Secondhand smoke through promoting Smokefree settings and spaces, ensuring tobacco retailers in Halton comply with legislation and reducing the availability of illicit and counterfeit tobacco products
- 3.8 Electronic cigarettes have also increased in popularity in recent years. Although e-cigarettes are much safer than normal cigarettes their long-term effects are as yet unknown. The main concerns surrounding e-cigarettes focus on their uptake by young people and potential as a gateway to smoking, their potential to re-normalise smoking, the safety for users and bystanders, and their effectiveness as quitting aids. E-cigarettes are included within the tobacco control plan with actions proposed to ensure their appropriate and safe use.

#### **4.0 POLICY IMPLICATIONS**

The Tobacco Control Plan will set the context for partnership working to prevent and tackle the impact of harm caused by alcohol for individuals, families and the communities of Halton. There are no significant policy implications with regard to this report.

#### **5.0 FINANCIAL IMPLICATIONS**

The actions identified within the strategy will be delivered through existing resources identified within each partner's budget. Some service redesign or an innovative approach to service delivery will be required to better meet the needs of local people.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

##### **6.1 Children and Young People in Halton**

The Tobacco Control Plan supports the work of the Children's Trust in reducing the harm caused by tobacco to children, young people and their families.

##### **6.2 Employment, Learning and Skills in Halton**

Many of the disease caused by smoking are chronic illnesses which can be debilitating for the sufferer, reduce their quality of life and make it difficult to carry out day to day activities. Because of this smokers are less likely to be in employment than those who do not smoke. Smoking also costs local employers due to losses in productivity (sick days due to smoking related illnesses and smoking breaks). Reducing tobacco-related harm will have a positive impact upon local employers and employees.

### **6.3 A Healthy Halton**

Smoking remains the leading cause of preventable death and disease in Halton and is one of the most significant causes of ill health, particularly due to cancer, coronary heart disease and respiratory disease.

### **6.4 A Safer Halton**

Illicit tobacco damages legitimate businesses and makes tobacco more accessible to children. Tobacco smuggling is serious organised crime and the proceeds made from it are used to fund further criminality, perpetuating the cycle of harm. Reducing the availability of illicit and counterfeit tobacco products therefore contributes to a safer Halton.

### **6.5 Halton's Urban Renewal**

There are no significant implications for this priority.

## **7.0 RISK ANALYSIS**

There are no direct risks as a result of this report, however, individual risk assessments are carried out as required for relevant priorities contained within the report.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

There are no equality or diversity issues resulting from this report.

## **9.0 REASON(S) FOR DECISION**

9.1 The Halton Tobacco Control Plan offers systematic plans to tackle smoking related harm in Halton in response to both national and local requirements. The new Halton Tobacco Control Plan replaces the previous expired version.

## **10.0 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

10.1 The alternative option of not refreshing the Halton Tobacco Control Plan was rejected as this would mean that there were no systematic or coordinated plans to reduce smoking related harm in Halton.

## **11.0 IMPLEMENTATION DATE**

11.1 November 2017.

## **12.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
A) Draft - A Smokefree Future: A Tobacco Control Plan for Halton 2017-22	HBC website	Dr Elspeth Anwar
B) Draft Tobacco Control Action Plan, 2014-15	HBC website	Dr Elspeth Anwar

# A Smokefree Future: A Tobacco Control Plan for Halton 2017-2022





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## Foreword

Welcome to the refreshed Halton Tobacco Plan for Halton. We have made great strides in reducing the harms caused by tobacco in Halton. The number of people in Halton who smoke has reduced significantly from around 30% of adults smoking in 2001 to just 16.6% in 2016, the lowest level since records began.

But whilst we have made great strides in the right direction, there remains more to do. Tobacco use remains one of our most significant public health challenges. Smoking remains the leading cause of preventable death and disease in Halton. Smoking rates are much higher in some social groups, including those with the lowest incomes. These groups suffer the highest burden of smoking-related illness and death. Smoking also remains the single biggest cause of the difference in life expectancy between the richest and poorest in our communities.

We want change this. Our vision is to make smoking history for children in Halton and ensure all Halton residents live Smokefree lives. This vision is ambitious but achievable. Evidence from both the UK and abroad clearly shows that by working together we can reduce smoking rates further. Reducing the number of people smoking will lead to Halton residents living longer and healthier lives. Helping people to stop smoking is as good use of scarce resources and can save money for individuals and their families, the local authority, NHS and local economy as a whole.



*E O'Meara*

**Eileen O'Meara, Director of Public Health, Halton Borough Council**

I fully endorse the Tobacco Control Plan and its actions. Although we have made progress in reducing the number of people smoking in Halton the job is not yet done. Smoking rates in Halton remain higher than for England as a whole and being a smoker remains common in some social groups, for example shockingly nearly half of people with a serious mental illness in Halton smoke.

This Tobacco Control Plan sets out how, through working in partnership, we will drive down the number of people smoking at an even faster rate. The harm smoking causes is entirely preventable. Many smokers start smoking during their teenage years so stopping young people from starting to smoke will be vital.



The case studies in this Plan show the positive impact stopping smoking has on local people's lives. Helping people to stop smoking is not just good for their health, but for the wellbeing of their families and friends. It will also reduce costs to NHS and social care in the years to come, freeing much needed public money that could be used for other purposes.

**Cllr Marie Wright, Halton Borough Council's portfolio holder for Health and Wellbeing**



## Introduction

In Halton we have made good progress in reducing the harm smoking causes with less young people starting to smoke and fewer numbers of adults now smoking. The number of people in Halton who smoke has reduced significantly from around 30% in 2001, to just 16.6% in 2016, the lowest level since records began.

However, there is more work to be done and considerable challenges still remain:

- ***Smoking rates in Halton remain higher than for England as a whole.***
- ***Smoking remains the leading cause of preventable death and disease in Halton*** and is one of the most significant causes of ill health, particularly due to cancer, coronary heart disease and respiratory disease.
- ***Smoking is the primary reason for the gap in life expectancy between rich and poor*** in our communities.
- ***Smoking rates remain high among some social groups*** for example routine and manual workers, those with a mental health condition, pregnant women, those with long term health conditions and those with drug and alcohol addictions
- ***Smoking costs the local Halton economy £37.9 million each year.*** This is considerably more than is generated through tobacco duty (£17.2 million) per year. ***Each year in Halton we spend £4.4 million treating diseases caused by smoking and £4million on smoking related social care costs. Helping people to stop smoking will reduce these costs.***

### ***Put simply smoking still kills***

No one can say that the job of tobacco control is done when smokers in Halton still face the risks of smoking-related illness and premature death, young people continue to start smoking, and smoking remains the primary cause of differences in life expectancy between the richest and poorest in our communities.

We have a duty to our children to protect them from smoking - an addiction that takes hold of most smokers when they are young. To meet this duty, we must sustain and renew our collective effort to tackle smoking and drive down the number of people smoking at an even faster rate. Without such an approach, the number of people smoking in Halton could easily start to rise again.

***This Tobacco Control Plan recognises the scale of Halton's tobacco challenge and offers systematic plans to tackle it in response to both national and local requirements. It moves us forward towards a Smokefree Halton where people can live and work without the fear of developing smoking related diseases.***

## Our Vision, Objectives and Outcomes

### Our Vision

*To make smoking history for children in Halton and ensure all Halton residents live Smokefree lives.*

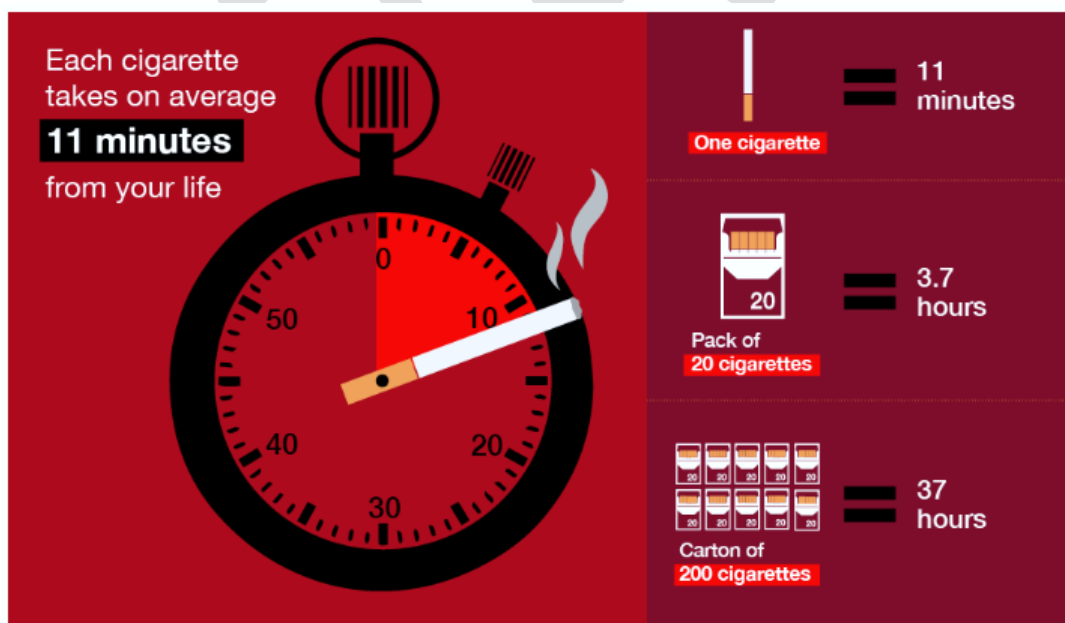
### Objectives

The new tobacco control plan for Halton, A Smokefree Future aims to eradicate the harms from tobacco via three overarching objectives:

1. Stopping the inflow of young people recruited as smokers
2. Motivating and assisting every smoker to quit
3. Protecting families and communities from tobacco related harm

We have also identified three underpinning themes or values to achieve these outcomes:

- Working in partnership
- Reducing health inequalities and protecting the vulnerable
- Promoting evidence based practice and cost effectiveness (value for money)

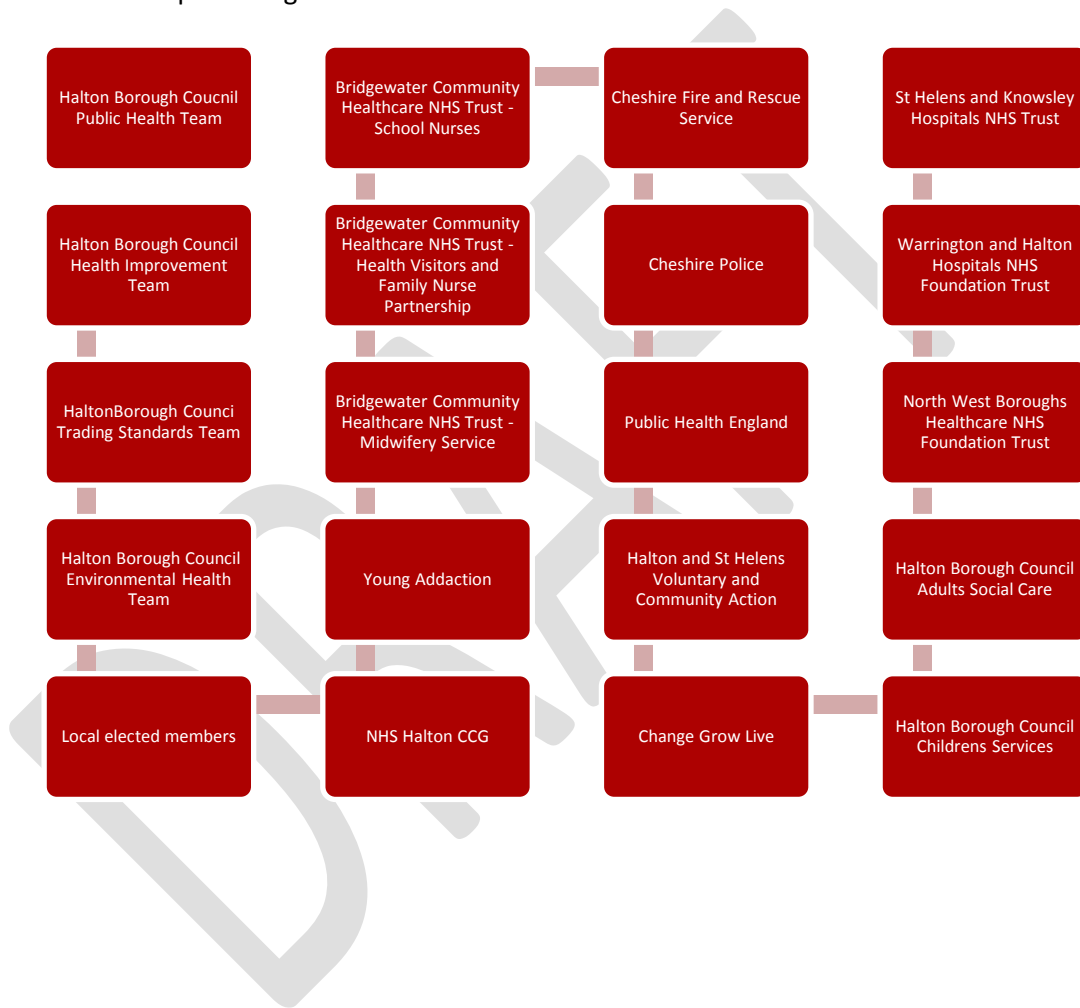


## How we Developed this Tobacco Control Plan

Our vision is ambitious and can only be achieved by adopting a comprehensive approach to Tobacco Control. This requires engagement and commitment from all stakeholders. The Halton Tobacco Control Plan has been written in collaboration with all partners agreeing the vision, outcomes, objectives and actions.

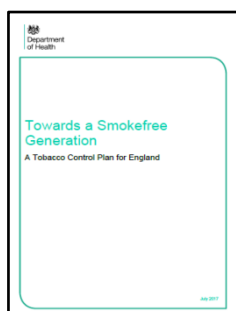
In addition public consultation on the Tobacco Control Plan and proposed actions has been undertaken using existing local groups and forums.

Partners involved in producing this Plan include:



## Policy Context

The UK Government has tackled the harms of smoking through a strategic and comprehensive tobacco control programme. As a result of the ambitious tobacco Control policies the number of people in England who smoke has halved in the past 35 years. *Smoking Kills*, the first comprehensive government strategy to tackle smoking, was published in 1998.



In 2017, the Government published *Towards a Smokefree Generation - A Tobacco Control Plan for England*. Outlining plans to reduce smoking in England, with the aim of creating a smoke-free generation. The Strategy built upon achievements in tobacco control policy made over many decades and set out a comprehensive package of evidence based action to reduce smoking prevalence.

*Smoking still kills* (2015) was published by Action on Smoking and Health (ASH). This report proposes new national targets and recommendations to be included in the renewed national strategy to accelerate the decline in smoking prevalence over the next decade. A key recommendation of *Smoking Still Kills* is for the Government to impose an annual levy on tobacco companies and for the money raised to be used to pay for measures such as mass media campaigns and stop smoking services.



## National Institute for Health and Care Excellence (NICE) Guidance

**Smoking: harm reduction (PH45)**: Evidence-based recommendations on reducing harm from smoking for people who want to stop smoking or reduce the amount they smoke

**Smoking prevention in schools (PH23)**: Evidence-based recommendations on preventing smoking in schools among children and young people aged under 19

**Smoking: acute, maternity and mental health services (PH48)**: Evidence-based recommendations on stopping smoking for people using maternity, mental health and acute services

**Smoking: stopping in pregnancy and after childbirth (PH26)**: Evidence-based recommendations on stopping smoking in pregnancy and after childbirth

**Cardiovascular disease: identifying and supporting people most at risk of dying early (PH15)**: Evidence-based recommendations on identifying and supporting people most at risk of dying early of cardiovascular disease (CVD)

## Key Achievements in Tobacco Control in the UK

<p><b>Stopping the promotion of tobacco</b></p> <ul style="list-style-type: none"> <li>✓ Banning most tobacco advertising and sponsorship</li> <li>✓ Removal of cigarettes from vending machines</li> <li>✓ Removal of cigarettes at point of sale</li> <li>✓ In May 2016 England became the second country in the world and the first in Europe to require cigarettes to be sold in plain, standardised packaging, following the lead of Australia which implemented the measure in December 2012.</li> <li>✓ Changes to packaging and labelling including health warnings on cigarette packs to cover 65 per cent of both sides of the pack including a picture warning on the front.</li> </ul>
<p><b>Making tobacco less affordable</b></p> <ul style="list-style-type: none"> <li>✓ Raising taxes on tobacco. The price of a packet of premium cigarettes in the UK is now the second highest in Europe after Norway.</li> <li>✓ Tackling illicit tobacco</li> <li>✓ Minimum packet size of 20 for manufactured cigarettes and 40g for hand-rolled tobacco</li> </ul>
<p><b>Effective regulation of tobacco products</b></p> <ul style="list-style-type: none"> <li>✓ Since November 2011 all cigarettes sold in the UK have had to conform to a Reduced Ignition Propensity standard. This EU-wide standard is designed to reduce cigarette-related fires and related deaths by preventing cigarettes continuing to burn when they are not being actively smoked.</li> <li>✓ The revision of the EU Tobacco Products Directive in 2014 established a framework for the regulation of electronic cigarettes, including the prohibition of products that are presented as having curative or preventive properties or containing more than 20 mg/ml of nicotine, unless they are licensed as medicines. The Directive also prohibited additives and flavourings that make tobacco products more attractive, with a phase out period of four years for products with a market share of more than 3 per cent, such as menthol cigarettes.</li> <li>✓ In England, legislation prohibiting the sale of electronic cigarettes to under 18s will come into force on October 1st 2015.</li> </ul>
<p><b>Helping tobacco users to quit</b></p> <ul style="list-style-type: none"> <li>✓ Supporting and funding local stop smoking services</li> </ul>
<p><b>Reducing exposure to Secondhand smoke</b></p> <ul style="list-style-type: none"> <li>✓ Smoke free environments. Legislation prohibiting smoking in workplaces and enclosed public places was introduced in England in July 2007.</li> <li>✓ Smokefree cars - legislation prohibiting smoking in cars carrying children under 18 years old came into force on October 1st 2015.</li> </ul>
<p><b>Effective communications for tobacco control</b></p> <ul style="list-style-type: none"> <li>✓ High profile marketing campaigns for tobacco control including Smokefree and Stoptober campaigns.</li> </ul>

## E-Cigarettes

In recent years there has been an increase in the sale, promotion and use of e-cigarettes in the UK (also known as vaporisers). Around 2.8 million people in Great Britain use e-cigarettes. Almost all are smokers or ex-smokers.

The main concerns surrounding e-cigarettes focus on their uptake by young people and potential as a gateway to smoking, their potential to re-normalise smoking, the safety for users and bystanders, and their effectiveness as quitting aids.

Not smoking and/or not using an e-cigarette (known as vaping) remains the healthiest option. E-cigarettes are not risk free, and the long-term effects are currently unknown. However, e-cigarettes carry a fraction of the risk of conventional cigarettes. Current evidence concluded that using an e-cigarette is around 95% safer than smoking. Smokers who switch to vaping therefore dramatically reduce the risks to their health.

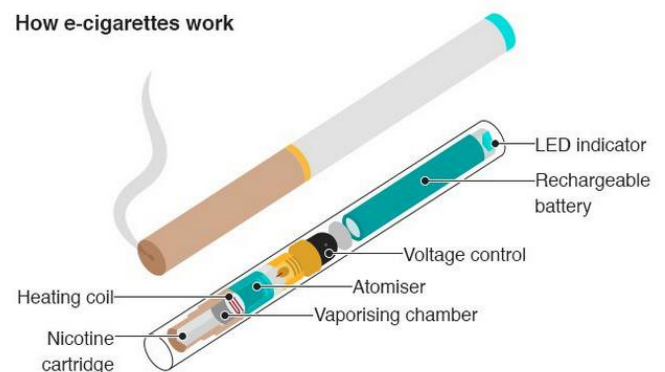
E-cigarettes have become a popular stop smoking aid in England and a developing body of evidence shows that they can be effective. It is concerning that increased e-cigarette use has resulted in fewer people accessing stop smoking services. Stop Smoking Services remains the best way to support people to quit smoking long-term.

A further concern is that e-cigarettes may re-normalise smoking and may particularly appeal to young people acting as a gateway to normal cigarettes. Evidence from UK studies indicates that while young people's awareness of, and experimentation with, e-cigarettes has increased, regular use remains rare and almost entirely confined to those who are current smokers or have smoked in the past. We will continue to monitor this in Halton.

E-cigarettes are included within this Tobacco Control Plan with actions proposed to ensure their appropriate and safe use.



How e-cigarettes work



BBC

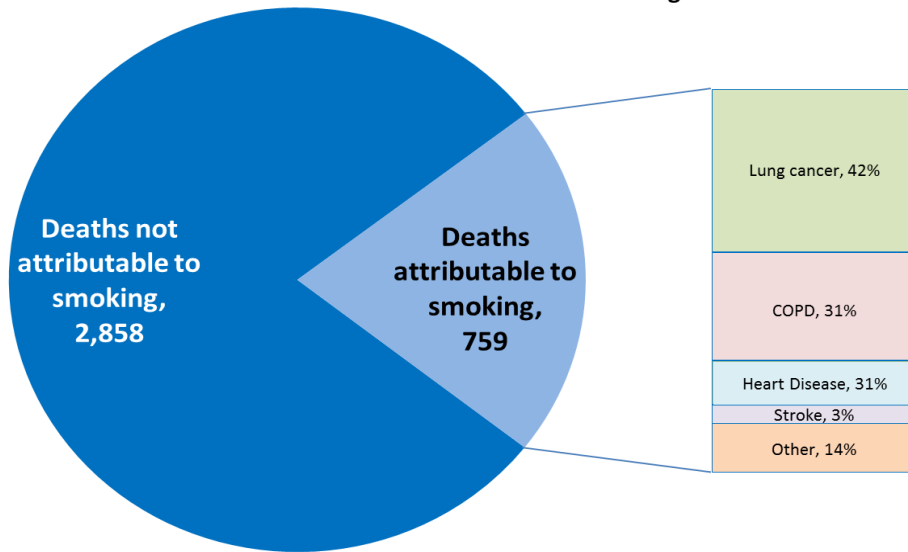
Picture of different e-cigarettes and their component parts

## The Cost of Smoking

### The Human Cost of Smoking

- ❖ Around **half of all regular smokers** are eventually **killed by a smoking-related illness**.
- ❖ On average, **smokers who die from a smoking-related illness lose around 16 years of life**
- ❖ **759 people in Halton died due to smoking (2013-2015)**. The majority of these deaths were due to lung cancer, followed by COPD then heart disease. **[See Pie chart below]**.
- ❖ **Deaths due to smoking account for 27% of all deaths in Halton**.

Source: Tobacco Control Profile and ONS death registrations



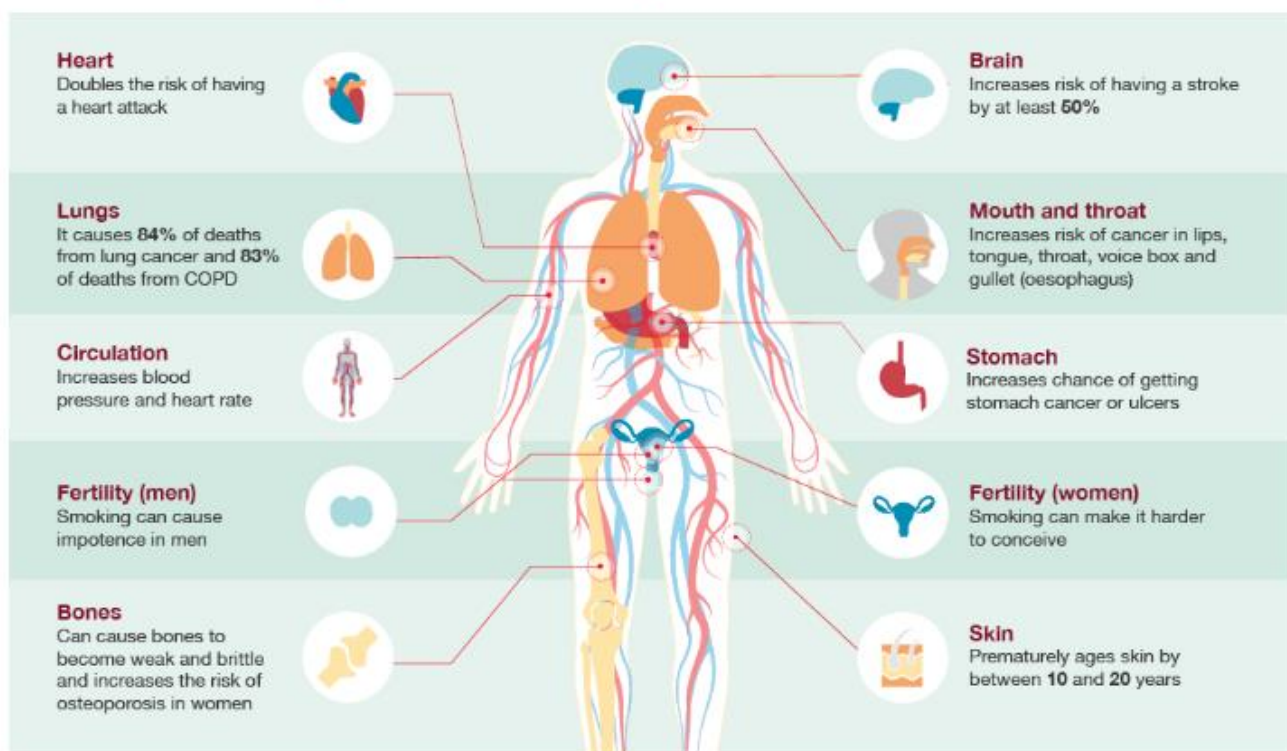
- ❖ As well as dying prematurely, **smokers also suffer many years in poor health**. For every death caused by smoking, approximately 20 smokers are living with a smoking-related disease.
- ❖ In 2015/16 in Halton there were **1,178 smoking attributable hospital admissions**
- ❖ **Many of the disease caused by smoking are chronic illnesses** which can be debilitating for the sufferer, reduce their quality of life and make it difficult to carry out day to day activities. Because of this **smokers are less likely to be in employment than those who do not smoke and more likely to need domiciliary care**.
- ❖ Smoking and the harm it causes aren't evenly distributed. **People in more deprived areas are more likely to smoke and are less likely to quit**. This means that **those earning the least suffer more ill health and are more likely to die prematurely due to smoking**.

**By successfully stopping smoking people can avoid smoking related diseases and live longer, this is true regardless of old they are and however long they have smoked for.**

[Source: ASH - Smoking and poverty calculator]



## How smoking harms the body



## The health benefits of quitting

It's never too late to quit



[Source: Public Health England]



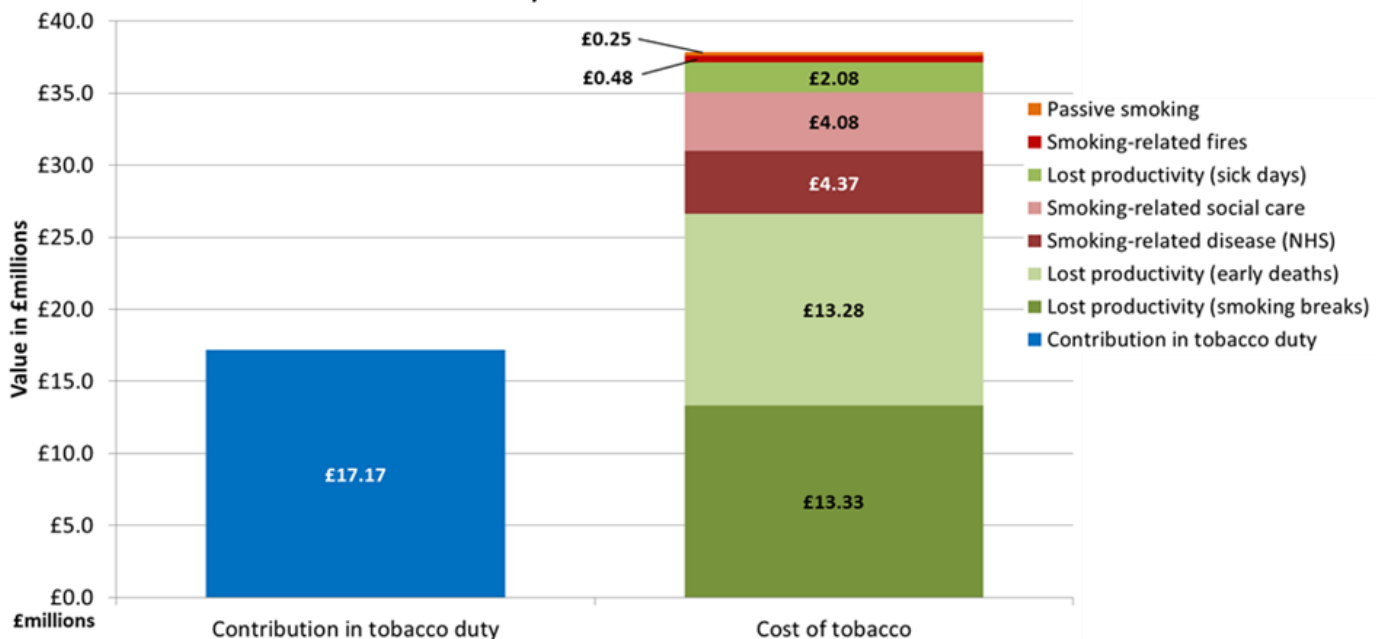
## The Economic Costs of Smoking

Helping people to stop smoking is a good use of scarce resources and can save money for individuals and their families, the Local Authority, NHS and for society as a whole.

- ❖ **Smoking costs the local Halton economy £37.9 million each year.** This is considerably more than is generated through tobacco duty (£17.2) per year.
- ❖ **Smoking costs the National Health Service (NHS) in Halton approximately £4.4million a year** for treating diseases caused by smoking. This includes the costs of hospital admissions, GP consultations and prescriptions.
- ❖ **Smoking is contributing to the current social care crisis. Smoking costs social services in Halton £4million a year.** Smokers are more likely than people who have never smoked to need domiciliary care as they age, which in many cases will have to be paid for from local authority funds.
- ❖ Smoking impacts negatively on local businesses through lost productivity (smoking breaks and sick days due to smoking related illnesses).

### Smoking-related contributions and costs to the local Halton economy

Source: ASH ready reckoner tool 2016



### Helping People to Quit Smoking Can Lift Them Out of Poverty

- ❖ Smoking costs the individual smoker and their families. **A 20-a-day smoker of a premium brand will spend about £3600 a year on cigarettes.**
- ❖ **Smoking increases the number of children living in poverty.** Every penny spent on tobacco is no longer available for improving a child's quality of life, including quality food, family holidays, sport, education and recreational activities. The impact is greatest for those already on low income – a low-income family earning £18,400 a year, where both parents smoke 20 cigarettes a day, will spend a quarter of their entire income on tobacco.

**There are around 11,699 households in Halton with at least one smoker.**

**When net income and smoking expenditure is taken into account, 3,650 or 31% of households with a smoker fall below the poverty line.**

**If these smokers were to quit, 1,419 households in Halton would be elevated out of poverty.**

**The residents in these households include:**

- **Around 1,541 adults below pensionable age**
  - **Around 382 pension age adults**
- **And around 1,051 dependent children**

**This means that roughly 2,974 people would not be below the poverty line if the cost of smoking were returned to the household.**

*[Source: ASH - Smoking and poverty calculator]*

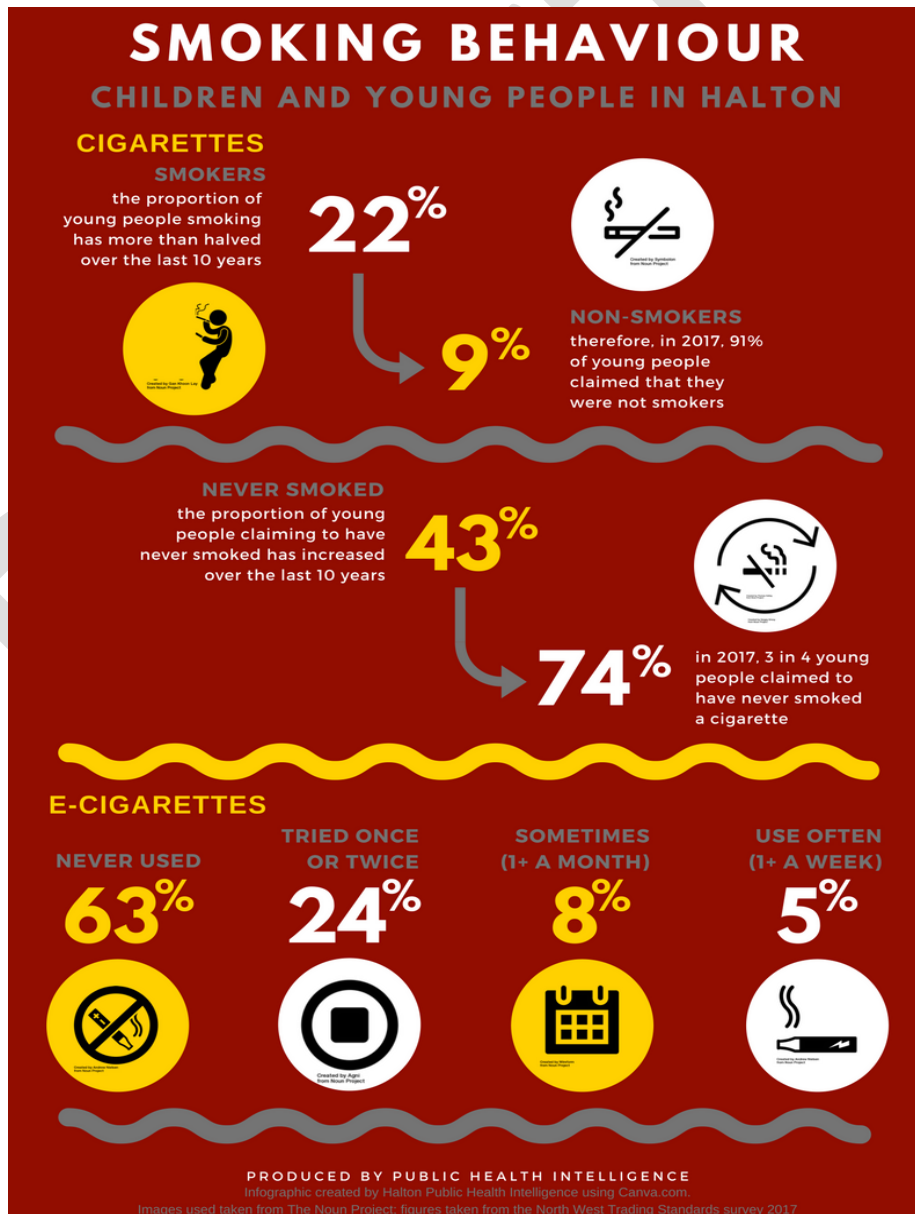
## Chapter 1: Stopping the Inflow of Young People Recruited as Smokers

### Why is this important?

Smoking remains an addiction which is largely taken up in childhood, with the majority of smokers starting as teenagers. As a result many young people become addicted before they fully understand the health risks associated with smoking. Smoking passes down the generations - children who have parents who smoke are 2-3 times more likely to be smokers themselves.

In recent years, there has been an increase in the sale, promotion and use of e-cigarettes in the UK. There are concerns about the potential for use of e-cigarettes by children and young people. This concern focuses on two main issues: first, that e-cigarette use could act as a gateway to tobacco use for young people; and second, that their use and promotion could undermine the success of initiatives and legislation in de-normalising cigarette smoking over the last decade.

### Where we are now



### **What are we currently doing?**

We know that children are heavily influenced by adult role models who smoke. Therefore one of the most effective ways to reduce the number of young people smoking is to reduce the number of adults who smoke. Continuing to encourage adult smokers to quit must therefore remain an important part of reducing prevalence amongst young people, and achieving a Smokefree generation (*see Chapter 2 for more details*).

Promoting Smokefree spaces de-normalises smoking and protects future generations of children and young people from taking up smoking (*see Chapter 3 for more details*).

Reducing access to tobacco products by strictly enforcing laws prohibiting tobacco sales to minors is vitally important to reduce youth smoking rates (*see Chapter 3 for more details*).

### **School and College Based Activity**

- ❖ The “Healthitude” programme delivered by the *Halton Health Improvement Team* offers to deliver comprehensive Tobacco Control education to all primary and secondary schools across Halton. The Tobacco Control education under “Healthitude” consists of:
  - Education around the harms from tobacco
  - The dangers of Secondhand smoke
  - Awareness of the harms of Smoking in pregnancy
  - The financial cost of tobacco to individuals and families
  - Tobacco industry tactics to recruit smokers
  - The harms of using E-Cigarettes
- ❖ *Young Addaction Halton* attends Personal, social, health and economic (PSHE) education and Health Days in local secondary schools to educate young people around the harms of tobacco use (and wider substance misuse).
- ❖ The *Halton School Nursing Service* provides a comprehensive programme of support for young people including drop in sessions, health promotion and support for schools in terms of planning and policies. This includes working on a 1-2-1 basis with young people who require support around smoking and working in partnership with other agencies where appropriate.



### **Community Based Activity**

- ❖ *Young Addaction Halton* delivers health education on the harms of smoking and tobacco use within community youth clubs (in Widnes and Runcorn). This is done in an interactive and fun way using the visual tar jar and other resources. They also provide a mobile outreach through the VRMZ Bus and Streetwise teams where the dangers of smoking are also discussed.

### **Supporting Young People who Smoke to Stop**

- ❖ Young people aged over 12 in Halton who smoke can be referred into *Halton Stop smoking service*.
- ❖ The *Halton Stop Smoking Service* undertakes outreach work with local colleges (Riverside and Cronton 6<sup>th</sup> Form College) to deliver tobacco education awareness sessions and offer smoking cessation support.
- ❖ *Young Addaction Halton* discuss risks of smoking to young people within their specialist young people treatment service and refer onto the local smoking cessation service as appropriate.

### **Focus for action**

In order to reduce the number of young people smoking in Halton we will:

#### **School and College Based Activity**

- Increase the number of young people in Halton receiving Tobacco Control Education through the "Healthitude" programme
- Identify and induct Youth Health Champions in schools to cascade information on Health Issues, including Tobacco Control, to peers.
- Promote the Wellbeing Tobacco online magazine to all schools requesting Tobacco Control Education
- Deliver brief intervention training for all staff in schools (including teachers, teaching assistants, and school nurses) to encourage stop smoking referrals into the Stop Smoking Service for young people and their families.
- Offer cessation support to all staff working within schools to provide children with non-smoking role models within the school environment.

#### **Community Based Activity**

- Work in partnership with community groups e.g. youth groups, LGBT young people groups, young carers groups, groups for young people with special educational needs (SEN). Raise awareness and increase referrals into the stop smoking service and explore opportunities to deliver cessation within the Services and train staff to deliver smoking cessation advice
- Work in partnership with the Youth Offending Services in Halton to raise awareness and increase referrals into the stop smoking service and explore opportunities to deliver cessation within the Services and train staff to deliver smoking cessation advice.
- Work in partnership with the Children and young people mental health service in Halton to raise awareness and increase referrals into the stop smoking service and explore opportunities to deliver cessation within the Services and train staff to deliver smoking cessation advice

### **Young People and E-Cigarettes**

- Educate young people around the harms of e-cigarette through school based “Healthitude” programme and within community youth club settings.
- Educate parents on the health harms of e-cigarette use by young people
- Identify suppliers of e-cigarettes, check compliance with the labelling requirements and take appropriate action where non-compliance is identified. Also provide advice and information on due diligence systems to prevent the sale of e-cigarettes to under 18’s
- Develop a communications plan for the public to raise awareness that it is an offence to buy e-cigarettes for under 18 year olds

### **Reducing Underage Sales (See Chapter 3 for More Info)**

- Work with traders within the Borough to reduce the availability of tobacco products to persons under the age of 18 and promote due diligence by visiting every identified tobacco seller to inform them of current legal requirements, check compliance and offer advice or take enforcement action as appropriate
- Check compliance with cigarette traders relating to point of sale signage and package labelling
- Undertake undercover test purchasing at traders of e-cigarettes and /or tobacco within the borough when and where intelligence is received using an underage volunteer
- Improve awareness of the offence of proxy purchasing with traders and the public and develop and agree an enforcement approach where there is more persistent non compliance
- Where young people are found to be asking for tobacco from traders, to develop an approach, in consultation with the Health Improvement team which will enable the officer to offer support to the young person in stopping smoking
- Ensure information on Illegal and Counterfeit Tobacco is included in Tobacco Control Education delivered to schools

### **Smokefree Places (See Chapter 3 for more info)**

- Work with schools to develop and promote Smokefree policies, including playgrounds, for school environments. This will include e-cigarettes.
- Develop and promote Smokefree homes and cars with a focus on families with young children.

### Case Study: School Based Education on the Harms of Smoking

The “Healthitude” programme delivered by the *Halton Health Improvement Team* offers to deliver comprehensive Tobacco Control education to all primary and secondary schools across Halton. The Tobacco Control education under “Healthitude” consists of education around the harms from tobacco, the dangers of secondhand smoke, awareness of the harms of Smoking in pregnancy, the financial cost of tobacco to individuals and families, tobacco industry tactics to recruit smokers, the harms of using E-Cigarettes.

“They really, really enjoyed and were really engaged in the sessions. One child has even asked his dad to pack in the fags and told him all of the bad effects. He is working abroad at the moment, so I'm not sure he expected that in his phone call home!” (Teacher, Hale Primary)

#### Halton Health Improvement Team with pupils at Halebank Primary School





## Chapter 2: Motivating and Assisting Every Smoker to Quit

### Why is this important?

Tobacco dependence is one of the hardest addictions to break. A smoker will typically have many failed quit attempts before they manage to successfully quit smoking. Some two-thirds of current smokers in England say that they want to quit smoking, with three-quarters reporting that they have attempted to quit smoking at some point in the past.

Providing support to help smokers quit is highly cost-effective and continues to offer smokers the best chance of quitting. Smokers who use stop smoking service support are up to four times as likely to quit successfully as those who choose to quit without help or with over the counter nicotine replacement therapy products.

### Where we are now

We have made great progress in reducing the harms caused by tobacco in Halton. The number of people in Halton who smoke has reduced significantly from around 30% in 2001 to just 16.6% in 2016, the lowest level since records began.

However in our journey towards a Smokefree generation, we risk leaving some people behind. Smoking rates are much higher among some social groups and this is where we now need to focus our efforts. In Halton:

- ❖ 24.1% of workers in a routine and manual occupation are smokers
- ❖ 16% of pregnant women were smokers at the time of delivery (higher than the England rate of 10.6%)
- ❖ 47.5% of residents with a serious mental illness smoke
- ❖ Smoking rates are 2-4 times higher in those with alcohol and drug dependencies than the general population
- ❖ Smokers are more likely to live with a long-term health condition. People with a long-term condition who smoke face increased health risks and complications and are more likely to be hospitalised or need domiciliary care.





# SMOKING PREVALENCE

## AMONG AT-RISK GROUPS IN HALTON

### GENERAL PREVALENCE

16.6% of all Halton residents are estimated to be smokers (2016)

# 16.6%



# 47.5%

### MENTAL ILLNESS

480 Halton residents with a serious mental illness are estimated to be smokers (2015/16)

### ROUTINE & MANUAL

24.1% of workers in a routine or manual occupation are estimated to be smokers (2016)

# 24.1%



# 16.0%

### PREGNANT WOMEN

244 of pregnant women were smoking at the time of delivery (2015/16)

### SUBSTANCE TREATMENT

Smoking rates are 2-4 times higher in those with alcohol or drug dependencies than the general population (Apollonio et al., 2016)

# 2-4x



PRODUCED BY PUBLIC HEALTH INTELLIGENCE

Infographic created using Canva.com; images used taken from The Noun Project

Figures taken from PHE's Tobacco Control profiles, the North West Trading Standards survey 2017 and Apollonio et al. 2016

## Local Stop Smoking Service in Halton

The *Halton Stop Smoking Service* provides all smokers who live or work in Halton (aged 12+) an easily accessible service which includes motivational and behavioural support alongside pharmacotherapy products and follows national evidence based guidelines to aid successful quitting. The service runs community based drop in clinics across Widnes and Runcorn (24 sessions per week in 19 venues).

The team of trained advisors support people to stop smoking through:

- Free advice and support, tailored to the individual needs of the smoker
- One-to-one or group support and advice from trained staff, for people motivated to stop smoking
- Pharmacotherapy support - Access to free or reduced cost Nicotine Replacement Therapy (NRT) via a voucher scheme

In addition the *Halton Stop Smoking Service* also:

- Delivers Brief intervention Stop Smoking training on request. This includes staff beyond the health sector. For example Cheshire Fire and rescue have been trained to undertake a brief intervention around smoking and refer smokers into the local stop smoking service as appropriate.
- Works in partnership to encourage referrals into service
- Attends community venues and to educate people on the harms of smoking and identify people who need support to quit smoking.
- Promotes national Stop Smoking campaigns such as Stoptober.

Local Pharmacies have been trained to deliver a stop smoking service. This means local people can access stop smoking support via their local pharmacy. Currently 27 pharmacies in Halton offer this service (14 in Widnes and 13 in Runcorn).



Public Health England

# HOW WILL YOU QUIT THIS STOPTOBER?

There's lots of support available, so talk to your local Stop Smoking Service.

Search Stoptober  
 /stoptober @stoptober

**STOP TOBER**

BECAUSE THERE'S ONLY ONE YOU

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***Launched in 2012, Stoptober is the 28-day stop smoking challenge from Public Health England that encourages and supports smokers across England towards quitting for good. Stoptober is based on the insight that if you can stop smoking for 28-days, you are five times more likely to be able to stay quit for good.***

**Focus for action**

In order to support people to stop smoking the *Halton Stop Smoking Service* will:

- Provide 1-1 and “Drop In “cessation sessions for clients in a variety of venues across Halton for all smokers to easily access. Out of hours sessions will be made available for those clients unable to access the service during working hours.
- Undertake home visits for clients unable to access venues due to ill health and text messaging and telephone support for clients when unable to attend appointments to aid prevention of relapse
- All clients who access the 12 week programme and quit at 4 weeks are to be followed up at 26 weeks, and 52 weeks after original quit date to measure long term abstinence and support those who have relapsed.
- Promote the service to other Health Professionals in primary care and acute services e.g. GP’s, Halton and Warrington Hospitals to increase referrals into service
- Deliver Brief Intervention (level 1 ) Stop Smoking training to Health Professionals and local community & voluntary sectors incorporating Making Every Contact Count (MECC) to increase throughput into the service
- Deliver Intermediate (level 2 ) training and support to Health Professionals e.g. pharmacies and local community & voluntary sectors when requested to increase capacity and access for clients wishing to stop smoking ensuring data collection and inputting from those services delivering cessation are included in Stop Smoking Service data
- Maximise opportunities to increase referrals into the service by promotion locally of national campaigns e.g. Stoptober, No Smoking Day through social media networks, partnership working and attending awareness events e.g. Vintage Rally
- Offer support to people who want to use electronic cigarettes (e-cigarettes) to help them quit smoking (In line with NCSCT Guidance).

# Do you want to quit smoking?

Be  
a Quit  
Hero!

We've helped thousands of local people to quit smoking for good. We can offer you:

- Access to free or reduced cost products
- Friendly advice and practical support to cope with cravings and stay stopped.

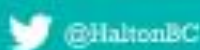


Contact us for free friendly advice and more information on local sessions in Runcorn & Widnes:

# 0300 029 0029

or visit [www.haltonhealthimprovement.co.uk](http://www.haltonhealthimprovement.co.uk)

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**ONE YOU**



## Helping Pregnant Women to Stop Smoking

### Why is this important?

Smoking, and maternal exposure to tobacco smoke, during pregnancy increases the risk of: ectopic pregnancy; miscarriage; placental abnormalities and premature rupture of the foetal membranes; still-birth; preterm delivery; low birth weight (under 2,500 grams); perinatal mortality; sudden infant death syndrome. More than a quarter of cases of sudden infant death syndrome (SIDS) are attributable to maternal smoking during pregnancy.

### What are we currently doing?

Halton has been part of the Liverpool City Region Child Poverty and Life Chances Commission Pilot to reduce smoking in pregnancy. Key components of the scheme are:

- ❖ Providing stress management support sessions to help clients cope with the stresses associated with quitting smoking during pregnancy.
- ❖ Requesting all pregnant women to identify a “Quit Buddy” to support them through the quitting process
- ❖ Offering all pregnant women referred to the Stop Smoking Services financial incentives to encourage them to stop smoking

NHS Halton CCG has been offered some targeted financial support from NHS England to help go further with efforts to reduce smoking in pregnant women. This funding will help .... System wide approach...

### Focus for action

In order to reduce the number of pregnant women smoking we will:

- Appoint a dedicated Smoking in Pregnancy lead within the Halton Borough Council Stop Smoking Service.
- Work closely with Halton Midwives to re-establish the Babyclear programme – A Systematic approach to CO monitoring and referral by midwives at first booking appointment.
- Review and develop robust smoking in pregnancy pathways for local women, Community Midwives, and Stop Smoking Service to include seamless referral and follow up mechanisms including fast track referrals, 24 hour response rates, text messaging, telephone support, helplines, and home visits (where appropriate)
- Work alongside Family Nurse Partnership to deliver cessation for young pregnant mums and their families at home visits
- Continue to deliver the Liverpool Poverty and Life Chances Commission Pilot - Providing stress management support sessions to help clients cope with the stresses associated with quitting smoking during pregnant and supporting all pregnant women to identify a “Quit Buddy” to support them through the quitting process



- Expand funding for established voucher scheme (financial incentive for pregnant women to quit smoking and to stay quit) to include added incentive for attendance and ensure further promotion of this programme via Midwives, Family Nurse Partnership (FNP), CGL, Breastfeeding Team and Health Visitors
- Develop marketing and communication plan to promote stop smoking service for pregnant women to partners (to include GP, Pharmacies, Family Planning and Contraception Services)
- Work with Halton and Warrington Hospital Sonographers to promote referrals into Stop Smoking Service at scan appointments for pregnant smokers.
- Ensure Healthy Community Pharmacies provide cessation intervention or referral through to Stop Smoking Services upon purchase of pregnancy test kit.
- Review and enhance maternity service performance contract indicators related to SIP (to include use of CO monitor at booking appointment and onward referral)
- Undertake an audit with of accuracy recording of smoking status at time of delivery



### **Case Study: My Journey to Quit Smoking when Pregnant**

I was referred to the Stop Smoking Service through my midwife. I wanted to stop smoking to reduce the harm to my new unborn baby and also to be a good role model for my other daughter. I also wanted to save money!

The felt the benefits of stopping smoking immediately, I could breathe better, I certainly smelt better, my skin and hair felt more nourished and money definitely stayed in my purse longer.

I was so happy to find out I was pregnant and thinking of the harm smoking was doing to my baby gave me the motivation and the will to stop. When I went to the stop smoking service I never ever felt patronised, I knew it was wrong to smoke but I was never told I had to stop. I think I would have struggled if I had been told I had to stop.

Smoking is an addiction and before I attended the Stop Smoking Service I never believed that I could quit. I wanted too but never thought I could.

It helped that as I was quitting my partner also decided to quit and we supported each other. Another good motivator that helped was that the longer I stayed off the cigs I was given 'Love to Shop' vouchers which was great as I could go and treat my daughter or buy things for the new baby.

I knew I had to keep going and never gave in. Whenever I needed help and support the Stop Smoking Service advisor was always there for me. I could always speak to her over the phone as she also gave me her mobile number and she told me to ring her any time if I needed her or I was having a wobble. I have thanked her and she just keeps telling me, "I've done nothing...you've done all the hard work, your amazing!"

I would definitely recommend the stop smoking service to everyone.

Now, at the end of my journey I have the most beautiful, healthy little baby daughter and I know I will not smoke again and my children will not be around smokers and fingers crossed they won't smoke either!



## **Parity of Esteem: Supporting People with Mental Health Conditions**

### **Why is this important?**

Smoking is a key cause of premature death, disability and poverty among people with a mental illness. In Halton nearly half (47.5%) of adults with a serious mental illness currently smoke. People with mental health conditions want to quit smoking as much as other smokers do. They have an equal right to be asked whether they smoke and provided with advice and access to effective support to quit or reduce harm.

### **What are we currently doing?**

Halton stop smoking service has trained North West Boroughs Healthcare Mental health teams to support patients to stop smoking. To date 68 members of staff have been trained.

The Halton stop smoking service delivers smoking cessation sessions at the Brooker centre each week. Within 30 minutes of admission clients who smoke are offered NRT products by Mental Health Care staff to replace their tobacco. The Stop Smoking Service then attends twice weekly on Tuesdays and Fridays in order to deliver a full 30 minute consultation where behaviour changes are discussed and NRT product is reordered or changed if relevant. This is known as 72 hour intervention.

The Halton Stop Smoking Service is supporting the Brooker Centre to go Smokefree and staff attend monthly meetings with mental health care staff to discuss any problems.

### **Focus for action**

In order to reduce smoking among people with a mental illness we will:

- Halton Stop Smoking Service will provide 1-1 cessation sessions for patients and staff residing and based in the Brooker Centre at Halton Hospital ensuring easy access.
- Provide text messaging and telephone support for clients and staff when unable to attend appointments to aid prevention of relapse.
- Support and work closely with North West Borough Healthcare mental health teams by attending monthly task and finish meetings to help promote and initiate smoke free environments and grounds within the hospital setting
- Work in close partnership and promote the service to other Health Professionals working in mental health services within community settings to increase referrals into the service
- Deliver Brief Intervention (level 1 ) training to those Health Professionals and local community & voluntary sectors in contact with mental health service users incorporating Making Every Contact Count (MECC) to increase throughput into the service
- Deliver Intermediate (level 2 ) training and support to Mental Health Professionals when requested to increase capacity and access for clients wishing to stop smoking ensuring data collection and inputting from those services delivering cessation are included in Stop Smoking Service data



## Reducing Smoking among People with a Long-term condition

### Why is this important?

Smoking both causes and exacerbates long-term conditions. Smoking causes around 90% of COPD cases. Smoking significantly increases the risk of heart disease and stroke. Smokers are 2-4 times more likely to have a stroke. In addition people with a long-term condition who smoke face increased health risks and complications and are more likely to be hospitalised or need domiciliary care. Smoking also doubles the risk of developing social care needs. Non-smokers have, on average, shorter hospital stays, lower drug doses and fewer complications.

### What are we currently doing?

The Halton Stop Smoking Service is working alongside the Halton respiratory team to support patients to stop smoking. The Service also attends local Pulmonary and cardiac rehab education sessions and the local breathe easy group to raise awareness to the harms of smoking and promote the Stop Smoking Service. Home Visits are arranged for patients unable to attend the drop in sessions due to poor health. Work has been undertaken with primary care to encourage referral into the Halton Stop Smoking Service using Map of Medicine. Halton Stop Smoking Service also delivers cessation clinics within primary care settings e.g. Weaver Vale and BrookVale Medical Centres.

### Focus for action

In order to reduce the number of people with a long-term condition in Halton smoking we will:

- Provide weekly 1-1 cessation sessions in Halton Hospital for patients, staff, and Halton residents, also those smokers referred to the Respiratory Team with long term health conditions, ensuring easy access.
- Deliver Health Days and promote national campaigns i.e. Stoptober, No Smoking Day and delivering COPD6 screening (Lung Age) at Halton Hospital to initiate referrals and raise awareness to Respiratory Health conditions resulting from smoking addictions.
- Work with Warrington Stop Smoking Service to develop a robust pathway for pre-operative patients (incorporating 'Stop before the op' programme) to enable fast tracking into the service of acute patients
- Deliver Brief Intervention (level 1 ) training to those Health Professionals within the Hospital and community settings incorporating Making Every Contact Count (MECC) to increase throughput into the service
- Attend Pulmonary Rehab, Cardiac Rehab and local Breathe Easy Group sessions to raise awareness to the harms of smoking and promote the Stop Smoking Service
- Work with stop smoking leads from NHS community and acute trusts to implement and monitor performance related to the NHS Prevention CQUIN (This CQUIN focuses on identifying and, where required, providing advice and offering referral to specialist services for inpatients in community and mental health trusts (2017-19) and all acute trusts (18-19).
- Promote the Halton Stop Smoking Service at Primary Care protected learning time sessions and increase stop smoking delivery support within primary care settings.
- Work in partnership with Wellbeing Enterprises to raise awareness and increase referrals into the stop smoking service and explore opportunities to deliver cessation within the Services and train staff to deliver smoking cessation advice.

## Reducing smoking among Routine and Manual workers

### Why is this important?

Smoking is often part of the daily routine for many workers, which can make it difficult to break the habit and quit. Like other health behaviours, there are inequalities in smoking. In Halton, approximately 1 in 4 of those in routine and manual occupations smoke, double that of managerial and professional roles. People who smoke also take an average of two or three days more sick leave per year. In combination with lost productivity from regular cigarette breaks, employees who smoke are estimated to cost Halton businesses over £15 million a year.



### What are we currently doing?

In order to support routine and manual workers to stop smoking the Halton Health Improvement Team have been working in partnership with local businesses to deliver workplace interventions (drop in sessions, lung age readings) and awareness sessions. Workplaces have been supported to promote national campaigns e.g. Stoptober, National No Smoking Day.

Local workplaces have been supported to develop smoking policies. Occupational health staff have been trained in smoking cessation training so that they can deliver brief intervention, advice and referral to the Halton Stop Smoking Service as appropriate.

### Focus for action

In order to reduce smoking among routine and manual workers we will:

- Halton Stop Smoking Service to provide 1-1 or group cessation sessions for smokers in workplace settings across Halton ensuring easy access.
- Deliver Brief Intervention (level 1 ) training to Occupational Health staff and/ or HR staff in workplaces
- Support workplaces by attending Health Days and promoting national campaigns i.e. Stoptober, No Smoking Day and delivering COPD6 screening (Lung Age) to initiate referrals and raise awareness to Respiratory Health conditions resulting from smoking addictions.
- Support HR staff in workplaces through advising on No Smoking policies and E-cigarettes in the workplace
- Work in partnership with the Halton Housing Trust to raise awareness and increase referrals into the stop smoking service and explore opportunities to deliver cessation within the Services and train staff to deliver smoking cessation advice.
- Work in partnership with the Halton Citizens Advice Service to raise awareness and increase referrals into the stop smoking service and explore opportunities to deliver cessation within the Services and train staff to deliver smoking cessation advice.

## **Reducing Smoking Among People who Misuse Substances**

### **Why is this important?**

Rates of smoking amongst people who misuse drugs and alcohol are 2-4 times higher than in the general population. Cigarette smoking amongst people who misuse substances is an important health risk within a population subgroup whose general health may already be compromised. People who misuse substances tend to start smoking at a younger age and are also more likely to be heavy smokers and experience greater difficulty with quitting. However it is wrong to assume that individuals with substance misuse problems do not want to quit smoking.

### **What are we currently doing?**

The Halton Stop Smoking Service has been working in partnership with the local substance misuse treatment provider Change Grow Live (CGL) to support clients to stop smoking. This has included delivery of stop smoking drop in sessions at CGL premises in Runcorn and Widnes, home visits to housebound CGL service users and training of CGL staff in Smoking Cessation.

In addition a lung awareness event has been organised alongside Halton Respiratory Team to raise awareness of the dangers of smoking, support clients to stop smoking and identify undiagnosed cases of COPD.

### **Focus for action**

In order to reduce smoking among people who misuse substances we will:

- Halton Stop Smoking Service to provide weekly 1-1 cessation sessions for patients and staff attending CGL drug and alcohol recovery service in Runcorn base and Widnes base ensuring easy access.
- Deliver Brief Intervention (level 1 ) training to Key Workers/Peer Mentors at CGL
- Support CGL service by attending Healthy Lifestyle events for service users and deliver COPD6 screening (Lung Age) to initiative referrals into the Stop Smoking Service and raise awareness to Respiratory Health conditions resulting from drug, alcohol and smoking addictions

**Case Study: I could have been a millionaire – now I feel a million dollars**

I am 61 years old of age and have smoked since I was 16. Yes, that’s correct-45 years as a smoker. If I average £50 per week spent on cigarettes it would be approximately £163,800, scary! Not to mention the cost to my health - always getting colds and coughs.

However, the past is the past, I can’t change that. I can control my future by not smoking. I do feel better. Skin glowing, better night’s sleep, hands and nails in fantastic condition, walking without the wheezing. I do wish I had done it years ago. However, I’m living in the now and enjoying the benefits.

I only decided to stop smoking over 6 weeks ago. I joined the stop-smoking clinic and when I first blew in the carbon monoxide monitor my reading was off the scale - that of a heavy smoker. Since then my readings have been nil or 1 - that of a non-smoker. I can’t express the “buzz” I feel when I see those readings. I actually like going to appointments and seeing my progress. I feel so so proud could not have done it without the support of the clinic and my fantastic Smoking Practitioner.

It’s not been easy. My life has changed a lot in 7 months - resulting in anxiety and depression so it’s hard not to look for comfort in a cigarette. Boundaries also have been put in place to avoid smokers, to ask my friends who smoke not to and not offer me any temptations. I have a “reward” jar- all the money I have saved from not smoking is going towards treats for me. My aim is a Spa Day.

Another big bonus is because I feel so proud of my achievements it’s given me confidence to reach out and do other things – Yoga being one.

If I can do it anyone can and yes I feel like a “million dollars”. Thank you, Jean (a non-smoker)



## **Chapter 3: Protecting Families and Communities from Tobacco-Related Harm**

### **Smokefree Places**

#### **Why is this important?**

Exposure to Secondhand smoke is hazardous to health, especially for children. Secondhand smoke contains more than 4,000 chemicals, many of which are irritants and toxins. The smoke also contains more than 50 known carcinogens. People who breathe in secondhand smoke are therefore at risk of the same diseases as smokers, including cancer and heart disease. Children exposed to a smoky atmosphere are more likely to suffer from breathing problems, allergies and chest infections.

Research shows that reducing children's exposure to smoking decreases the uptake of smoking amongst young people in the long term. Children learn their behaviour from adults and so it's essential that tobacco use in our communities is not seen as part of everyday life. Promoting Smokefree spaces therefore de-normalises smoking and protects future generations of children and young people from taking up smoking.

#### **Where we are now**

2017 marks the tenth anniversary of the implementation of Smokefree legislation in England. This ground-breaking legislation made it illegal to smoke in almost all enclosed work places and public places. This legislation means that more people benefit from clean air at work, while travelling on public transport and in enclosed public places. To further protect children, the government extended legislation to cover private vehicles from October 2015. Smokefree laws are proving to be effective, popular and compliance is virtually universal.

However, despite Smokefree legislation, recent evidence shows that a quarter of young people are exposed to secondhand smoke, with over half of 16-24 year olds reporting exposure. It is therefore still important to raise the issue of secondhand smoke, especially for those who maybe smoking around children.

E-cigarette use is not covered by Smokefree legislation. E-cigarettes do not burn tobacco and do not create smoke. This means that unlike cigarette smoke, there is no evidence so far that exposure to secondhand vapour is harmful. However there are concerns that the presence of e-cigarettes might act to re-normalise smoking, undermining decades of work to tackle the harm from tobacco. Organisations and employers will need to be supported to update their policies to cover these new products, and PHE has published guidance to support this.

#### **What are we currently doing?**

Halton has made good progress in promoting Smokefree areas for children and young people. Halton Borough Council was the first local authority in Cheshire and Meresyside to introduce smokefree play areas in parks across Halton. 71 play areas across Halton have signed up to a voluntary code that discourages people from smoking. The scheme was supported by training for park wardens to discourage people who persist in smoking in play areas and by special signage designed by pupils of Oakfield School requesting that children be allowed to 'Play Smokefree'.

This initiative has been extended to a number of schools in Halton where parents were discouraged from smoking at playground entrances by the children themselves through designing artwork and posters on playground exterior walls and school entrances where parents congregate.

A school smokefree policy template has been distributed to primary and secondary schools across Halton as a guide for schools to refer to when updating their policies

 News > Liverpool News > Halton Council

## Halton leads way in smokefree playgrounds

HALTON is leading the way in smoke-free playgrounds. A total of 71 play areas will be covered by the voluntary Play Smokefree code developed by local heart health charity Heart of Cheshire.



BY LIVERPOOL ECHO  
00:00, 24 OCT 2011 | UPDATED 06:07, 8 MAY 2013

NEWS

Work has been undertaken with local workplace to encourage them to develop Smokefree policies. Halton has been awarded the Smokefree Workplace Charter from Heart of Mersey.

Smoke free home and car schemes have also been promoted previously in Halton where residents are asked to:

- Take the pledge to not smoke in the house.
- Keep children's playing area, eating area and sleeping areas completely smoke-free.
- Always try to smoke outdoors, away from children as smoke can seep through closed doors.
- Tell family and friends about your new smoke-free house and ask them to help by not smoking in your house.
- Avoid smoking in cars – on long trips, stop, have a break and smoke outside the car.
- Remember, that 85% of Tobacco smoke is invisible.

### Focus for action

In order to reduce exposure to secondhand smoke and de-normalise smoking we will:

- Work with NHS colleagues to support the implementation of Smokefree policies across all local hospitals and community clinics (to include e-cigarettes).
- Work with schools to develop and promote Smokefree policies for school environments (to include e-cigarettes).
- Work with employers to develop and promote Smokefree policies for work environments (to include e-cigarettes).
- Develop and promote Smokefree homes and vehicles with a focus on families with young children.
- Ensure compliance with Smokefree public places e.g. playgrounds and vehicles (including public transport)



### Case Study: Smokefree NHS

Tackling the devastating harm of tobacco is a national priority and the NHS must be front and centre for us to secure a Smokefree generation in England.

The burden of smoking on the NHS is large: each year, around 1,178 hospital admissions in Halton are attributable to smoking and the total annual cost is estimated at £4.4 million, with a further £4 million in social care costs.

Public Health England has recently written to all NHS Trust chief executives in England, calling for their personal commitment to work towards a truly Smokefree NHS.

We can reach many smokers through health services; they are in waiting rooms, consulting rooms and beds, and many are NHS staff. It is estimated that as many as 25% of patients in our acute hospital beds are smokers.

A Smokefree NHS means:

- No smoking anywhere in NHS buildings or grounds
- Stop smoking support offered on site or referrals to local services
- Every frontline professional discussing smoking with their patients

By helping people stop smoking we are increasing their chance of living longer, healthier lives and also reducing their need to use health and social care services in the future.

We need to ensure that local NHS services are places that provide a supportive tobacco-free environment for patients, staff and visitors, and in which the treatment of tobacco dependence is fully integrated into clinical pathways.



## Reduce the Availability of Tobacco Products and E-Cigarettes to Persons Under the Age of 18

### Why is this important?

As outlined in *Chapter 1* smoking remains an addiction which is largely taken up in childhood, with the majority of smokers starting as teenagers. Reducing the availability of cigarettes through preventing illegal underage sales restricts young people's access to tobacco products and helps prevent them from developing this addiction.

### Where we are now

The Trading Standards North West survey 2017 found that:

- ❖ 81% of young people are aware it is illegal to sell cigarettes to under 18's
- ❖ Only 69% of young people are aware it is illegal to sell e-cigarettes to under 18's
- ❖ Young people mostly get their cigarettes from friends (51%).
- ❖ There has been a reduction in the number of young people who claim to buy cigarettes themselves from shops/ off licenses (currently 17%, down 9% since 2 years ago).
- ❖ 11% of young people get adults outside shops to buy cigarettes for them (proxy purchasing).

### What are we currently doing?

As part of the Healthitude Programme delivered by the Halton Health Improvement Team we are educating young people in school that it is illegal for those aged under 18 to buy cigarettes and e-cigarettes.

Halton Trading Standards Team advise businesses selling tobacco products and e cigarettes on their due diligence systems and the law. They are also being given info and advice on identifying and avoiding proxy purchasing. They also conduct "mystery shopping" exercises using an 18 year old volunteer to check compliance with the law to not sell to under 18's. Advice and training are provided where failures to comply occur.

In addition the Halton Trading Standards Team are undertaking a project to ensure that our tobacco and e cigarette suppliers comply with the new labelling rules (105 local premises have been advised in writing and 19 premises visited so far).

### Focus for action

In order to reduce the availability of tobacco products and E Cigarettes to persons under the age of 18 we will:

- Work with traders within the Borough to reduce the availability of tobacco products to persons under the age of 18 and promote due diligence by visiting every identified tobacco seller to inform them of current legal requirements, check compliance and offer advice or take enforcement action as appropriate
- Check compliance with cigarette traders relating to point of sale signage and package labelling
- Undertake undercover test purchasing at traders of e-cigarettes and /or tobacco within the borough when and where intelligence is received using an underage volunteer



- Improve awareness of the offence of proxy purchasing with traders and the public and develop and agree an enforcement approach where there is more persistent non compliance
- Where young people are found to be asking for tobacco from traders, to develop an approach, in consultation with the Health Improvement team which will enable the officer to offer support to the young person in stopping smoking
- Identify suppliers of e-cigarettes, check compliance with the labelling requirements and take appropriate action where non-compliance is identified. Also provide advice and information on due diligence systems to prevent the sale of e-cigarettes to under 18's
- Develop a communications plan for the public to raise awareness that it is an offence to buy e-cigarettes for under 18 year olds

## **Reduce the Availability of Illicit and Counterfeit Tobacco Products**

### **Why is this important?**

Illegal tobacco products are cigarettes or hand-rolling tobacco that have been smuggled, bootlegged or are counterfeit. The sale of illicit tobacco undermines public health policy by offering a cheaper option for those who might otherwise see price as a reason to stop smoking.

Illicit tobacco damages legitimate businesses and makes tobacco more accessible to children. Tobacco smuggling is serious organised crime and the proceeds made from it are used to fund further criminality, perpetuating the cycle of harm. As illicit cigarettes often do not comply with UK rules and regulations they may be more harmful to health. Counterfeit tobacco has also been found to contain arsenic, rat droppings and far more tar and carbon monoxide than legal products.

### **Where we are now**

As this activity is illegal and undercover estimating the scale of the problem locally is difficult.

At a national level, following co-ordinated enforcement action in the UK and at European level, the level of illicit trade in the UK has subsequently fallen. HM Revenue & Customs estimates for 2015/16 were that 13% of cigarettes in the UK market were illicit (down from 21% in 2000), and 32% of hand-rolled tobacco in the UK market were illicit (down from 63% in 2000).

### **What are we currently doing?**

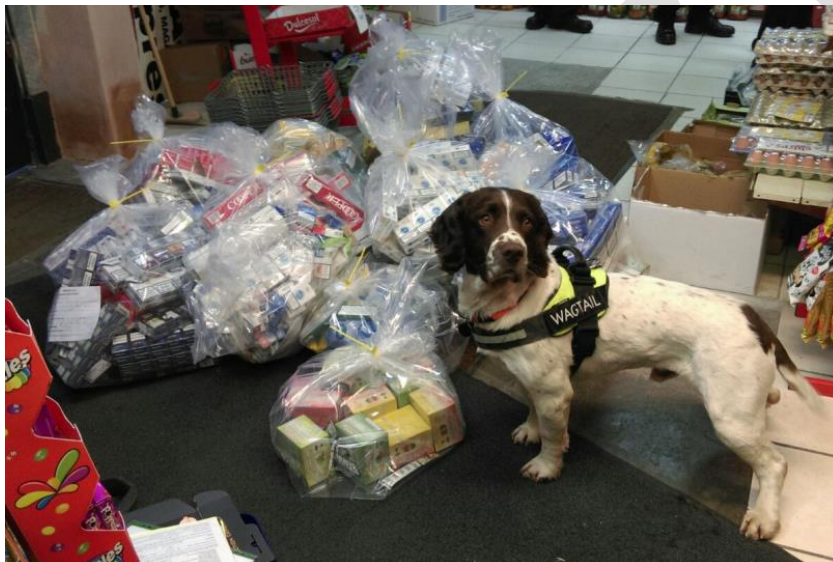
Where complaints/intelligence is received the potential breaches are being investigated. The Wagtail sniffer dog is used to search premises to identify illicit tobacco which is often concealed and well hidden.

Other sources of intelligence are also being looked into because of the lack of information which comes through from the general public.

**Focus for action**

In order to reduce the availability of illicit and counterfeit tobacco products we will:

- Investigate all intelligence and complaints received in relation to illicit and counterfeit tobacco, using Wagtail sniffer dogs as appropriate.
- Improve the opportunity for residents to report intelligence relating to traders/sellers of illicit and counterfeit tobacco products by developing a communication/PR strategy
- Ensure information on Illegal and Counterfeit Tobacco is included in Tobacco Control Education delivered to schools



*Wagtail dog (Bradley) with identified illicit tobacco*

## Reducing the Availability of Illicit and Counterfeit Tobacco Products

### Case Study 1: Stopping Traders Selling Tobacco to Halton Residents on Facebook

Intelligence indicated the traders were involved in the sale of cigarettes via the social media platform Facebook. The traders had previously given warnings for possession of counterfeit tobacco/cigarettes and other goods over a three year period. Online investigations confirmed the traders were brazenly selling illicit tobacco/cigarettes via their Facebook accounts:



As a result of the investigation by Halton Trading Standards in joint partnership with Cheshire Police, the traders were stopped in their vehicle and found to be in possession of over 12,000 cigarettes with an estimated value of £5,000. As a result of the seizure the trader's car, iPhone, £600 and the cigarettes were all seized. In addition the traders were prosecuted and given 12 month prison sentences (suspended for 18 months), 200 community hours and probation orders.

### Case Study 2: Stopping the Selling of Cigarettes to Children from Residential Premises

Intelligence suggested this trader was selling cigarettes to children as young as 9 years of age from his residential address. Halton Trading Standards Officers visited the trader with support from Cheshire Police. Upon entering the trader's home it became apparent the trader was in possession of a variety of different brands of illicit and counterfeit cigarettes/tobacco.



The trader was arrested and later prosecuted for offences contrary to the Trade Marks Act and safety legislation. The trader pleaded guilty to five offences and was given a £775 fine and a forfeiture order was issued for the seized cigarettes (10,500) and tobacco (3kgs), valued at £4,366. In addition a proceeds of crime order was processed for £4,366, the perceived benefit to the defendant.

## **Delivering the Tobacco Control Plan**

This Tobacco Control Plan sets out evidence-based actions, based upon national policy, research and local insight, to reduce smoking rates and tobacco-related harm in Halton. The Plan is supported by an action plan which outlines exactly how, by whom and when the agreed actions will be undertaken and the outcomes we hope to achieve.

The *Halton Tobacco Alliance* will monitor the implementation of the action plan and refresh the action plan on an annual basis. Progress reports will be presented to the Halton Healthy Lifestyle Board and the Health and Wellbeing Board.

### **How we will measure success**

The *Halton Tobacco Alliance* will monitor progress related to high level indicators included within the Public Health and NHS Outcomes Framework this includes:

- Smoking prevalence young people
- Smoking prevalence in adults
- Smoking prevalence in adults routine and manual occupations
- Smoking status at time of delivery
- Smoking prevalence in adults with a severe mental illness
- Smoking attributable hospital admissions

## Stopping the inflow of young people recruited as smokers

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
To offer all primary and secondary schools across Halton consistent and comprehensive Tobacco Education to enable all staff and pupils to be made aware of latest effective Tobacco Control measures to reduce smoking prevalence.	To reduce the prevalence and uptake of smoking amongst young people.	1	Increase the number of young people in Halton receiving Tobacco Control Education through the "Healthitude" programme.	Health Improvement Team Healthitude Coordinator	Number of primary schools Number of secondary schools Number of pupils	September 2017 – September 2018
		2	Identify and induct Youth Health Champions in schools to cascade information on Health Issues, including Tobacco Control, to peers.	Health Improvement Team Healthitude Coordinator	Number of Youth Health Champions	September 2017 – September 2018
		3	Promote Wellbeing Tobacco online magazine to all schools requesting Tobacco Control Education ensuring consistency in delivery of Tobacco Control messages.	Health Improvement Team Healthitude Coordinator	Number of primary schools Number of secondary schools Number of "hits" Accessing online mag.	September 2017 – September 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
		4	Deliver brief intervention training for all staff in schools (including teachers, teaching assistants, and school nurses) to encourage stop smoking referrals into the Stop Smoking Service for young people and their families.	Healthitude Coordinator Stop Smoking Service	Numbers trained Number of schools	September 2017 – September 2018
		5	Offer cessation support to all staff working within schools to provide children with non-smoking role models within the school environment.	Stop Smoking Service		September 2017 – September 2018
		6	Work in partnership with community groups e.g. youth groups, LGBT young people groups, young carers groups, groups for young people with special educational needs (SEN). Raise awareness and increase referrals into the stop smoking service and explore opportunities to deliver cessation within the Services and train staff to deliver smoking cessation advice.	Stop Smoking Service	Numbers trained Number of Referrals	September 2017 – September 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
		7	Work in partnership with the Youth Offending Services in Halton to raise awareness and increase referrals into the stop smoking service and explore opportunities to deliver cessation within the Services and train staff to deliver smoking cessation advice.	Stop Smoking Service	Number of Referrals Numbers trained	September 2017 – September 2018
		8	Work in partnership with the Children and young people mental health service in Halton to raise awareness and increase referrals into the stop smoking service and explore opportunities to deliver cessation within the Services and train staff to deliver smoking cessation advice.	Stop Smoking Service	Number of Referrals Numbers trained	September 2017 – September 2018
		9	Educate young people around the harms of e-cigarette through school based “Healthitude” programme and within community youth club settings.	Healthitude Coordinator	Number of primary schools Number of secondary schools Number of pupils	September 2017 – September 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
		10	Educate parents on the health harms of e-cigarette use by young people.	Healthitude Coordinator		September 2017 – September 2018
		11	Identify suppliers of e-cigarettes, check compliance with the labelling requirements and take appropriate action where non-compliance is identified. Also provide advice and information on due diligence systems to prevent the sale of e-cigarettes to under 18's.	Trading Standards		September 2017 – September 2018
		12	Develop a communications plan for the public to raise awareness that it is an offence to buy e-cigarettes for under 18 year olds.	Social Marketing and Communications	Plan Developed	September 2017 – September 2018



## Halton Stop Smoking Service

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
To provide all smokers who live or work in Halton from the age of 12+ upwards an easily accessible service which includes motivational and behavioural support alongside pharmacotherapy products and follows national evidence based guidelines to aid successful quitting.	To reduce rates of smoking across Halton.	1	Provide 1-1 and "Drop In "cessation sessions for clients in a variety of venues across Halton for all smokers to easily access. Out of hours sessions will be made available for those clients unable to access the service during working hours.	Stop Smoking Service	Number accessing Number quit	March 2017 –April 2018
		2	Undertake home visits for clients unable to access venues due to ill health and text messaging and telephone support for clients when unable to attend appointments to aid prevention of relapse.	Stop Smoking Service	Number Home Visits	March 2017 –April 2018
		3	All clients who access the 12 week programme and are quit at 4 weeks are to be followed up at 26 weeks, and 52 weeks after original quit date to measure long term abstinence and support those who have relapsed.	Stop Smoking Service		March 2017 –April 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
		4	Promote the service to other Health Professionals in primary care and acute services e.g. GP's, Halton and Warrington Hospitals to increase referrals into service.	Stop Smoking Service	Number of Referrals	March 2017 –April 2018
		5	Deliver Brief Intervention (level 1) Stop Smoking Service training to Health Professionals and local community & voluntary sectors incorporating Making Every Contact Count (MECC) to increase throughput into the service.	Stop Smoking Service	Number trained Number of Referrals	March 2017 –April 2018
		6	Deliver Intermediate (level 2 ) training and support to Health Professionals e.g. pharmacies and local community & voluntary sectors when requested to increase capacity and access for clients wishing to stop smoking ensuring data collection and inputting from those services delivering cessation are included in Stop Smoking Service data.	Stop Smoking Service	Number trained	March 2017 –April 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
		7	Maximise opportunities to increase referrals into the service by promotion locally of national campaigns e.g. Stoptober, No Smoking Day through social media networks, partnership working and attending awareness events e.g. Vintage Rally.	Stop Smoking Service	Number of Referrals	March 2017 –April 2018
		8	Offer support to people who want to use electronic cigarettes (e-cigarettes) to help them quit smoking (In line with NCSCT Guidance).	Stop Smoking Service		March 2017 –April 2018

## Helping pregnant women to stop smoking

Objective	Outcomes		Actions	Lead	Targets/Outputs	Timescales
To ensure every pregnant woman who smokes in Halton is identified as early as possible before , during and after pregnancy and offered effective support to stop smoking and stay stopped	To reduce rates of smoking during pregnancy (measured at time of giving birth).	1	Appoint a dedicated Smoking in Pregnancy lead within the Halton Borough Council Stop Smoking Service.	Tobacco Control Coordinator supported by Public Health Consultant	Smoking in Pregnancy Lead established	April 2017
		2	Work closely with Halton Midwives to re-establish the Babyclear programme – A Systematic approach to CO monitoring and referral by midwives at first booking appointment.	Tobacco Control Coordinator Smoking in Pregnancy Lead	Monitor referrals/throughput	Ongoing
		3	Review and develop robust smoking in pregnancy pathways for local women, Community Midwives, and Stop Smoking Service to include seamless referral and follow up mechanisms including fast track referrals, 24 hour response rates, text messaging, telephone support, helplines, and home visits (where appropriate).	Tobacco Control Coordinator Smoking in Pregnancy Lead Administration	Pathways developed Resources developed	Nov 2017

Objective	Outcomes		Actions	Lead	Targets/Outputs	Timescales
		4	Work alongside Family Nurse Partnership to deliver cessation for young pregnant mums and their families at home visits.	Smoking in Pregnancy Lead	Monitor referrals/throughput	Ongoing
		5	Continue to deliver the Liverpool Poverty and Life Chances Commission Pilot - Providing stress management support sessions to help clients cope with the stresses associated with quitting smoking during pregnant and supporting all pregnant women to identify a "Quit Buddy" to support them through the quitting process.	Stop Smoking Service	Number of Quit Buddies Number of Pregnant Quitters	Ongoing
		6	Expand funding for established voucher scheme (financial incentive for pregnant women to quit smoking and to stay quit) to include added incentive for attendance and ensure further promotion of this programme via Midwives, Family Nurse Partnership (FNP) ,CGL, Breastfeeding Team and Health Visitors.	Smoking in Pregnancy Lead	Increase in referrals/throughput	Nov 2017

Objective	Outcomes		Actions	Lead	Targets/Outputs	Timescales
		7	Develop marketing and communication plan to promote stop smoking service for pregnant women to partners (to include GP, Pharmacies, Family Planning and Contraception Services).	Smoking in Pregnancy Lead Marketing Support	Increase in referrals	Nov 2017
		8	Work with Halton and Warrington Hospital Sonographers to promote referrals into Stop Smoking Service at scan appointments for pregnant smokers.	Smoking in Pregnancy Lead	Increase in referrals	Nov 2017
		9	Ensure Healthy Community Pharmacies provide cessation intervention or referral through to Stop Smoking Services upon purchase of pregnancy test kit.	Commissioning Manager Smoking in Pregnancy Lead Marketing Support	Increase in throughput to Pharmacy cessation /Stop Smoking Services Resources dev.	October 2017
		10	Review and enhance maternity service performance contract indicators related to SIP (to include use of CO monitor at booking appointment and referral).	Tobacco Control Coordinator CCG Commissioner	Performance indicators enhanced	Dec 2017
		11	Undertake an audit of accuracy recording of smoking status at time of delivery.	Tobacco Control Coordinator	Audit undertaken Accuracy of recording enhanced if appropriate	Dec 2017

## Supporting people with mental health conditions

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
To target those smokers with mental health conditions and with high smoking prevalence who may require more support to stop smoking by providing easier access to the service which includes motivational and behavioural support alongside pharmacotherapy products and follows national evidence based guidelines to aid successful quitting	To reduce rates of smoking for people with mental health conditions.	1	Halton Stop Smoking Service to provide 1-1 cessation sessions for patients and staff residing and based in the Brooker Centre at Halton Hospital ensuring easy access.	Stop Smoking Service	Number accessing Number of quitters	April 2017 - March 2018
		2	Provide text messaging and telephone support for clients and staff when unable to attend appointments to aid prevention of relapse.	Stop Smoking Service		April 2017 - March 2018
		3	Support and work closely with North West Borough by attending monthly task and finish meetings to help promote and initiate smoke free environments and grounds within the hospital setting.	Stop Smoking Service	Meetings attended	April 2017 - March 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
			Work in close partnership and promote the service to other Health Professionals working in mental health services within community settings to increase referrals into the service.	Stop Smoking Service	Number of Referrals	April 2017 - March 2018
		5	Deliver Brief Intervention (level 1) training to those Health Professionals and local community & voluntary sectors in contact with mental health service users incorporating Making Every Contact Count (MECC) to increase throughput into the service.	Stop Smoking Service	Number trained	April 2017 - March 2018
		6	Deliver Intermediate (level 2 ) training and support to Mental Health Professionals when requested to increase capacity and access for clients wishing to stop smoking ensuring data collection and inputting from those services delivering cessation are included in Stop Smoking Service data.	Stop Smoking Service	Number trained	April 2017 - March 2018



## Reducing smoking among people with Long term conditions

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
To target those smokers with long term health conditions e.g. COPD and with high smoking prevalence who may require more support to stop smoking by providing easier access to the service which includes motivational and behavioural support alongside pharmacotherapy products and follows national evidence based guidelines to aid successful quitting.	To reduce rates of smoking for people with long term conditions.	1	Provide weekly 1-1 cessation sessions in Halton Hospital for patients, staff, and Halton residents, also those smokers referred to the Respiratory Team with long term health conditions, ensuring easy access.	Stop Smoking Service	Number accessing Number of quitters	April 2017 - March 2018
		2	Deliver Health Days and promote national campaigns i.e. Stoptober, No Smoking Day and delivering COPD6 screening (Lung Age) at Halton Hospital to initiate referrals and raise awareness to Respiratory Health conditions resulting from smoking addictions.	Stop Smoking Service	Number of Referrals	April 2017 - March 2018
		3	Work with Warrington Stop Smoking Service to develop a robust pathway for pre-operative patients (incorporating 'Stop before the op' programme) to enable fast tracking into the service of acute patients.	Stop Smoking Service	Pathway Developed	April 2017 - March 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
		4	Deliver Brief Intervention (level 1 ) training to those Health Professionals within the Hospital setting incorporating Making Every Contact Count (MECC) to increase throughput into the service.	Stop Smoking Service	Numbers trained Number of Referrals	April 2017 - March 2018
		5	Attend Pulmonary Rehab, Cardiac Rehab and local Breathe Easy Group sessions to raise awareness to the harms of smoking and promote the Stop Smoking Service.	Stop Smoking Service	Number attended	April 2017 - March 2018
		6	Work with stop smoking leads from NHS community and acute trusts to implement and monitor performance related to the NHS Prevention CQUIN (This CQUIN focuses on identifying and, where required, providing advice and offering referral to specialist services for inpatients in community and mental health trusts (2017-19) and all acute trusts (2018-19).	Stop Smoking Service	Number of Referrals	April 2017 - March 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
		7	Promote the Halton Stop Smoking Service at Primary Care protected learning time sessions and increase stop smoking delivery support within primary care settings.	Stop Smoking Service	Number of Referrals Number of sessions	April 2017 - March 2018

## Reducing smoking among routine and manual workers

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
To target routine and manual socio economic group smokers with high smoking prevalence via workplace settings, providing easier access to the service which includes motivational and behavioural support alongside pharmacotherapy products and follows national evidence based guidelines to aid successful quitting.	To reduce rates of smoking amongst routine and manual workers.	1	Halton Stop Smoking Service to provide 1-1 or group cessation sessions for smokers in workplace settings across Halton ensuring easy access.	Stop Smoking Service	Number accessing Number of quitters	April 2017 - March 2018
		2	Deliver Brief Intervention (level 1 ) training to Occupational Health staff and/ or HR staff in workplaces.	Stop Smoking Service	Numbers trained	April 2017 - March 2018
		3	Support workplaces by attending Health Days and promoting national campaigns i.e. Stoptober, No Smoking Day and delivering COPD6 screening (Lung Age) to initiate referrals and raise awareness to Respiratory Health conditions resulting from smoking addictions.	Stop Smoking Service	Number of referrals	April 2017 - March 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
		4	Support HR staff in workplaces through advising on No Smoking policy's and E-cigarettes in the workplace.	Stop Smoking Service	Number of workplaces	April 2017 - March 2018
		5	Work in partnership with the Halton Housing Trust to raise awareness and increase referrals into the stop smoking service and explore opportunities to deliver cessation within the Services and train staff to deliver smoking cessation advice.	Stop Smoking Service	Number of referrals Numbers trained	April 2017 - March 2018
		6	Work in partnership with the Halton Citizens Advice Service to raise awareness and increase referrals into the stop smoking service and explore opportunities to deliver cessation within the Services and train staff to deliver smoking cessation advice.	Stop Smoking Service	Number of referrals Numbers trained	April 2017 - March 2018

## Reducing smoking among people who misuse substances

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
To target those smokers recovering from drug and alcohol addictions and with high smoking prevalence who may require more support to stop smoking by providing easier access to the service which includes motivational and behavioural support alongside pharmacotherapy products and follows national evidence based guidelines to aid successful quitting.	To reduce rates of smoking for those smokers in high risk groups.	1	Halton Stop Smoking Service to provide weekly 1-1 cessation sessions for patients and staff attending CGL drug and alcohol recovery service in Runcorn base and Widnes base ensuring easy access.	Stop Smoking Service	Number accessing Number of quitters	April 2017 - March 2018
		2	Deliver Brief Intervention (level 1 ) training to Key Workers/Peer Mentors at CGL.	Stop Smoking Service	Number trained	April 2017 - March 2018
		3	Support CGL service by attending Healthy Lifestyle events for service users and deliver COPD6 screening (Lung Age) to initiative referrals into the Stop Smoking Service and raise awareness to Respiratory Health conditions resulting from drug, alcohol and smoking addictions Stop.	Stop Smoking Service	Number of Referrals	April 2017 - March 2018

## Smokefree places

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
To work in partnership with key stakeholders to support and promote established and new Tobacco Control measures introduced to reduce smoking prevalence and denormalise tobacco in Halton.	To reduce rates smoking prevalence in Halton.	1	Work with NHS colleagues to support the implementation of Smokefree polices across all local hospitals and community clinics (to include e-cigarettes).	Tobacco Control Stop Smoking Service	Number of policies	April 2017 - March 2018
		2	Work with schools to develop and promote Smokefree policies for school environments (to include e-cigarettes).	Tobacco Control Stop Smoking Service	Number of policies	April 2017 - March 2018
		3	Work with employers to develop and promote Smokefree policies for work environments (to include e-cigarettes).	Tobacco Control Stop Smoking Service	Number of policies	April 2017 - March 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
		4	Develop and promote Smokefree homes and vehicles with a focus on families with young children.	Tobacco Control Stop Smoking Service Marketing support	Smokefree homes/vehicle scheme developed	April 2017 - March 2018
		5	Ensure compliance with Smokefree public places e.g. playgrounds and vehicles (including public transport)	Environmental Health		April 2017 - March 2018



## Reduce availability of tobacco products and e-cigarettes to person's under the age of 18

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
Work with tobacco traders and suppliers in Halton to reduce the availability of tobacco products and E Cigarettes to persons under the age of 18.	Reduce uptake of smoking in under 18 year olds.	1	Work with traders within the Borough to reduce the availability of tobacco products to persons under the age of 18 and promote due diligence by visiting every identified tobacco seller to inform them of current legal requirements, check compliance and offer advice or take enforcement action as appropriate.	Trading Standards	In first year 50% of traders will be visited and checked for compliance.  Number of enforcement actions taken	April 2017 - March 2018
		2	Check compliance with cigarette traders relating to point of sale signage and package labelling.	Trading Standards	Number of non-compliant premises	April 2017 - March 2018
		3	Undertake undercover test purchasing at traders of e-cigarettes and /or tobacco within the borough when and where intelligence is received using an underage volunteer.	Trading Standards	Number of attempted test purchases  Number of traders non-compliance recorded	April 2017 - March 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
		4	Improve awareness of the offence of proxy purchasing with traders and the public and develop and agree an enforcement approach where there is more persistent non-compliance.	Trading Standards	In the first year 50% of traders will be visited and advised. Resources developed. Number of non-compliance recorded	April 2017 - March 2018
		5	Where young people are found to be asking for tobacco from traders, to develop an approach, in consultation with the Health Improvement team which will enable the officer to offer support to the young person in stopping smoking.	Trading Standards Stop Smoking Service	Monitor referrals/throughput	April 2017 - March 2018
		6	Identify suppliers of e-cigarettes, check compliance with the labelling requirements and take appropriate action where non-compliance is identified. Also provide advice and information on due diligence systems to prevent the sale of e-cigarettes to under 18's.	Trading Standards	Number of suppliers visited Number of suppliers non compliance recorded	April 2017 - March 2018

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
		7	Develop a communications plan for the public to raise awareness that it is an offence to buy e-cigarettes for under 18 year olds.	Trading Standards	Number of press releases, tweets, distribution of resources developed	April 2017 - March 2018

## Reduce availability of illicit and counterfeit tobacco

Objective	Outcomes		Actions	Lead	Target/Outputs	Timescales
Work with tobacco traders and suppliers in Halton to reduce the availability of illicit tobacco products to all smokers.	To reduce the rates of non-compliance amongst traders and suppliers in Halton in the sales of illegal and illicit tobacco.	1	Investigate all intelligence and complaints received in relation to illicit and counterfeit tobacco, using Wagtail sniffer dogs as appropriate.	Trading Standards	50% of traders visited in 1 <sup>st</sup> year. Number of traders non-compliance recorded	April 2017 - March 2018
		2	Improve the opportunity for residents to report intelligence relating to traders/sellers of illicit and counterfeit tobacco products by developing a communication/PR strategy.	Trading Standards	Communication and PR strategy Developed	April 2017 - March 2018
		3	Ensure information on Illegal and Counterfeit Tobacco is included in Tobacco Control Education delivered to schools.	Trading Standards	Number of schools	April 2017 - March 2018

<b>REPORT TO:</b>	Executive Board
<b>DATE:</b>	19 October 2017
<b>REPORTING OFFICER:</b>	Strategic Director, Enterprise, Community & Resources Directorate
<b>PORTFOLIO:</b>	Environmental Services
<b>SUBJECT:</b>	Variation of the non-statutory fees of Halton Registration Service for 2019/2020
<b>WARD(S)</b>	Borough-wide

### 1.0 **PURPOSE OF THE REPORT**

- 1.1 To seek the approval of the Board to vary the non-statutory fees offered by Halton Registration Service for 2019/2020.

### 2.0 **RECOMMENDATION: That the Board**

- 1) approves the variations to the non-statutory fees of Halton Registration Service as set out in Appendix 1; and**
- 2) approves the introduction of a non-statutory administration fee for the making of a pre-arranged Marriage and/or Civil Partnership Notice appointment.**

### 3.0 **SUPPORTING INFORMATION**

- 3.1 The Marriage Act 1995 and the Civil Partnership Act 2005 allows local authorities to set fees for ceremonies in approved premises. In January 2011, the Executive Board Sub Committee agreed to set these non-statutory fees; outside the usual timeframe for setting fees due to ceremonies being planned up to two years in advance.
- 3.2 The proposed fee structure - Appendix 1 is for 2019/20, the fees have already been set for 2017/18 and 2018/19. The proposed fees for 2019/20 have been arrived at by taking account of inflationary increases. In addition market research of neighbouring registration districts has also been carried out to ensure that our fees are both competitive (*we compete with a variety of venues such as hotels, historic venues and foreign destinations*) and reflect the high standard of our venue and facilities.
- 3.3 The early setting of fees for 2019/20 is necessary as most ceremonies are arranged two years in advance. Therefore it will be advantageous to have a published fee structure in place so that

customers understand the amount they will be expected to pay. The early setting of the fees will also enable the Service to forward plan more effectively to achieve its income targets.

#### **4.0 POLICY IMPLICATIONS**

4.1 The above proposals are in line with the Authority's new governance arrangements for delivery of registration services as outlined in the White Paper "Civil Registration: Vital Change" (2002), which enables the authority to have the freedom to make policy decisions locally without recourse to the General Register Office.

#### **5.0 FINANCIAL IMPLICATIONS**

5.1 The proposed timeframe for fees will take effect from 1 April 2019 unless otherwise specified.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

##### **6.1 Children & Young People in Halton**

None identified.

##### **6.2 Employment, Learning & Skills in Halton**

None identified.

##### **6.3 A Healthy Halton**

None identified.

##### **6.4 A Safer Halton**

None identified.

##### **6.5 Halton's Urban Renewal**

None identified.

#### **7.0 RISK ANALYSIS**

7.1 There are no anticipated risks associated with these recommendations.

#### **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 An Equality Impact Assessment of 8<sup>th</sup> May 2012 found that there were no equality or diversity issues in the setting of the Registration Service fees, against any of the protected characteristic groups.

9.0 **LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
New governance arrangements for the Halton Registration Service, Executive Board Sub Committee (29 March 2007)	Halton Register Office	Registration Service Manager Superintendent Registrar

## APPENDIX 1

**Halton Registration Service Price List 2019/20****Marriage, Civil Partnership and other non-statutory ceremonies  
(For venues under the 1994 / 2004 Acts)**

<b>Venue</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>
<b>Boston Suite and Lounge</b>			
Monday to Thursday	200.00	210.00	<b>220.00</b>
Friday	230.00	245.00	<b>260.00</b>
Saturday	270.00	285.00	<b>300.00</b>
Sunday (11am to 1pm)	340.00	360.00	<b>380.00</b>
Bank Holiday	440.00	460.00	<b>480.00</b>
<b>Civic Suite, Runcorn Town Hall</b>			
Monday to Thursday	300.00	315.00	<b>330.00</b>
Friday	310.00	325.00	<b>340.00</b>
Saturday	340.00	360.00	<b>380.00</b>
Sunday (11am to 1pm)	380.00	400.00	<b>420.00</b>
Bank Holiday	480.00	500.00	<b>520.00</b>
<b>Leiria or Members Room, Runcorn Town Hall</b>			
Monday to Thursday	270.00	285.00	<b>300.00</b>
Friday	280.00	295.00	<b>310.00</b>
Saturday	300.00	315.00	<b>330.00</b>
Sunday (11am to 1pm)	350.00	370.00	<b>390.00</b>
Bank Holiday	450.00	470.00	<b>490.00</b>
<b>Council Chamber Runcorn Town Hall and Approved Premises</b>			
Monday to Thursday	370.00	390.00	<b>410.00</b>
Friday	390.00	410.00	<b>430.00</b>
Saturday	450.00	470.00	<b>490.00</b>
Sunday	520.00	550.00	<b>580.00</b>
Bank Holidays	620.00	650.00	<b>680.00</b>



**REPORT TO:** Executive Board  
**DATE:** 19 October 2017  
**REPORTING OFFICER:** Chief Executive  
**PORTFOLIO:** Environmental Services  
**SUBJECT:** European Regional Development Funding (ERDF)  
Renewable Energy Scheme  
**WARDS:** Borough-wide

## **1.0 PURPOSE OF REPORT**

- 1.1 To outline plans to develop a Solar Farm on the former St Michaels Golf Course and to consider the acceptance of ERDF funding towards the capital cost of the scheme.

## **2.0 RECOMMENDATION: That**

- 1) the proposal to develop a Solar Farm on the former St Michaels Golf Course be approved;**
- 2) subject to final confirmation from Department for Communities and Local Government (DCLG) the ERDF funding be accepted; and**
- 3) the Council be recommended to amend the Capital Programme accordingly to provide 50% match fund for the project as required by ERDF.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 The Council has been exploring the potential to develop a Solar Farm on part the former St Michaels Golf Course which lies to the south of the A562 Speke Road. A feasibility study and outline design have been completed which indicate the site is technically able to support a ground mounted solar PV development.
- 3.2 Pre planning application advice has been sought and this sets out matters that will need to be considered as planning permission is sought.
- 3.3 The Scheme proposes up to a 1MW Solar Farm (4000 panels) on a proportion of the former St Michaels Golf Course. This is a former landfill and the scheme will bring back into use a brownfield site and make use of a Council asset that is unsuitable for major development.
- 3.4 The Solar Farm will be connected to the Halton Stadium via a private wire. A proposal and budget costs for the connection has been provided by Scottish Power.

- 3.5 The system will produce between 850,000 and 950,000kwh per annum. The panels will have a lifetime of between 25 and 30 years. The energy generated by the Solar Farm will reduce CO2 emissions by 380 tonnes per annum.
- 3.6 It is estimated that the Stadium will use approximately 50% of the energy generated and this will significantly reduce the Stadium's running costs over the next 25-30 years. Options to use the surplus electricity at other Council facilities will be explored as part of the scheme.
- 3.7 If this is not feasible an income will be generated by putting the electricity back into the grid or selling it to a third party via a power purchase agreement. Battery Storage will also be considered as part of the development of the scheme.

#### **4.0 FINANCIAL COSTS/ERDF**

The capital costs of the scheme are estimated at £1.3m. As part of the development of the scheme the Council has submitted an application for EDRF to meet 50% of the costs of the Scheme. DCLG who administer the ERDF have not formally signed off the application but are in the final stages of preparing a funding agreement for the Council to approve. As part of the agreement the Council will need to provide the 50% match funding. It is intended to provide the match from the Capital Programme/Environmental Fund.

#### **5.0 OFFSET COSTS AND INCOME GENERATION**

- 5.1 The 50% of the energy used at the stadium will offset costs by approximately £40k in year one. This will continue for 25 -30 years and will increase overtime subject to energy price inflation which is estimated at between 3% and 6%.
- 5.2 The surplus energy put back into the grid will generate income of £18k per annum which will increase year on year subject to inflation estimated at 2%.
- 5.3 The maintenance costs of the Solar Farm will be approximately £10-15K per annum. Together with loan and interest repayments this will offset the income generated from the sale of electricity and the main benefit to the Council will be offset costs at the stadium.

#### **6.0 POLICY IMPLICATIONS**

Nationally the Government has set a target for the UK to reduce its Carbon Emission in the period 2028-2032 to 57pc below 1990 levels. The Council also set its own reduction targets and these are currently being met. The Council has reduced its emissions through a number of renewable energy schemes, reduced energy use in buildings and street lighting. This scheme will help contribute to further reductions.

## **7.0 FINANCIAL IMPLICATIONS**

The Council will need to provide 50% match funding of £650,000 towards the capital costs of the scheme and this will be met from the Capital Programme/Environmental Fund.

The income generated from the sale of electricity will offset the annual operating costs of the scheme. There will be offset electricity costs for the Stadium for 25-30 years.

## **8.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **8.1 Children and Young People in Halton**

None

### **8.2 Employment, Learning and Skills in Halton**

None

### **8.3 A Healthy Halton**

None

### **8.4 A Safer Halton**

None

### **8.5 Halton's Urban Renewal**

The Scheme will bring back into use a Council asset that has been unused for some years and is unsuitable for major development. It will contribute to the Council's targets to reduce carbon emissions and will demonstrate local leadership in promoting locally generated renewable energy, removing the reliance on traditional fossil based fuels.

The project will also act as a demonstrator project for the Liverpool City Region (LCR) and could provide a model to be replicated across the LCR on differing scales.

## **9.0 RISK ANALYSIS**

A risk register for the scheme has been developed that puts in place control measures to mitigate against the main risks.

In developing the bid legal advice has been taken in relation to State Aid. This is in relation to the income that will be generated from the sale of electricity. It is considered that the scheme is compliant with the requirements of Article 48 of the General Block Exemptions. This means the scheme can be funded at 50% ERDF and does not require it to be notified or pre-approved by the EU.

## **10.0 EQUALITY AND DIVERSITY ISSUES**

None.

**11.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE  
LOCAL GOVERNMENT ACT 1972**

None under the meaning of the Act.

**REPORT TO:** Executive Board

**DATE:** 19<sup>th</sup> October 2017

**REPORTING OFFICER:** Strategic Director - Policy & Resources

**PORTFOLIO:** Resources

**SUBJECT:** Directorate Performance Overview Reports for Quarter 1  
2017 - 18

### **1.0 PURPOSE OF REPORT**

1.1 To report the Council's performance for the first quarter period to 31<sup>st</sup> June 2017. The reports detail progress against key objectives / milestones and performance targets, and describes factors affecting each of the Directorates.

### **2.0 RECOMMENDED: That**

- 1) Executive Board note the information contained in the reports**
- 2) Consider the progress and performance information and raise any questions or points for clarification.**

### **3.0 SUPPORTING INFORMATION**

3.1 It is essential that the Council maintains a planning and performance framework that allows the identification and on-going monitoring of key activities and performance measures that meet organisational needs. Performance management will also continue to be important in our demonstration of value for money and outward accountability.

3.2 The Directorate Performance Overview Reports provide a strategic summary of the key issues arising from performance in the relevant quarter for each Directorate and being aligned to Council priorities or functional areas. Such information is central to the Council's performance management arrangements and the Executive Board has a key role in monitoring performance and strengthening accountability.

3.3 Information for each of the Council's Directorates is contained within the following appendices:

Appendix 1 – People Directorate (Children and Young People)

Appendix 2 – People Directorate (Adult Social Care)

Appendix 3 – Enterprise, Community and Resources Directorate

#### **4.0 POLICY IMPLICATIONS**

4.1 The Council's Performance Management Framework will continue to form a key part of the Council's policy framework.

#### **5.0 OTHER IMPLICATIONS**

5.1 These reports would also be available to support future scrutiny arrangements of services by Members and Inspection regimes for Ofsted and Adult Social Care.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

6.1 Existing and future performance frameworks at both local and national level are linked to the delivery of the Council's priorities.

6.2 The provision of Directorate Overview Reports to Executive Board, that include progress in relation to objectives/ milestones and performance indicators will support organisational improvement and accountability.

#### **7.0 RISK ANALYSIS**

7.1 The Council performance management framework allows the authority to both align its activities to the delivery of organisational and partnership priorities and provide appropriate information to all relevant stakeholders in accordance with the "transparency agenda". Performance Indicators are used by external agencies and the public at large in informing any judgement they make as to how the authority is currently performing.

#### **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 There are no specific equality and diversity issues relating to this report.

#### **9.0 LIST OF BACKGROUND PAPERS UNDER SECTIONS 100D OF THE LOCAL GOVERNMENT ACT 1972**

9.1 There are no background papers under the meaning of the Act.

## Directorate Performance Overview Report

**Directorate:** People Directorate (Adult Social Care / Public Health)

**Reporting Period:** Quarter 1 – Period 1<sup>st</sup> April – 30<sup>th</sup> June 2018

### 1.0 Introduction

1.1 This report provides an overview of issues and progress within the Directorate that have occurred during the first quarter 2017/18.

### 2.0 Key Developments

2.1 There have been a number of developments within the Directorate during the first quarter which include:

#### Adult Social Care:

#### **Review of the North West Boroughs Acute Care Pathway and Later Life and Memory Services**

Following a whole-system review of the way in which the North West Boroughs' mental health services were delivered, a series of developments have taken place across the Trust footprint, to ensure safer and more effective service delivery. For Halton, this has meant the local authority, the North West Boroughs and NHS Halton Clinical Commissioning Group (CCG) working closely together to achieve the following changes:

- Changes to the provision of inpatient services in the borough, with the development of specialist inpatient resources outside Halton for people with dementia and older people with mental illnesses
- A local borough management structure has been developed, which can relate more closely to Halton strategic structures
- Work has been going on across the whole local system to develop clear care pathways to prevent mental health deterioration and reduce the need for people to access the specialist services provided by the North West Boroughs, and support more people to be maintained in their own communities
- Plans are being developed for people with extremely complex and multiple mental health needs, who may have been placed in expensive services many miles away, to be assessed and where appropriate provided with more suitable services closer to their own homes

#### **Developing the use of the Mental Health Resource Centre in Vine Street, Widnes**

This valuable specialist resource, owned by the Borough Council, has for some time been underused, after the previous tenants left, leaving the ground floor unoccupied. The Council, CCG and North West Boroughs are working closely together to redevelop the use of this facility, with each organisation committing capital funding to allow the development of a community-based assessment and crisis support service for people with mental health problems. The Council's Mental Health Outreach Team and

Community Bridge Building Team are already based in the building, and this will allow the development of stronger links between mental health services and community support services. The capital works have now been tendered out and it is hoped that the work will be completed by November 2017.

**Redesign of Mental Health Social Work Services and Mental Health Outreach Team:**

Following an internal review of the Council's mental health social work service works, the decision has been taken to change the way in which it delivers care and support to people with mental health problems. From autumn 2017, social workers will no longer act as formal care co-ordinators within the North West Boroughs processes, and they will only be using the council's electronic case recording system. They will continue to work alongside North West Boroughs staff, and clear pathways will be developed to ensure that the same quality of service and response is delivered, so that people who use the services will not see any changes to the way their care is delivered. The social work role will be refocused, with a clear statement of roles and tasks, and this will allow social workers to focus more on early intervention and prevention.

The way in which the Mental Health Outreach Team delivers its services has also been reviewed, as part of the process of developing improved early intervention and prevention services for people in mental distress. The team will now be focusing on specific, time-limited (up to a year) interventions, tailored specifically to an individual's identified needs, and with measurable outcomes. This is an extension of the successful pilot into a small number of local GP practices which has taken place over the past two years, and which has delivered positive outcomes in preventing mental health deterioration. The service will be open to all people with mental health problems which are affecting their ability to cope independently in the community.

**Care Management**

We have invited Meridian to conduct a study of our Social Work provision across Assessment teams IAT, Complex Care, Widnes and Runcorn, as part our ongoing improvement process. Meridian is an international organisation specialising in process and efficiency improvement. They have extensive experience in the health and care sector and have worked throughout Ireland and the UK in the last 20 years assisting Boards, Trusts, Hospitals, Health and Care providers in service redesign, capacity planning and improving our client service.

The project is a year-long ongoing programme following on from an initial assessment period of 3 weeks. Meridian have provided a 10 week intensive programme roll out and will subsequently follow up throughout the year to ensure progress is being made.

Meridian work in a collaborative and inclusive way and we have the opportunity to shape new ways of working as a result of their input. Staff have been actively involved in a workload supervision exercise which has been extremely useful in getting us ready for some new, improved ways of working. Our primary aim is to ensure that we establish fairness and consistency in the allocation of workload for all staff.

Team managers have been working closely with Meridian to review the thresholds and procedures within the three Care Management teams; Complex Care Runcorn, Complex Care Widnes and the Initial Assessment Team. We have been particularly interested in reviewing the allocation process, Duty systems and our internal Panel processes. We seek to share good practice across the teams to implement a more consistent approach



to these key activities. We believe that this will provide the best outcomes for our service users through increased consistency.

Quite early on in the project staff had indicate that they would prefer to spend more time working with service users rather than on administration/carefirst. It was confirmed as part of the Meridian study that a significant percentage of time is dedicated to these areas. In response to this we are looking to reduce the form filling processes. We have therefore worked, to streamline key CareFirst forms in an attempt to reduce duplication of data entry and improve the flow of key information. This is a complex and detailed piece of work as we must remain fully compliant with the Care Act whilst meeting all statutory reporting requirements as required by the Performance team, we are continuing to implement this.

We will be implementing a weekly management report to plan and monitor the Allocation and Closures of the team workers and the management of each team's desk-top. This will help us to allocate caseloads and activities in a transparent and robust manner to ensure equity and fairness for all workers. Meridian will remain with us in the teams until 21 July 2017 and after that, the project will move into an extended perpetuation phase for a full year.

The focus on the work initially has been on improving management controls within our services to support us to more accurately be able to forecast, plan, assign and follow up work. We have focused on improving our productivity in relation to undertaking reviews so that we are able to make a transition to undertaking reviews on a 6 monthly rather than annual basis. We now produce weekly productivity reports using data already available to us to help us plan review work that needs to be allocated.

By bringing reviews forward we anticipate that this will enable us to identify and plan for changes in individuals needs more effectively thus preventing a crisis and reducing the risk of people presenting either to our services or primary/secondary care.

A dedicated working group looking at strengthen on our compliance with the Care Act, A programme of updated training took place in May 2017, which was positively recieved. Alongside this we have devising further tools and documentation to ensure that service user communication is consistent and transparent while remaining person-centred. The developed 'conversation tool', a revised consent to share form and a refined version of the service user feedback questionnaire has been approved by SMT.

The 'conversation tool' in particular picks up on the notion of strengths-based working and is aimed at opening up dialogue through informal conversation enabling people to connect to their communities, as opposed to focusing on assessment paperwork.

A stand-alone policy looking at: 'securing a person's property in emergency care situations' has been devised. This maps to changes under the Care Act and clarifies new responsibilities. This has now been agreed at SMT shortly.

Following on from the endorsement of the OT progression policy the team are keen to looking at improvements in working practice. A report on single-handed care was brought to SMT and further work is underway to develop this area.

### **Public Health:**

Halton won the 'Locality award for mental health inclusion' at the PIPUK (Parent infant partnership) infant mental health awards. The award was for the collaborative work that has taken place through the Halton Health in the Early years group, on perinatal mental health, preparation for parenthood, and bonding and attachment. It was recognition of the close working between the Bridgewater midwives, Family Nurses and Health visitors, and Children's centre staff, Health improvement team, Public health and the CCG. Over the last few years the Halton Health in the early years group has worked hard to improve child development, with a focus on emotional health and is an example of good collaborative working.

We are continuing to expand on a number of pilot initiatives that have proved very successful. These include continuing to offer innovative approaches including stress management techniques and a quit buddy scheme to pregnant women to help them quit smoking. We are extending bowel screening follow up pilots to a number of other practices and have seen an increase in the numbers of people who return their sample kits to help identify bowel cancer screening earlier.

### 3.0 Emerging Issues

3.1 A number of emerging issues have been identified during the first quarter that will impact upon the work of the Directorate including:

#### **The Network**

The pilot to assess the efficiency and impact of Waking Night staff is close to completion.

As part of the assessment the service has used an electronic system known as 'Just Checking' (<http://www.justchecking.co.uk/media-toolkit/>) to assist with the evaluation. Simply it is:

- A series of small, wireless sensors which are triggered as a person moves around their home. The sensor data is sent by the controller, via the mobile phone network, to the Just Checking web-server.
- Users log on to the Just Checking website, to view the chart of the activity.
- The system needs no other input. There is nothing to wear and no buttons to push.
- Installation is simple. You don't need a phone line or broadband. There are instructions with the kit and a telephone helpline.

The use of this technology has allowed the service to discriminate between periods of activity and inactivity and has formed a very useful platform for determining levels of need much more accurately. Consideration will now be given as to whether this tool can be used more widely including in the authority's commissioned external services.

#### **Halton Women's Centre:**

The Halton Women's Centre, based in a borough council building in Runcorn, was first commissioned in 2008, and has been managed and delivered since then by a Warrington-based charity, the Relationship Centre. The service is the only one of its kind in the North West, delivering a range of services designed to improve the physical and mental health and wellbeing of local women. It is a highly respected and valuable service for women in the borough, which has achieved consistently positive outcomes.

Unfortunately, The Relationship Centre has had to close. However, given the importance of this service, the Council has taken over the management and running of the service,

with the previous manager therefore being able to remain in post. A review of the current service and its potential for further development will be undertaken, and decisions will then be taken about the service's long-term future.

**Blue Badge:**

The Blue Badge Scheme helps disabled people with severe mobility problems to access goods and services by allowing them to park close to their destination, whether they are a driver or a passenger.

The scheme was introduced in 1971 under Section 21 of the Chronically Sick and Disabled Person's Act 1970. It was amended by the Disabled Persons' Parking Badges Act 2013 and the scheme as it currently stands is governed by the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 (plus amendments).

A revised Blue Badge Policy, Procedure & Practice (PPP) following comprehensive review was presented to SMT in June 2017. highlighted two key issues that have arisen during the review process with regards to:

- Enforcing correct use and tackling potential abuse of the scheme; and
- The eligibility requirements for organisational badges.

The draft Policy will be submitted to the September HPPB.

**Public Health:**

Halton continue to miss the 62 day referral to treatment cancer target, while this is seen as a local and a national; priority, the local cancer system needs to ensure we are alerting people to the dangers of missing appointments, as well as ensuring that we have a cancer referral and treatment system that provides the right level of accessibility and flexibility to meet the different needs of different people, including more complex cases.

**4.0 Risk Control Measures**

Risk control forms an integral part of the Council's Business Planning and performance monitoring arrangements. During the development of the 2017/18 Business Plan, the service was required to undertake a risk assessment of all key service objectives with high risks included in the Directorate Risk Register.

As a result, monitoring of all relevant 'high' risks will be undertaken and progress reported against the application of the risk treatment measures in Quarters 2 and 4.

**Progress against high priority equality actions**

There have been no high priority equality actions identified in the quarter.








**6.0 Performance Overview**

The following information provides a synopsis of progress for both milestones and performance indicators across the key business areas that have been identified by the

Communities Directorate. The way in which the Red, Amber and Green, (RAG), symbols have been used to reflect progress to date is explained at the end of this report.

### **Commissioning and Complex Care Services**

#### **Key Objectives / milestones**

<b>Ref</b>	<b>Milestones</b>	<b>Q1 Progress</b>
1A	Monitor the effectiveness of the Better Care Fund pooled budget ensuring that budget comes out on target	
1B	Integrate social services with community health services	
1C	Continue to monitor effectiveness of changes arising from review of services and support to children and adults with Autistic Spectrum Disorder.	
1D	Continue to implement the Local Dementia Strategy, to ensure effective services are in place.	
1E	Continue to work with the 5Boroughs NHS Foundation Trust proposals to redesign pathways for people with Acute Mental Health problems and services for older people with Mental Health problems.	
1F	The Homelessness strategy be kept under annual review to determine if any changes or updates are required.	
3A	Undertake on-going review and development of all commissioning strategies, aligning with Public Health and Clinical Commissioning Group, to enhance service delivery and continue cost effectiveness, and ensure appropriate governance controls are in place.	

#### **Supporting Commentary**

**1a** - Financial challenges remain. Processes in place for the monitoring of expenditure across the partnership

**1b** - An integrated MDT model is now developed and implemented via a series of workshops. Social Workers and District nurses have been grouped in alignments with GP Hubs with a series of workshops supporting the process.

**1c** - A new all-age Autism Strategy is currently in development, with an anticipated implementation date of April 2018. A working group of key officers from across health and social care covering both adults and children's services has been established. The group is currently arranging some initial consultation in the form of a survey with children and adults with autism and their families/carers in order to highlight what is working well and where there are gaps in services or improvements to be made. This will be followed up with more in-depth consultation in the form of a focus group type event where those with autism and their families/carers will determine the priority areas for action as part of the new strategy.

**1d** - The Halton Dementia Strategy delivery plan has been refreshed with actions to undertake over the next 12 months to 2 years. The refresh was based on consultation via a well-attended Halton Dementia Action Alliance event in March 2017. People living with dementia, carers, professionals and the voluntary and community sectors contributed. Halton's dementia diagnosis rate is currently 72%, working towards a Halton CCG identified target of 75%.

The Admiral Nurse service continues to deliver its service to the most complex local dementia carers, currently supporting in the region of 100 cases.





Halton Dementia Action Alliance are coordinating a GP dementia awareness session, to meet demand from GP practices for the national Dementia Friends Awareness session and also training to meet the requirements of the NHS Tier 1 mandatory dementia awareness training. Halton DAA have secured the services (free of charge) of a specialist dementia nurse from The Countess of Chester Hospital who devised an NHS England and Alzheimer's Society accredited training session that incorporates both the Dementia Friends and NHS T1 training. The session will take place in Halton in September 2017, and places were offered to all GP practices, with 11 practices securing places for their clinical and non-clinical staff (53 candidate confirmed).









**1e** - Detailed work has been taking place between the Borough Council, the North West Boroughs and NHS Halton Clinical Commissioning Group to develop an improved range of services for local people with mental health problems. Specialist inpatient services have been developed for older people with dementia and other mental health problems; pathways to intervene at an earlier stage in a person's condition, and to support people to recover effectively, are being developed, and considerable work is taking place to ensure that the people with the most complex needs can be supported in local services.














**1f** - The homelessness strategy review is due to be completed by March 2018, to identify key priorities and objectives for a five year period. The consultation with partner agencies has been scheduled for September 2017, which will allow partners to identify and agree the key priorities to be incorporated within the five year action. The final version of the strategy will be submitted to the relevant management boards January 2018 and will reflect economical and legislative changes to service delivery.

**3a** - This work aligns with the developing accountable care approach to the commissioning, contracting and performance of health and care provision in the borough

### Key Performance Indicators

Older People:						
ASC 01	Permanent Admissions to residential and nursing care homes per 100,000 population 65+ <i>Better Care Fund performance metric</i>	515.3	635	55.7		
ASC 02	Delayed transfers of care (delayed days) from hospital per 100,000 population. <i>Better Care Fund performance metric</i>	519	TBC	520		
ASC 03	Total non-elective admissions in to hospital (general & acute), all age, per 100,000 population. <i>Better Care Fund performance metric</i>	3381	13,289	2211		

ASC 04	Hospital re-admissions (within 28 days) where original admission was due to a fall (aged 65+) (directly standardised rate per 100,000 population aged 65+) <i>Better Care Fund performance metric</i>	N/A	N/A	N/A	N/A as no target	N/A
ASC 05	Proportion of Older People (65 and over) who were still at home 91 days after discharge from hospital into reablement/rehabilitation services (ASCOF 2B) <i>Better Care Fund performance metric</i>	62.12%	65%	N/A	N/A	N/A
<b>Adults with Learning and/or Physical Disabilities:</b>						
ASC 06	Percentage of items of equipment and adaptations delivered within 7 working days	93%	96%	64%	N/A	N/A
ASC 07	Proportion of people in receipt of SDS (ASCOF 1C – people in receipt of long term support – include brief definition) (Part 1)	74%	78%	70%		N/A
ASC 08	Proportion of people in receipt of SDS (ASCOF 1C – people in receipt of long term support – include brief definition) (Part 2) DP	44%	44%	35%		N/A
ASC 09	Proportion of adults with learning disabilities who live in their own home or with their family (ASCOF 1G)	86.90%	87%	86%		
ASC 10	Proportion of adults with learning disabilities who are in Employment (ASCOF 1E)	6.9%	7%	5.5%		
ASC 11	Out of Borough Placements – number of out of borough residential placements	32	30	N/A	N/A	N/A
<b>People with a Mental Health Condition:</b>						
ASC 12	Percentage of adults accessing Mental Health Services, who are in employment.	N/A	N/A	8.1%	N/A	N/A
ASC 13 (A)	Percentage of adults with a reported health condition of Dementia who are receipt of services.	52.86%	TBC	56.71%	N/A	N/A
ASC 13 (B)	Percentage of Carers who receive services, whose cared for person has a reported health condition of Dementia.	11.57%	TBC	14.75%	N/A	N/A
<b>Homelessness:</b>						
ASC 14	Homeless presentations made to the Local Authority for assistance In accordance with Homelessness Act 2002.	NA	500	95		

ASC 15	Homeless Households dealt with under homelessness provisions of Housing Act 1996 and LA accepted statutory duty	NA	100	12		
ASC 16	Number of households living in Temporary Accommodation	1	17	11		
ASC 17	Households who considered themselves as homeless, who approached the LA housing advice service, and for whom housing advice casework intervention resolved their situation (the number divided by the number of thousand households in the Borough)	6.62	6.00%	1.35		
<b>Safeguarding:</b>						
ASC 18	Percentage of VAA Assessments completed within 28 days	83.5%	88%	78%		
ASC 19	Percentage of existing HBC Adult Social Care staff that have received Adult Safeguarding Training, including e-learning, in the last 3-years (denominator front line staff only).	48%	56%	47%		
ASC 20 (A)	DoLS – Urgent applications received, completed within 7 days.	73%	80%	21%		New Measure
ASC 20 (B)	DoLS – Standard applications received completed within 21 days.	77%	80%	5.73%		New Measure
ASC 21	The Proportion of People who use services who say that those services have made them feel safe and secure – Adult Social Care Survey (ASCOF 4B)	81.30%	82%	N/A	N/A	N/A
<b>Carers:</b>						
ASC 22	Proportion of Carers in receipt of Self Directed Support.	99.4	TBC	73.7%		New Measure
ASC 23	<i>Carer reported Quality of Life (ASCOF 1D, (this figure is based on combined responses of several questions to give an average value. A higher value shows good performance)</i>	8.10%	9	N/A	N/A	N/A
ASC 24	<i>Overall satisfaction of carers with social services (ASCOF 3B)</i>	48.90%	50	N/A	N/A	N/A
ASC	The proportion of carers who report that	78.80%	80	N/A	N/A	N/A



25	they have been included or consulted in discussions about the person they care for (ASCOF 3C)					
ASC 26	Do care and support services help to have a better quality of life? (ASC survey Q 2b) <i>Better Care Fund performance metric</i>	93.30%	93%	N/A	N/A	N/A

### Supporting Commentary

#### **Older People:**

ASC 01 The current figure for Q1 is lower than for the same period last year at 74.3% which show less people are being admitted to residential / nursing care.

ASC 02 Delayed transfers of care (delayed days) from hospital per 100,000 population.  
*Better Care Fund performance metric*

ASC 03 Q1 figure (per 100,000 all ages is 2886 actual admissions for the months of April and May only, June's admissions are not available until the middle of August. The 2886 actual admissions compares favourably to the plan of 2962 and the same period last year of 2975

ASC 04 Data not currently available due to data issues with the CSU.  
No refresh on data is available beyond 2015/16.

ASC 05 Annual collection only to be reported in Q4.

#### **Adults with Learning and/or Physical Disabilities:**

ASC 06 We have not received the HICES data since April 2017. The person who previously supplied the data has left and we have been unable to clarify who will provide the data; this is having a knock on effect with the figures; so comparison against this period last year cannot be made.

ASC 07 There is no comparable data for the same period in 2016/17.

ASC 08 There is no comparable data for the same period in 2016/17.

ASC 09 We are on track to meet this target.

ASC 10 We are on track to meet this target.

ASC 11 Definitions and sources are to be agreed, figures will be available at Q2.

#### **People with a Mental Health Condition:**

ASC 12 New Measure, further details to be provided at Q2.

ASC 13 New Measure  
(A)

ASC 13 Percentage of Carers who receive services, who's cared for person, has a reported health condition of Dementia.  
(B)

#### **Homelessness:**



- ASC 14 In accordance with the Homelessness legislation, all Local Housing Authorities must give proper consideration to all applications for housing Assistance. If they have reason to believe that an applicant may be homeless or threatened with homelessness, they must make inquiries to see whether they owe them any duty under Part 7 of the Housing 1996 Act.  
The Local Authority anticipates a gradual increase in Homelessness. The figure identified for quarter one is generally low, due to identified client trends.
- ASC 15 Part 7 of the 1996 Act sets out the powers and duties of housing authorities where people apply to them for assistance in obtaining accommodation. The 2002 The Local Authority has a statutory duty to provide both temporary and secure accommodation to clients accepted as statutory homeless. The figures are generally low, which is due to the high level of officer activity and initiatives to prevent homelessness.
- ASC 16 National and Local trends indicate a gradual Increase in homelessness, which will impact upon future service provision, including temporary accommodation placements.  
The changes in the TA process and amended accommodation provider contracts, including the mainstay assessment, have had a positive impact upon the level of placements and positive move on process.  
The Housing Solutions Team is community focused and promote a proactive approach to preventing homelessness.  
The emphasis is focused on early intervention and empowerment to promote independent living and lifestyle change
- ASC 17 The Housing Solutions Team promotes a community focused service, with emphasis placed upon homeless prevention.  
The officers now have a range of resources and options that are offered to vulnerable clients threatened with homelessness. The team strive to improve service provision across the district.  
Due to the early intervention and proactive approach, the officers have continued to successfully reduce homelessness within the district.

### **Safeguarding:**

- ASC 18 At quarter 1 we are in a good position to achieve the target overall
- ASC 19 If this figure is correct we are in a really good position to exceed last year's figures and meet the new target
- ASC 20 (A) This is a new indicator. The majority of urgent requests are often inappropriate due to people being discharged from hospital during the assessment period
- ASC 20 (B) The number of referrals is outstripping capacity. Action plan is addressing the backlog and a new prioritisation programme has been introduced to target the most in need

ASC 21 Annual collection only to be reported in Q4.

### **Carers:**

ASC 22 New Measure

ASC 23 Annual collection only to be reported in Q4.














ASC 24 Annual collection only to be reported in Q4.

ASC 25 Annual collection only to be reported in Q4.

ASC 26 Annual collection only to be reported in Q4.

## **Public Health**

### **Key Objectives / milestones**

<b>Ref</b>	<b>Milestones</b>	<b>Q1 Progress</b>
PH 01a	Increase the uptake of smoking cessation services and successful quits among routine and manual workers and pregnant women	
PH 01b	Work with partners to increase uptake of the NHS cancer screening programmes (cervical, breast and bowel)	
PH 01c	Ensure Referral to treatment targets are achieved and minimise all avoidable breaches. AND/ OR Increase awareness among the local population on the early signs and symptoms of cancer.	
PH 02a	Facilitate the Healthy child programme which focuses on a universal preventative service, providing families with a programme of screening, immunisation, health and development reviews, and health, well-being and parenting advice for ages 2½ years and 5 years.	
PH 02b	Maintain the Family Nurse Partnership programme.	
PH 02c	Facilitate the implementation of the infant feeding strategy action plan	
PH 03a	Expansion of the Postural Stability Exercise Programme.	
PH 03b	Review and evaluate the performance of the integrated falls pathway.	
PH 04a	Work in partnership to reducing the number of young people (under 18) being admitted to hospital due to alcohol	
PH 04b	Raise awareness within the local community of safe drinking recommendations and local alcohol support services through delivering alcohol awareness campaigns, alcohol health education events across the borough and ensuring key staff are trained in alcohol identification and brief advice (alcohol IBA	
PH 04c	Ensure those identified as having an alcohol misuse problem can access effective alcohol treatment services and recovery support	
PH 05a	Monitor and review the Mental Health Action plan under the Mental Health Governance structures (covering actions to promote mental health and wellbeing and the early detection and effective treatment of mental health conditions.	
PH 05b	Implementation of the Suicide Action Plan.	

**PH 01a** Increase the uptake of smoking cessation services and successful quits among routine and manual workers and pregnant women  
 The throughput of clients accessing Halton Stop Smoking Service between April 2017 to June 2017 ( Q1) compared to the same period in 2016 is showing a decrease from 255 to 216 so far. However, most Stop Smoking Services are experiencing a reduction in throughput at this time.  
 The quit data for Q1 is incomplete as 4 week outcomes for some clients are still outstanding due to the length of the programme delivered over a 12 week period. Halton's smoking prevalence at time of delivery for pregnant women (SATOD) indicates a reduction from 15% in Q1 2016/17 to 13% in Q1 2017/18.

Halton CCG has received £75,000 of funding from NHS England for use in this financial year (2017/18) to reduce maternal smoking rates. An action plan with focussed outcomes has been developed outlining joint proposals for the use of this funding for evidence based effective interventions to reduce maternal smoking.

**PH 01b** Work with partners to increase uptake of the NHS cancer screening programmes (cervical, breast and bowel)

The 2 year Cheshire and Merseyside Cancer Screening Task force has now finished, though Halton is continuing to work alongside local partners within the Cancer Allinace, including the Prevention and Early Detection Boards, and within local LDS Cancer groups to ensure that there is a joint focus on improving cancer screening. We continue to work with local PHE Screening and Immunisation Team to develop practice specific plans to help identify where local practice performance may be below expected and develop targeted plans for improvement.

Uptake of breast and cervical cancer screening is increasing slightly against a nationally decreasing trend. Local Bowel Cancer screening has seen a significant increase following local targeted activity to increase participation.

**PH 01c** Ensure Referral to treatment targets are achieved and minimise all avoidable breaches. AND/ OR Increase awareness among the local population on the early signs and symptoms of cancer.

Referral to treatment targets were not met. Analysis of significant breaches suggest complex cases and diagnostic, alongside patient choice as a causal factor. National focus on improving 62 day target achievement by September 2018 and work across the Cancer Alliance should help improve patient flow and access to timely and appropriate diagnostics.

**PH 02a** Facilitate the Healthy child programme which focusses on a universal preventative service, providing families with a programme of screening, immunisation, health and development reviews, and health, well-being and parenting advice for ages 2½ years and 5 years.

The health child programme is being combined under one specification for children aged 0-19, (25 with special educational needs). The procurement process for this new programme is under way. The specification will include health visiting, Family Nurse partnership, School Nursing, NCMP, Vision and hearing screening, and immunisations. The vaccination and Immunisation component of the programme is commissioned by NHS England. The new integrated specification should improve consistency of approach, streamline services and improve efficiencies.

Child development is a priority area for being developed. The commissioned

independent report into child development and the outcomes from the themed Ofsted visit have been used to form the framework for the action plan. Recently published school readiness data for 2015/16 shows a 7% improvement in Halton, narrowing the gap with England.

The Health Visiting Service is delivering all the new components of the national Healthy Child Programme, including assessing mothers' emotional health at 6-8 weeks and completing an integrated developmental check at 2-21/2. The early years setting and health visitors share the findings from the development checks to identify any areas of concern, so that services can collaboratively put in place a support package as required. A group is working to further develop the integrated check, improve data sharing and consistency of plans following the check.

**PH 02b** Maintain the Family Nurse Partnership programme.

Family Nurse Partnership is fully operational with a full caseload; it continues to work intensively with first time, teenage mothers and their families. The service works with some very complex cases and is building their multidisciplinary links across a wide range of agencies, to improve outcomes for these families. The service will be an integral part of the new 0-19 Service.

**PH 02c** Facilitate the implementation of the infant feeding strategy action plan

The implementation of the infant feeding action plan is underway, with oversight from the Halton Health in the Early Years group.

Breastfeeding support continues to be available across the borough in community and health settings. The infant feeding coordinator and children's centres are working towards achieving BFI (Unicef Baby Friendly Initiative) in the children's centres and are due to be inspected in the summer of 2017, alongside a Bridgewater inspection. This involves training children's centre staff, and auditing their practice.

The team continue to maintain baby welcome premises and are refreshing the Halton Early Years award, which encourages healthy living practices in early years settings, and includes breastfeeding. A Survey is underway to discuss dads attitudes towards breastfeeding, and what support they would like. Public health England has recently launched a national breastfeeding campaign, and the infant feeding team facilitated a Halton women to be in the press discussing her experiences, to try and raise the profile of breastfeeding locally.

**PH 03a** Expansion of the Postural Stability Exercise Programme.

The Falls Prevention Pathway has seen the development of the 'Age Well programme' which positions itself at both ends of the falls continuum i.e. as part of the treatment pathway for somebody who has fallen or as an initial entry point for those who are at risk of falling. The 'Age Well' programme currently delivers six classes per week on a rolling programme with a review every 15 weeks up to 45 weeks in total for each client. To date over 200 people have accessed the programme with 92% of clients showing improvements in strength, balance and gait at 3<sup>rd</sup> review. Recent developments have seen the integration of Sure Start to Later Life and SCIP workers at first & final review to address frailty & social engagement aspects for clients.

**PH 03b** Review and evaluate the performance of the integrated falls pathway.

A review of the integrated falls pathway was undertaken via a multi-agency implementation group involving all key stakeholders and service user representatives. Access to treatment services and the patient journey has been

reviewed in order to streamline processes and to release capacity within the system. As an outcome of the review the FRAT (Falls Risk Assessment Tool) has been embedded into frontline practice across the Health and Social Care system including primary care (social workers, IAT, Complex care, hospital discharge teams, district nursing and intermediate care assessments) and is now part of the SAQ on Care First. To date there has been an increase in the usage of FRAT by at least 20%.

As a result of this work the number of people accessing the falls service has increased three-fold from 2011/2012 baseline (223 per annum to 750+ per annum). This number includes a rise in the number of people referred post fall from hospital into the falls prevention service.

- PH 04a** Work in partnership to reducing the number of young people (under 18) being admitted to hospital due to alcohol  
Good progress continues to be made in reducing the number of young people being admitted to hospital due to alcohol. Key activity includes:
- Delivery of alcohol education within local school settings (Healthitude, R U
  - Different, Amy Winehouse Foundation, Cheshire Police, Alcohol education Trust, wellbeing web magazine).
  - Delivery of community based alcohol activity.
  - Delivering early identification and brief advice (alcohol IBA) training and resources for staff who work with children and young people).
  - Running the Halton Community Alcohol Partnership which brings together partners to reduce underage drinking and associated antisocial behaviour.

Working closely with colleagues from Licensing, the Community Safety team, Trading Standards and Cheshire Police to ensure that the local licensing policy helps prevent underage sales and proxy purchasing.

- PH 04b** Raise awareness within the local community of safe drinking recommendations and local alcohol support services through delivering alcohol awareness campaigns, alcohol health education events across the borough and ensuring key staff are trained in alcohol identification and brief advice (alcohol IBA)

Work continues to raise awareness among the local community of safe drinking recommendations and to train staff in alcohol identification and brief advice (alcohol IBA).

- PH 04c** Ensure those identified as having an alcohol misuse problem can access effective alcohol treatment services and recovery support  
CGL continue to support individuals with alcohol misuse problems in Halton and support their recovery. During Q4, the service received 73 new referrals for alcohol only (50) or alcohol and non-opiate problems (23). Local data suggests that by the end of Q4 120 individuals were engaged in structured treatment where alcohol was the primary concern, and 78 were involved in post treatment recovery support. A further 46 clients were in receipt of support for non-opiate and alcohol problems. For Q4, 38.7% of individuals who have commenced extended brief interventions (EBI) have completed successfully.


Monitor and review the Mental Health Action plan under the Mental Health


**PH 05a** Governance structures (covering actions to promote mental health and wellbeing and the early detection and effective treatment of mental health conditions.

A review of the mental health action plans is taking place for each thematic group and these will be reviewed at the next Oversight group.

**PH 05b** Suicide action plan is being updated to reflect recent national progress and strategy changes. Training has been rolled out across partner agencies and Champs will be applying for regional suicide safe accreditation within the near future.

### Key Performance Indicators

Ref	Measure	16/17 Actual	17/18 Target	Q1	Current Progress	Direction of travel
PH LI 01	A good level of child development (% of eligible children achieving a good level of development at the end of reception)	61.9% (2015/16)	65.0% (2016/17)	Annual data only	N/A	N/A
PH LI 02a	Adults achieving recommended levels of physical activity (% adults achieving 150+ minutes of physical activity)	48.5% (2015)	49.0% (2016)	Annual data only	N/A	N/A
PH LI 02b	Alcohol-related admission episodes – narrow definition (Directly Standardised Rate per 100,000 population)	841.7 (2015/16)	841.7 (2016/17)	Annual data only	N/A	N/A
PH LI 02c	Under-18 alcohol-specific admissions (crude rate per 100,000 population)	55.5 (2013/14-2015/16)	54.1 (2014/15-2016/17)	Currently Annual data	N/A	N/A
PH LI 03a	Smoking prevalence (% of adults who currently smoke)	16.6% (2016)	16.2% (2017)	Annual data only	N/A	N/A
PH LI 03b	Mortality from cardiovascular disease at ages under 75 (Directly Standardised Rate per 100,000 population) <i>Published data based on calendar year, please note year for targets</i>	92.0 (2016)	89.8 (2017)	85.5 (Apr '16 – Mar '17)	<span style="background-color: yellow;">U</span>	
PH LI 04a	Self-harm hospital admissions (Emergency)	341.5 (2015/16)	332.3 (2016/17)	Currently Annual	N/A	N/A

	admissions, all ages, directly standardised rate per 100,000 population)			data		
PH LI 04b	Self-reported wellbeing: % of people with a low happiness score	12.7% (2015/16)	11.1% (2016/17)	Annual data only	N/A	N/A
PH LI 05	Mortality from all cancers at ages under 75 (Directly Standardised Rate, per 100,000 population) <i>Published data based on calendar year, please note year for targets</i>	177.2 (2016)	169.2 (2017)	184.1 (Apr '16 – Mar '17)	<b>U</b>	
PH LI 06ai	<b>Male</b> Life expectancy at age 65 (Average number of years a person would expect to live based on contemporary mortality rates) <i>Published data based on 3 calendar years, please note year for targets</i>	17.3 (2013-15)	17.6 (2014-16)	Annual data only	N/A	N/A
PH LI 06aii	<b>Female</b> Life expectancy at age 65 (Average number of years a person would expect to live based on contemporary mortality rates) <i>Published data based on 3 calendar years, please note year for targets</i>	18.8 (2013-15)	19.1 (2014-16)	Annual data only	N/A	N/A
PH LI 06b	Falls and injuries in the over 65s (Directly Standardised Rate, per 100,000 population; PHOF definition)	3016. (2015/16)	3000.5 (2016/17)	Currently Annual data	N/A	N/A
PH LI 06c	Flu vaccination at age 65+ (% of eligible adults aged 65+ who received the flu vaccine, GP registered population)	72.2% (2015/16)	75.0% (2016/17)	Annual data only	N/A	N/A

## Supporting Commentary

### **PH LI 01 A good level of child development (% of eligible children achieving a good level of development at the end of reception)**

New data not yet available but direction of travel shows significant improvements in Halton and narrowing the gap between Halton and England

### **PH LI 02a Adults achieving recommended levels of physical activity (% adults achieving 150+ minutes of physical activity)**

No new data available but direction of travel suggests that more adults are undertaking greater levels of physical activity locally

### **PH LI 02b Alcohol-related admission episodes – narrow definition (Directly Standardised Rate per 100,000 population)**

New data not available.

### **PH LI 02c Under-18 alcohol-specific admissions (crude rate per 100,000 population)**

No new recent data but current annual data shows improvements.

### **PH LI 03a Smoking prevalence (% of adults who currently smoke)**

Current data suggests a continues small improvement in the number of people who smoke in Halton

### **PH LI 03b Mortality from cardiovascular disease at ages under 75 (Directly Standardised Rate per 100,000 population) *Published data based on calendar year, please note year for targets***

Currently achieving target, but too early in the year to state whether we will achieve target.

### **PH LI 04a Self-harm hospital admissions (Emergency admissions, all ages, directly standardised rate per 100,000 population)**

Data not available to comment at the present time

### **PH LI 04b Self-reported wellbeing: % of people with a low happiness score**

Data not available to comment at the present time

### **PH LI 05 Mortality from all cancers at ages under 75 (Directly Standardised Rate, per 100,000 population) *Published data based on calendar year, please note year for targets***

Currently missing target, but too early in the year to state whether we will achieve target.

### **PH LI 06ai Male Life expectancy at age 65 (Average number of years a person would expect to live based on contemporary mortality rates) *Published data based on 3 calendar years, please note year for targets***

Data not available to comment at the present time

### **PH LI 06aii Female Life expectancy at age 65 (Average number of years a person would expect to live based on contemporary mortality rates) *Published data based on 3 calendar years, please note year for targets***

Data not available to comment at the present time

### **PH LI 06b Falls and injuries in the over 65s (Directly Standardised Rate, per 100,000 population; PHOF definition)**

Data not available to comment at the present time

### **PH LI 06c Flu vaccination at age 65+ (% of eligible adults aged 65+ who received the flu vaccine, GP registered population)**




Current data suggests a slow local annual decline in the number of people 65+ who take up the



offer of seasonal flu vaccination. This reflects a regional and national pattern.




## APPENDIX: Explanation of Symbols

Symbols are used in the following manner:

Progress		<u>Objective</u>	<u>Performance Indicator</u>
Green		Indicates that the <u>objective is on course to be achieved</u> within the appropriate timeframe.	<i>Indicates that the annual target <u>is on course to be achieved</u>.</i>
Amber		Indicates that it is <u>uncertain or too early to say at this stage</u> , whether the milestone/objective will be achieved within the appropriate timeframe.	<i>Indicates that it is <u>uncertain or too early to say at this stage</u> whether the annual target is on course to be achieved.</i>
Red		Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	<i>Indicates that the target <u>will not be achieved</u> unless there is an intervention or remedial action taken.</i>

### Direction of Travel Indicator

Where possible performance measures will also identify a direction of travel using the following convention

Green		Indicates that <b>performance is better</b> as compared to the same period last year.
Amber		Indicates that <b>performance is the same</b> as compared to the same period last year.
Red		Indicates that <b>performance is worse</b> as compared to the same period last year.
N/A		Indicates that the measure cannot be compared to the same period last year.

## Children and Young People Priority Based PPB Report

**Reporting Period:** Quarter 1, 01 April 2017 – 30 June 2017

### 1.0 Introduction

- 1.1 This report provides an overview of issues and progress that have occurred during the period of the report towards the priority of Children and Young People. The way in which traffic light symbols have been used to reflect progress is explained within Appendix 1 (section 8).
- 1.2 Please note initials have been provided to indicate which officer is responsible for the commentary to aid Members, as requested by the Children and Young People Policy and Performance Board. A key is provided in Appendix 1 (section 8).

### 2.0 Key Developments

#### 2.1 SEND Inspection, Ofsted (AMc)

Between 27 March and 31 March 2017, Ofsted and the Care Quality Commission conducted a joint inspection in Halton. They spoke to children and young people with special education needs and/or disabilities, parents and carers, local authority and National Health Service officers. They also visited a range of health and education providers including schools, Children's Centres, Early Years settings and Riverside College. Inspectors spoke to leaders for health, social care and education, staff from all sectors and governors about the implementation of the reforms. Finally they reviewed a range of performance information and evidence, including the local offer, commissioning and Halton's self-evaluation.

The final letter providing the outcome of the inspection was scheduled for publication May 2017, however due to political sensitivity and the date of the general election, Ofsted advised that it would not be issued until 9 June 2017 and published on 16 June 2017. A link to the letter is attached, and a full report on the findings of the inspection will be presented to Policy and Performance Board for Children and Young People in September 2017.

Link to report: <https://reports.ofsted.gov.uk/local-authorities/halton>

#### 2.2 Promoting Education to Post LAC children and Care Leavers (AMc & TC)

Under the Children and Social Work Act there is a new duty placed on the local authority around promoting the educational outcomes for children previously looked after. The duty states that the local authority must make advice and information available for the purpose of promoting the educational achievement of each relevant child educated in their area. It must appoint at least one person for the purpose of discharging the duty imposed and it may do anything else that they consider appropriate for meeting this duty.

The same Act also introduces an extension of duties that the local authority must provide to care leavers. This requires the local authority to publish information about services that will assist care leavers in, or preparing for, adulthood and independent living including services relating to education, training and employment. The local authority must also provide advice and support for each former relevant child until they reach 25 and they must have a Pathway Plan which includes support for education, training and employment.

Each of these new duties have capacity, resources and funding implications for Halton's Virtual School for Children in Care.

- 2.3 Halton Domestic Abuse Family Service (AMc)  
Halton Domestic Abuse Family Service is currently being delivered by Catch22. The service is supporting families affected by Domestic Abuse at Level 3. During the last 12 months, there have been 100 families referred, consisting of 215 individuals. The service has successfully closed 78 cases, with 21 stepping down. 18 individuals have successfully completed the full seven week group Gateway programme and 73 individuals have been supported with one to one support. Four service users obtained employment, education or volunteering. 12 service users have completed Peer Mentor training with Catch22.
- 2.4 Troubled Families Programme (AMc)  
The Halton Troubled Families programme continues and the data team are on target to identify and allocate the target of 1350 families set by the DCLG by the end of the programme with 55% of the target identified. 213 families have been claimed for against the payment by results criteria at the end of May 2017 with £170,400 income generated from these claims. 69% of the claims have shown 'significant and sustained progress' against each of the criteria which the families have presented with and those identified during the intervention. 31% of the claims are for families who have ceased claiming benefits and/or have made significant progress towards gaining employment.
- 2.5 Conversion of The Grange School (Private Finance Initiative) to Wade Deacon Trust (AMc)  
The Authority received an Academy Order from the Secretary of State in October 2016 approving the conversion of The Grange School to Academy status as part of the Wade Deacon Trust. The Grange is a Private Finance Initiative (PFI) School. Construction commenced in 2011 and the building work was completed with service commencement in April 2013. The PFI arrangements commenced in April 2013 and will cease in 25 years from service commencement (2038). Due to the complexity of the conversion, funding has been secured from the Department for Education to allow the Local Authority to secure specialist legal support. Although the initial set up meeting took place in June, due to the complexity of the conversion, no final date for the conversion has yet to be agreed.
- 2.6 Percentage of School Admission Preferences met: Primary and Secondary Schools (AMc)  
At Primary level 90% of parents in Halton received their first preference in line with the national average of 90%. 98% received one of their three preferences compared with 97% nationally.  
  
At Secondary level 94% of parents received their first preference compared with 84% nationally, and 99% received one of their three preferences compared with 95% nationally.
- 2.7 Special Measures (AMc)  
There are now no schools in Halton in either the nursery, primary, secondary or special sector in special measures following the inspections undertaken during summer 2017.
- 2.8 Disability Access Fund (AMc)  
The Equality Act 2010 ensures that Local Authorities and settings must not discriminate, harass or victimise disabled children and must make reasonable adjustments. Local authorities must ensure that children with Special Educational needs and/or disability are found suitable provision. The Disability Access Fund (DAF) was introduced in April 2017

and will support access to early years childcare provision by supporting providers in making reasonable adjustments to their settings and/or helping with build inclusive capacity (this may be for the child in question or to benefit children as a whole attending the setting).

Providers who offer early years funded childcare for eligible three and four year olds will be entitled to receive a lump sum of £615 DAF per year. Providers should discuss with parents/carers how they intend to use the DAF payment to support their child's needs.

Three and four years olds will be eligible for DAF if they meet the following criteria:

- Child is in receipt of child Disability Living Allowance and;
- Child receives Free Early Years Entitlement funding.

Application details and the DAF policy have been shared on the Education and Childcare section of the Local Offer website and a link to this is provided on the Family Information Service website. Details will also go out in a separate communication with all childcare providers.

Link: <https://localoffer.haltonchildrenstrust.co.uk/schools/#daf>

## 2.9 Complex Dependency Programme (TC)

The project board have made the decision to end plans for a Cheshire IT portal. This was as a result of the significant information governance issues and changes to data protection legislation which made the project unviable, despite the efforts of staff from all the agencies.

## 3.0 Emerging Issues

### 3.1 Horizon scanning/National drivers

#### Childminders 30 hours update (AMc)

All three and four year olds can currently access up to 15 hours of free childcare from the term after their third birthday. From September 2017 they may be eligible to an additional 15 hours. The local authority has issued all Early Years providers with an interim funding contract to allow them to deliver the extended entitlement between September 2017 and March 2018. In addition, Halton have modified the funding payment arrangements for the additional 15 hours to ensure that it reflects the higher take-up. Contractual and funding arrangements should align with the existing processes following the transitional period in April 2018.

The local authority has recently purchased a software package from Servelec to provide a Provider Portal which is a government requirement, and will allow for all Early Years Providers to submit a headcount and census data, and to check eligibility themselves. The Child Place Planning team are preparing a number of briefing sessions to demonstrate the new system to providers.

#### Data Protection guidance for schools

From May 2018, schools must comply with the new General Data Protection Regulation (GDPR) or face financial penalties of up to 4% of their turnover. The new regulations are designed to increase the safety and security of data held by all organisation in the EU, and will remain binding in the UK post-Brexit.

### 3.2 Halton Specific

#### Education Strategic Partnership Board (AMc)

In July 2017 the first meeting of the Education Strategic Partnership took place. The aim of Board is to provide the local framework for securing accountability for, and continual improvement in, the quality of education and standards of educational achievement and delivering out ambition. The Board will seek to provide and model system leadership, making recommendations which have professional and moral authority. Membership includes representatives from Riverside College, Nursery, Primary, Secondary and Special school leaders, governors, teaching schools, Dioceses, The Bridge, Virtual school and the local authority. All partners are committed to working together to improve outcomes for all Halton Children and Young People.

#### Independent fostering agencies quality monitoring process (AMc)

Compliance visits have taken place to placements in children's homes for a number of years but this process has not existed in relation to fostering agencies. Five authorities (Halton, Liverpool, Cheshire West and Chester, Cumbria and Wigan) have now worked collaboratively to both develop a format as well as consulting with a number of agencies in the region to develop a self-assessment form. This work has been positively received by the agencies and visits will take place involving 2 local authorities for each visit on behalf of the region. The format has been signed off and visits are planned to begin from September 2017 with the visit schedule coordinated by Placements North West.

#### Internship for SEND

Working in partnership with departments with the council and with Riverside College, the local authority expect to deliver a Supported Internship trial programme from September 2017 for six young people. The programme will run across the academic year 2017/18 and during this time the College and local authority will review progress and experiences to consider widening the implementation of supported internships from September 2018.

#### In Year Fair Access Protocol

A new In Year Fair Access Protocol has been agreed between Halton Association of Secondary Headteachers (HASH) and the local authority which will take effect from September 2017. To facilitate this revised approach HASH have agreed to fund a dedicated post for a two year period. The Protocol will be legally binding and it aims to ensure that all schools admit a fair share of children who meet the criteria for consideration under the scheme. It is also intended to ensure that these children are placed without delay to minimise the impact on their education.

#### Halton's Local Offer

Previous years reporting of the Local Offer usage has been under-reported. This was based on usage counted as sessions (time spent). Each session was counted as 1 usage, regardless of how many pages accessed. Counting usage by pages viewed is a more accurate reflection of how the Local Offer is being used by children, young people, parent/carers and professionals to find information, advice and support.

2015/16 performance reported as 3,868 should be 20,046 and 2016/17 previously reported as 10,573 should be 37,215 using the page views data. Based on analysis of previous years usage and to allow for increased awareness of the Local Offer the new target for 2017/18 is 40,000 page views.

4.0 Risk Control Measures

- 4.1 Risk control forms an integral part of the Council's business planning and performance monitoring arrangements. As such, directorate risk registers were updated in tandem with the development of the 2017-18 business plan.

5.0 Progress against high priority equality actions

- 5.1 Equality issues continue to form a routine element of the Council's business planning and operational decision making processes. Additionally the Council must have evidence to demonstrate compliance with the Public Sector Equality Duty (PSED) which came into force April 2011.

The council's latest annual progress report in relation to achievement of its equality objectives is published on the Council's website <http://www4.halton.gov.uk/Pages/councildemocracy/Equality-and-Diversity.aspx>

## 6.0 Performance Overview

6.1 The following information provides a synopsis of progress for both milestones and performance measures across the key business areas that have been identified by the local authority contributing the priority of Children and Young People.

### Objective: Improve outcomes for children and young people through effective multi-agency early intervention (PED01)

Ref	Measure	16/17 Actual	17/18 Target	Current	Direction of Travel	Quarterly Progress
PED01 01	Monitor the average length of time between a child returning home and their return interview for those missing from care/home (Commissioned Service)	72 hours	72 hours	72 hours		
PED01 02	Reduce the number of young people who repeatedly run away in Halton (SCS SH04)	156	115	45		
PED01 03	Monitor the number of young people going missing in the year	395	N/A	116		
PED01 04	Monitor the number of young people flagged as at risk of Child Sexual Exploitation (snapshot at the end of the quarter)	24	N/A	23		
PED01 05	Reduce the number of children subject of fixed term exclusions	244	270	116 (Spring term)		
PED01 06	Reduce the rate of permanent exclusions	0.046 %	0.035 %	0.087% (Spring term)		
PED01 07	Increase the number of children involved in early intervention (e.g. CAF) (All those who have had a CAF at any point in the year)	560	600	344	N/A	
PED01 08	Monitor the rate of referrals to Children's Social Care per 10,000 0-18 year olds	368	N/A	451		
PED01 09	Reduce the number of children and young people who enter the care system	97	70	19		

#### Supporting commentary:

PED01 01, 02 and 03: During this quarter, return interviews are being completed within 72 hours. There have been 332 missing from home notifications in relation to 116 individuals. In regard to repeat individuals there are 45 individuals that are responsible for 270 incidents. Catch22 has seen another increase in notifications and the individuals. Demographics of the missing children in Halton are consistent with an even split in male and female. However this quarter, children are younger, with the average age of 14.

PED01 04: The CSE Operational group is in place and positive feedback has been received from partners in relation to closely monitoring this cohort and activity.

PED01 05 and 06: There has been a significant number of fixed term and permanent exclusions for the Spring term. The attendance and behaviour team are supporting young people and schools, together with other services to avoid exclusions. Social Emotional and Mental Health remains a significant concern in schools, and is the most common reason for fixed term exclusions. Those subject to fixed term exclusions are at higher risk of permanent exclusions.


PED01 07: CAF numbers continue to be high compared to other North West authorities. As the figures are accumulated over the year the first quarter is always lower than subsequent quarters.

PED01 08: 318 referrals were received in quarter 1

PED01 09: This area is closely monitored and analysis undertaken on a regular basis. There is ongoing exploration of the reasons for children entering care and regular scrutiny in this area.

Ref:	Milestones	Quarterly Progress
PED01a	Monitor and review the effectiveness of iCART (June 2017)	
PED01b	Establish and implement a multi-agency locality provision (March 2018)	
PED01c	Develop a system to identify, assess and support vulnerable adults (March 2018)	



PED01d	Implement the Cheshire IT Portal (March 2018)	NO LONGER RELEVANT
PED01e	Develop performance information which ensures that early intervention is responsive to trends of those being referred to children's social care	

Supporting commentary:

PED01a: Weekly performance meetings with the principal managers, divisional managers and support from the performance team have ensured an ongoing improvement in the percentage of contacts and referrals for both Children's social care and early intervention being authorised within timescales. The percentage of 360's being completed and authorised within timescale has risen from an average of 25% in June to 100% for the three weeks in July that the data is available for.





PED01b: Work is ongoing to establish if there are further multi-agency staff who could enhance the two locality teams. Staff from a wide variety of partner agencies participate in weekly Working Together meetings which provide a multi-agency forum for allocation and discussion of Level 2 cases.

PED01c: The project for vulnerable adults, WAVES, who have complex needs but do not require a social care intervention has been launched and two Adult Coordinators are based within iCART. Referrals are being received and development work with Police is continuing.

PED01d: This milestone is no longer relevant (please see Key Developments above).

PED01e: Early Intervention managers participate in a monthly performance challenge meeting with divisional managers, principal managers for social care and the operational director, with support from the performance team. This monitors trends and performance.




### Objective: Raise attainment and progress at Key Stage 2 (PED02)





Ref	Measure	16/17 Actual	17/18 Target	Current	Direction of Travel	Quarterly Progress
PED02 01	Increase the percentage of children reaching the expected standard in reading at KS2	63.4%	N/A	68.8%		
PED02 02	Increase the percentage of children reaching the expected standard in writing at KS2	65.9%	N/A	71.5%		
PED02 03	Increase the percentage of children reaching the expected standard in maths at KS2	64.9%	N/A	70%		
PED02 04	Increase the percentage of children achieving the expected standard in Reading, Writing and Maths (SCS CYP02)	46.8%	N/A	55.8%		
PED02 05	Increase the average key stage 1 to 2 progress score for reading	-0.2	N/A	Awaited		
PED02 06	Increase the average key stage 1 to 2 progress score for writing	-1.4	N/A	Awaited		
PED02 07	Increase the average key stage 1 to 2 progress score for maths	-0.4	N/A	Awaited		
PED02 08	Increase the percentage of Children in Care achieving expected outcomes at KS2 (SCS CYP16)	Awaited				

Supporting commentary:

All attainment data provided is provisional data only.

As this is a new assessment system, and 2016 results have proved to be unreliable nationally, targets will not be set until further information is available. A full report on attainment will be provided to Policy and Performance Board in September.

Ref:	Milestones	Quarterly Progress
PED02a	Based on data analysis, and feedback from the Cross Service Monitoring Group, undertake categorisation process for all schools by October 2017 and identify actions, including levels of support and intervention, required to improve inspection outcomes (March 2018).	
PED02b	Develop data tracking system (March 2018).	
PED02c	Conduct the annual analysis of school performance data for all primary schools during September to December 2017 (with further reviews undertaken at key points in the performance data release cycle).	

PED02d	Analyse, evaluate and report end of Key Stage 2 achievement outcomes (December 2017).	
PED02e	Identify areas of need and support for Children in Care and Free School Meals pupils (December 2017).	
PED02f	With schools, monitor the impact of Pupil Premium and its impact on raising achievement (March 2018).	
PED02g	Ensure appropriate deployment of school improvement challenge and support for identified schools and settings, including school to school support and wider system leadership (March 2018).	

## Supporting commentary:

PED02a: Revised categorisation of schools will be undertaken in early Autumn 2017.

PED02b: Comment to follow in Q2.

PED02c: Performance data from schools will be analysed and shared with schools, settings and officers in early Autumn 2017.









PED02d: Initial KS2 outcomes will be shared with PPB in September 2017 with more detailed information analysis in October and January.

PED02e: The Children in Care and Care Strategy will be reviewed which will identify areas for support.

PED02f: School improvement officers, including associated School Improvement advisors have continued to support individual schools with strategies to diminish the difference in attainment and progress of vulnerable groups. A diminishing the difference network group provides further challenge and support to those schools who participate in this network.

PED02g: Schools and settings will be categorised in the Autumn 2017 to identify the levels of support linked to the school's category or degree of vulnerability.

### Objective: Raise achievement in Early Years (PED03)

Ref	Measure	16/17 Actual	17/18 Target	Current	Direction of Travel	Quarterly Progress
PED03 01	Increase the percentage of children achieving a good level of development in Early Years Foundation Stage (SCS CYP)	62%	62%	61%		
PED03 02	Increase the percentage of 2 year old funded children achieving a good level of development	20%	20%	20%		
PED03 03	Increase the take up of Early Years Entitlement for 3 and 4 year olds	93%	92%	91%		
PED03 04	Monitor the percentage of Early Years settings (pre-schools, day care, out of school clubs, childminders) with overall effectiveness of Good or Outstanding	97%	90%	94%		
PED03 05	Reduce the good level of development attainment gap for disadvantaged children and their parents at EYFS	24%	19%	Awaited		

## Supporting commentary:




All attainment data provided is provisional data only.

A full report on attainment will be provided to Policy and Performance Board in September.

PED03 03: The increase of the take-up of the 3 and 4 year old entitlement remains an ongoing focus of Family Information Services promotional activities.

Additional measure information around the take up of 2 year olds shows that target of 497 from DfE has been exceeded with 530 in Halton.

PED03 04: The proportion of providers with an outcome of Good or Outstanding continues to be above the national average.

Ref:	Milestones	Quarterly Progress
PED03a	Develop data tracking system across early years (March 2018).	
PED03b	Implement recommendations from the Early Years Review and OFSTED Early Years thematic report (March 2018).	
PED03c	Analyse the outcomes of children who have accessed funding two year old placements (January 2018).	

Ref	Measure	16/17 Actual	17/18 Target	Current	Direction of Travel	Quarterly Progress
PED03d	Complete RAG categorisation process for all EYFS settings by October 2017, and identify actions, including levels of challenge, support and intervention required to improve quality of educational provision.					
Supporting commentary: PED03a: Work is currently being undertaken to identify the most appropriate tracking system for use across all early years providers and the local authority. PED03b: The One Halton Child Development Steering group has produced an action plan which addresses the recommendations of both the Early Years review and the thematic Early Years Ofsted report. PED03c: This information will be available in January 2018. PED03d: EYFS settings have been RAG rated and support and intervention identified.						

### Objective: Improve the offer for children and young people with SEND (PED04)





Ref	Measure	16/17 Actual	17/18 Target	Current	Direction of Travel	Quarterly Progress
PED04 01	Increase participation in the POET Survey (Parent/Guardians)	N/A	70	67		
PED04 02	Increase the percentage of Education Health Care Plans completed within 20 weeks	23%	80%	67%		
PED04 03	Increase the number of schools identified as Nurture Champions	12 schools	20%	21 schools		
PED04 04	Increase the percentage of Statements converted to Education Health Care Plans to meet published timescales	N/A	90%	77%		
PED04 05	Increase the number of people accessing the Local Offer (proxy measure of number of page views)	37,215	40,000	10,108		

Supporting commentary:  
 PED04 02 and 04: Halton are expected to complete all of the conversions by 31 March 2018 and are confident that this target will be achieved. Timescales for completion of assessments are improving.  
 PED04 03: Nurture groups have increased dramatically over the year. 21 schools attend the nurture network meetings. Satisfaction with the content and training is high. Three schools have received whole staff awareness and support this half term and are setting up for September. Training is planned in more schools in September.  
 PED04 05: See emerging issues for information around Local Offer page views.

Ref:	Milestones	Quarterly Progress
PED04a	Develop and refine the annual analysis of progress data for children and young people with additional SEND funding through Enhanced Provision or Education Health Care Plans (March 2018).	
PED04b	Undertake a review of all SEND provision within the borough (March 2018).	
PED04c	Improve provision in Halton for young people with challenging behaviour and social, emotional and mental health challenges (March 2018).	
PED04d	Evaluate qualitative data through Personal Outcomes Evaluation Tool (POET) of family and individual views with the SEND reform process in Halton, to increase satisfaction with their experience (March 2018).	

Supporting commentary:  
 PED04a: This issue is to be addressed as part of the action plan following the SEND inspection. Current systems to be refined to create meaningful outcomes data.  
 PED04b: A school forum sub-committee is meeting to review SEND provision for Halton pupils. The specification of an All Age review of provision is currently being drawn up.  
 PED04c: A review of support for children and young people with SEMH has been commissioned. The outcome of this review will be shared in Autumn 2017.  
 PED04d: The evaluation closes 31 July 2017. Halton is liaising with the agency commissioned by DfE to collate the information gathered. Report expected during quarter 2.



**Objective: Improve participation and skills for young people to drive Halton's future (PED05)**

Ref	Measure	16/17 Actual	17/18 Target	Current	Direction of Travel	Quarterly Progress
PED05 01	Reduce the percentage of 16-17 year olds not in education, employment or training	4.4%	4.4%	4.8%		
PED05 02	Reduce the percentage of 16-17 year olds whose activity is not known	0.8%	0.8%	0.7%		
PED05 03	Increase the percentage of 19 year olds achieving a Level 2 qualification	84.3%	84.3%	Awaited		
PED05 04	Increase the percentage of 19 year olds achieving a Level 3 qualification	54.4%	54.4%	Awaited		
PED05 05	Monitor the percentage of young people progressing to Higher Education (SCS CYP13)	28%	28%	Awaited		

## Supporting commentary:

All targets have been revised in line with the publication of 2015/16 data (shown in the 2016/17 data column as published with a timelag) and the new DfE calculations.

PED05 01 and 02: Current figures represent June 2017. The measures are taken annually in January. There is a robust tracking method which allow the authority to maintain a good understanding of young people's activities.

Ref:	Milestones	Quarterly Progress
PED05a	Develop the 14-19 Commissioning Statement to reflect Local Enterprise Partnership priorities (March 2018).	
PED05b	Develop a Post 16 monitoring framework to demonstrate how providers are supported and challenged in the borough (March 2018).	

## Supporting commentary:

PED05a: The previous 14-19 Commissioning Statement document format has been revised to better meet the needs of the 14-19 team. The document has been completed and awaiting next steps in publication.




PED05b: Monitoring framework has been written in draft form so it can be linked to School Improvement Strategy when revised.

7.0 Financial Summary

Awaited from Finance.




8.0 Appendix I

8.1 Symbols are used in the following manner:

Progress		Milestone	Measure
Green		Indicates that the milestone is on course to be achieved within the appropriate timeframe.	Indicates that the annual target is on course to be achieved.
Amber		Indicates that it is uncertain, or too early to say at this stage whether the milestone will be achieved within the appropriate timeframe.	Indicates that it is uncertain or too early to say at this stage whether the annual target is on course to be achieved.
Red		Indicates that it is unlikely or certain that the objective will not be achieved within the appropriate timeframe.	Indicates that the target will not be achieved unless there is an intervention or remedial action taken.

8.2 Direction of Travel indicator

Where possible measures will also identify a direction of travel using the following convention:

Green		Indicates that performance is better compared to the same period last year.
Amber		Indicates that performance is the same as compared to the same period last year.
Red		Indicates that performance is worse compared to the same period last year.
N/A		Indicates that the measure cannot be compared to the same period last year.

8.3 Key for responsible officers:

- AMc** Ann McIntyre, Operational Director, Education, Inclusion and Provision Service
- TC** Tracey Coffey, Operational Director, Children and Families Service

## Performance Overview Report – Enterprise, Community & Resources

Reporting Period: **Quarter 1 – 1st April 2017 – 30<sup>th</sup> June 2017**

### 1.0 Introduction

- 1.1 This report provides an overview of issues and progress within the directorate that have occurred during the period.

### 2.0 Key Developments

- 2.1 There have been a number of developments within the Directorate during the period which include:-

#### Finance

##### *Revenues and Financial Management*

- 2.2 Following closure of the 2016/17 year-end accounts, the draft Statement of Accounts was signed off as required by the Operational Director on 28<sup>th</sup> June 2017 and passed to Grant Thornton UK LLP for them to start the audit of the accounts. Findings of the audit will be reported to the Business Efficiency Board on 27<sup>th</sup> September 2017.
- 2.3 The 2016/17 outturn was reported to the Executive Board on 15<sup>th</sup> June 2017. Net expenditure for the year was £0.6m above the approved budget of £98.5m. The level of the general fund balance as at 31<sup>st</sup> March 2017 now stands at £4.8m. School balances as at year-end total £4.8m which will carry forward into 2017/18. Capital expenditure for the year was £84.8m.
- 2.4 Piloting of 100% retention of business rates for all Councils within the Liverpool City Region commenced on 1<sup>st</sup> April 2017, ahead of the national scheme which is expected to be rolled out in 2020. Absence of the Local Government Finance Bill within the recent Queens Speech has placed uncertainty on the progress of business rates retention and on the future progression of local government finance and further information will be provided as this becomes available.

##### *Audit, Procurement & Operational Finance*

- 2.5 In July 2017 the Council will go live with a prepaid card solution for Direct Payment users which will remove the need for direct payment clients to manage a separate bank account for their direct payment. It will also provide the Council with real-time information on how clients are utilising their direct payment funding, which will reduce auditing requirements. It is anticipated that prepaid cards will be offered to existing direct payment clients once the new systems become embedded.
- 2.6 The cost of external audit services will reduce following a highly successful procurement process undertaken by Public Sector Audit Appointments Ltd (PSAA). Aggregate savings for the sector are expected to exceed £6m per annum, equivalent to a reduction of approximately 18% in the scale fees payable by local bodies. These contracts will cover a five year period commencing with the audit of accounts for 2018/19 with an option to extend the contracts for a further two year period.

*Human Resources, Organisational Development, Policy, Performance and Efficiency*

- 2.7 A redesigned operating model has been developed for the Policy, People, Performance and Efficiency Division and this will contribute to meeting future revenue savings. Some restructuring is involved and consultation is to take place with employees in the service from 12th July to 9th August 2017 with the planned implementation date for a final model being 1st December 2017.
- 2.8 A new wellbeing focused absence management policy, implemented on 1st July 2017, has now been communicated to a large number of managers across the Council. Following go-live, implementation will be monitored using statistical data and financial reporting.
- 2.9 The Council's Apprenticeship Policy is now in place, designed to enable the Council to meet its obligations, as far as it is economically able to, in respect of an apprenticeship target set by Government. A number of stakeholder sessions were held in quarter 1, and a skills audit has been undertaken to identify opportunities for the development of apprenticeship roles.
- 2.10 At the time of writing, 8 apprenticeship opportunities are at business case stage and it is anticipated that these will be taken through the corporate approvals process, resulting in new starts that will contribute to the Council's target of 20 apprenticeships for 2017/18. A further 5 opportunities have been identified and support will be provided to managers to develop business cases where appropriate.
- 2.11 Following revised processes for managing agency worker placements the reduction in full year spend has been quantified as £623,000 for the financial year 2016/17. The number of hours of agency worker usage has reduced from 155,900 hours in 2014/15 to 84,592 in 2016/17. During quarter 2, the revised agency worker processes will be subject to an internal audit to ensure robustness.
- 2.12 Within the Efficiency Programme, a review of Children in Care Services has been undertaken, with an As-Is report scheduled to be considered by the Efficiency Programme Board on 20th July. Recommendations will be developed once that report has been fully considered. The review the use of community assets, and the services delivered from them is underway. A report on The Council's Halton Direct Link facilities was considered by the Efficiency Programme Board in May 17, which has demonstrated efficient use of the facilities across the core operating hours.

*ICT Infrastructure*

- 2.13 Supported by the current rolling capital programme the authority's technology infrastructure has undergone further upgrade and development with continued major changes to its internal network, Server and Desktop and Data Storage Infrastructures and this approach will allow and maintain incremental growth, change and redevelopment of the authority's main computing infrastructure solution.
- 2.14 The investment strategy over the last 4 years has incrementally developed the Halton Cloud Services facility. This facility now comprises of two active/active Data Centre facilities that enable the deployment of change within the authority quickly and efficiently.
- 2.15 This digital strategy fully supports the principle objective set at the start of this rolling programme surrounding the delivery of agile working, access to all applications and associated data sets through centrally managed, seamless, secure and compliant platforms.
- 2.16 The incremental growth of the authorities own communications and data network facilities is an essential aspect of the Halton Technology Programme. Wi-Fi facilities have been utilised throughout the borough for many years effectively, but now require a new focus have to deal with additional

agility demands in order to not reduce the user experience or negatively impact upon business processes.

#### *Legal and Democracy*

- 2.17 The Liverpool City Region Combined Authority Mayoral Election took place in May and the General Election occurred in June and were delivered as planned.
- 2.18 Council adopted the revised Constitution in May, and the Legal team also contributed to the new Combined Authority Constitution, which has been approved.

#### Community and Environment

##### *Catering, Stadium and Registration Services*

- 2.19 The main focus for Stadium staff over the past few months has been the hosting of the Elton John concert on 18<sup>th</sup> June, and planning the event both internally and with external partners, particularly in light of recent terrorist attacks, was very detailed and complex. The event has been hailed as a huge success by all parties involved, and the promoters are wholly positive about the venue with the possibility of two concerts being hosted next year.
- 2.20 The award winning training programme offered by Halton Borough Council's School Meals Service has seen another 10 students start their NVQ Level 1 and 3 and of last year's students 3 have gone on to be promoted to School Catering Supervisors.

##### *Library and Sport and Recreation Services*

- 2.21 World renowned children's author Jeremy Strong came to Halton in June and entertained more than 400 children from a number of Halton schools. In addition the Reading Well – Books on Prescription launch, which will be attended by the Mayor, will take place on 05<sup>th</sup> July. The initiative promotes the benefits of managing a person's health and wellbeing through self-help reading and to date the programme has reached over 635,000 users nationally. Further information about the initiative can be found [here](#).
- 2.22 The Kingsway Learning Centre Library refurbishment will commence in Quarter 2 and £10,000 of funding which has been secured from the Arts Council will support the further development of the bespoke offer libraries currently deliver to care and residential homes across the borough.
- 2.23 The new staffing structure for Leisure Centres came into operation on 01<sup>st</sup> June and recruitment has continued during the quarter 1 period. Whilst there has been some inevitable interruption to some services this has been minimised and the [Active Halton](#) website has been refreshed to make information more readily accessible.
- 2.24 The Junior Park Run launched in Victoria Park on 09<sup>th</sup> April and during quarter 1 had an average of 118 runners taking part. In addition on-going support is being provided to nine Health Walk Leaders who are leading 5 walks per week across the borough.
- 2.25 A report has recently been submitted to the ELSC Policy and Performance Board concerning Community Centre activity across the borough. In 2016 – 17 there were in excess of 300,000 attendances which is an increase of 40,000 when compared to 2012 – 13. During the same period annual operating costs have reduced by more than 50% to £150K and this is a positive trend towards achieving the ambition of reaching a zero net operating budget.



## Economy, Enterprise & Property

### *Investment & Development Services*

- 2.26 The Joint Venture are in lease negotiations with three companies which would take the occupancy of Techspace One to 25% and the design of the Project Violet buildings continues with a planning application expected in autumn 2017.
- 2.27 The Castlefields Lakeside Phase 2 development continues on site with completion expected in September 2017.
- 2.28 The Business Growth Programme (previously the “Liverpool City Region Integrated Business Support Programme”) within Halton continues to progress well. To date 64 businesses have been assisted and 13 jobs created and the Programme targets of “123 Businesses Assisted” and “108 Jobs Created” are on track to be realised.
- 2.29 In addition, the delivery of the Business Growth Programme continues to complement the business support offered by the Halton Borough Council Growth Hub. To date Halton Growth Hub has engaged with 1,101 businesses, 325 business diagnostics have been undertaken which have resulted in 938 brokerages to additional business support services. Local companies have been brokered to 25 other business support providers.
- 2.30 A new Astmoor BID website will be launched in July and will include a new Business Directory, details of the Board and a modified front page to include details of the ballot process [www.astmoorforbusiness.co.uk](http://www.astmoorforbusiness.co.uk)
- 2.31 A sub consultation with businesses on Widnes Business Park has been undertaken to determine whether they will remain within the BID should the BID3 ballot be successful. The new landlord has imposed a service charge that delivers similar services to the Business Improvement District (BID). As a consequence resident businesses are paying for two similar services.
- 2.32 The consultation returned a clear majority, by both number of businesses and rateable value, in favour of leaving the Halebank BID Area and as a consequence the Halebank BID boundary will be changed to exclude Widnes Business Park as of March next year.
- 2.33 Work has commenced to provide a new clubhouse at the Murdishaw Aldi development site, which is expected to be completed in During Quarter 3 2017/18 and work is ongoing to finalise the schedules for the remaining sections of the site.

### *Employment, Learning & Skills*

- 2.34 As part of the planning for the devolution of the Adult Education Budget (AEB), the Adult Learning Service completed an Outcome Based Agreement exercise for the city region. These will be analysed and used to inform future AEB allocations.
- 2.35 The Adult Learning Team have received A “Good” rating in a recent Ofsted inspection. Whilst the rating was consistent with that achieved in a previous inspection the criteria has become much more stringent and this is a significant achievement for the service.

- 2.36 The European Social Fund (ESF) Ways to Work programme continued to deliver Intermediate Labour Market placements (ILMs). The placements for those individuals aged 30+ were oversubscribed and future ILMs will only be available for those aged 29 and under.
- 2.37 Halton People into Jobs were successful in being on the supply chain for a number of shortlisted Prime Contractors who are bidding to deliver the forthcoming DWP Health & Work Programme, which will replace the current Work Programme. Announcements of contract awards are expected in early autumn.
- 2.38 A Liverpool City Region submission has been made to the Department of Work and Pensions to deliver a “Households into Work” programme from January 2018 which will look to work with families where there are at least two individuals who are not in employment.
- 2.39 Work with Merseylink and Emovis continued during the Quarter 1 period including the delivery of pre-employment programmes leading to guaranteed interviews and recruitment for local residents.

#### *Property Services*

- 2.40 Both phases 1 and 2 of the refurbishment of Fairfield Primary are now complete. The phase 3 works, consisting of works to pitches and upgrading the playground area adjacent to the junior school building, are expected to be complete by September 2017. Also work on the Crow Wood Park pavilion is scheduled to commence in August 2017 with a completion date of December.
- 2.41 The two bids submitted by Halton as part of the Liverpool City Region One Public Estate (OPE) bid have both been successful. The value of the bid is approximately £66k in total to fund master planning in respect of the Former Police Station and Magistrates Court site and the immediate surrounding area in Widnes, and the current Runcorn Magistrates Court building and surrounding area of Halton Lea, the latter being linked to the healthy new towns programme.

#### Policy, Planning & Transportation

##### *Development Management*

#### 2.42 Planning Application Statistics

Total Applications Received: 138 (Includes Those Withdrawn And Returned)			
Applications Decided	159	Applications On-Hand (Undecided)	172
Pre-Applications Received	21	Pre-Applications Closed	24

N.B. There are certain applications (such as tree preservation orders) that are not counted in the statutory CLG speed of processing statistics. This accounts for the difference between the figures reported above and the figures given for PPT LI 04.

- 2.43 During 2016/17 there were 700 net additions to the housing stock of which 138 units were affordable. This is an increase on the 484 and 507 completions that occurred during the preceding two years.

- 2.44 When the Mersey Gateway opens, the Silver Jubilee Bridge will close to vehicular traffic on the same day to allow it to be refurbished, which will take about 12 months to complete. Pedestrian access to the SJB will be maintained during the refurbishment period.
- 2.45 A scheme that allows older drivers to receive training, free of charge, to help them deal with the challenges of driving with changes, not only since they passed their test but also to the Borough's Highways Network, is currently being offered to Halton's residents. Places for the scheme have been advertised in local press and on Council websites, with the funding expected to cover approximately 140 older drivers within the borough on a first come, first served basis.
- 2.46 The Runcorn Site COMAH Operators Exercise was postponed in February 2017 due to Storm Doris, and took place in April 2017. This exercise is now an annual event as the site has been reclassified as six separate COMAH sites.

#### *Highway Development*

- 2.47 A preliminary Flood Risk assessment has been submitted in draft form to the Environment Agency (EA) and has also received endorsement from the Environment & Urban renewal PPB. The assessment is now pending Executive Board Approval, and EA review for final publication by December 2017.
- 2.48 [The Public Rights of Way Improvement Plan](#) is currently out to consultation. This is a joint 10 year plan prepared by the six Liverpool City Region local authorities and Merseytravel, on behalf of the Liverpool City Region Combined Authority, to improve the local network of public rights of way. The consultation is scheduled to end on 29<sup>th</sup> September 2017.
- 2.49 Halton are working with Cheshire East and Cheshire West and Chester to produce a Sustainable Urban Drainage Systems (SUDS) guide - this will need to go hand in hand with policy amendments as part of Land Allocations Plan. Highway Development also have transportation/highways advice input into this process

### **3.0 Emerging Issues**

- 3.1 A number of emerging issues have been identified during the period that will impact upon the work of the Directorate including:-

#### Finance

- 3.2 Work is underway in revising the Medium Term Financial Strategy; this is being continually updated as new information is received on a frequent basis. The Budget Working Group (BWG) have had an initial meeting to start the process for identifying future budget savings.
- 3.3 The Public Sector Internal Audit Standards require that an external assessment of a local authority's internal audit function is carried out once every five years by a qualified, independent assessor or assessment team from outside of the organisation. The North West Chief Audit Executives' Group has established a 'peer-review' process that is managed and operated by the constituent authorities. This process addresses the requirement of external assessment through 'self-assessment with independent external validation'.
- 3.4 The Council's internal audit service is to be subject to a peer review in September. The review will focus on audit activity from 2016/17 and involve interviews with key stakeholders. On conclusion of the review a report will be produced which will be presented to the Business Efficiency Board.

### ICT Infrastructure

- 3.5 Following the recent malware incidents across the country considerable efforts have been made to safe guard the authority's server infrastructure with all Windows Server 2003 operating systems removed through upgrades to many of the estates servers now utilizing the latest operating systems where possible.
- 3.6 The Council is by necessity having to make a number of technical security changes as we start to try and slow down the onslaught of malicious emails being received that will inevitably start to impact upon all users.
- 3.7 We are currently at 70'000 malicious emails per day and rising. Over the last few Friday's the 21<sup>st</sup> July and 28<sup>th</sup> July particularly, during the afternoon at around 4pm the authority had 30'000 malicious emails hit the system in less than an hour and this pattern continues – the technical teams are dealing with these ever increasing issues – but for ourselves as users ultimately it means more measures will have to be put in place and this will inevitably slow down email transit.
- 3.8 Whilst the authority will continue to deploy anti-spam protection systems and quarantine techniques it remains the case that all users need to remain vigilant and exercise extreme caution when using e-mail applications in order to maintain the Councils defenses effectively.

### Economy, Enterprise & Property

#### *Investment & Development Services*

- 3.9 Delivery of the Liverpool City Region 'Place Marketing – Inward Investment' programme has commenced with the development of a suite of sectoral marketing materials, attendance at a number of international events and the appointment of key sub-contractors specifically, 'International Locational Consultants' covering Asia, the US and Europe. The International Location Consultants will promote the City Region offer in key territories and be tasked with generating 'live leads' from companies wishing to relocate
- 3.10 An online lead generation company has also been appointed, again tasked with generating live leads. Activity will be delivered along key sectoral line, with Halton Borough Council having representation on all sector groups.
- 3.11 The UK's largest event dedicated to the manufacturing sector will be held in Liverpool for the next three years. The event will take place on November 16 & 17 and will attract 8,000 companies\delegates. The event will also incorporate a Digital Manufacturing Expo and a standalone event for the 'German British Business Forum'. Halton Council is working closely with Sci-Tech Daresbury and other to bring delegates of the Conference to the Borough for dedicated, themed, tours.

#### *Employment, Learning & Skills*

- 3.12 Halton is managing an ESF Employees Support in Skills contract on behalf of the Combined Authority. This includes the LCR Apprenticeship Hub Team. The contract will be managed by the Education & Skills Funding Agency, with a clear set of deliverables and will continue until July 2018. Activities will include the delivery of Skills Shows and one is scheduled for Sci Tech Daresbury in Q2 (28/29 July) <http://www.stfc.ac.uk/public-engagement/activities-for-the-public/visit-daresbury-laboratory/>

- 3.13 The Delivery of maths, English and IT training for staff will commence in Quarter 2 at the Tesco Chilled Distribution Centre and the new Liverpool City Region 'Include IT' project, which is funded through ESF and Big Lottery, will commence shortly. This IT project is aimed at those aged 45 to 63 and will be delivered in Halton through a partnership with Adult Learning and the Library Service.

#### *Property Services*

- 3.14 Following the devastating fire at Grenfell Tower in London a review of Council owned buildings has taken place and we are not aware of any buildings that have aluminium composite panels present. The incident has prompted a review of the general fire management principles and procedures within our buildings, and in respect of this, Property Services and Risk Management are now working together to review and update any procedures where necessary.

#### Policy, Planning & Transportation

##### *Development Management*

- 3.15 Liverpool John Lennon Airport (LJLA) have [published their 2050 Masterplan for consultation](#). As a unique asset in the Liverpool City Region, the Council continues to support the growth of the airport, will discuss the detail with LJLA, so that full account can be taken in our Local Plan and growth strategy.
- 3.16 Following this tragic fire at Grenfell House, in Kensington and Chelsea, the Government has asked for building owners to check the type of cladding used on residential tower blocks greater than 18m tall.
- 3.17 The Council does not have any residential blocks over 18m tall in the Borough, and no longer owns any housing stock. However, the Building Control Team have offered support to HHT, who own Churchill Mansions and also the management company who look after The Deck development to ensure these buildings are safe.
- 3.18 It is important to note there is no legal requirement for changes to the Building Regulations to be imposed on buildings retrospectively. Buildings are only required to meet the regulations in force at the time of construction although it is expected that the Government will revise Building Regulations in due course.

##### *Logistics*

- 3.19 The current Concessionary Travel scheme agreement which is in operation in the Borough is due to come to an end in March 2018. The Council is in very early stages of negotiations with regards to a new scheme and in particular the level of revenue re-imburement due to bus operators for passengers using concessionary travel passes. It is anticipated agreement will be reached by November 2017, with a new two year agreement in place for the period April 2018 to March 2020.

##### *Risk Management*

- 3.20 A new Upper Tier Control of Major Accident Hazards (COMAH) site has been designated in Widnes; it is the Emerald Kalama Ltd site off Dans Road. The site has moved to Upper Tier Status due to the increase in the inventory of two substances, which are already stored / involved in industrial processes on the Emerald Kalama site.

#### 4.0 Risk Control Measures

Risk control forms an integral part of the Council's Business Planning and Performance Monitoring arrangements. As such Directorate Risk Registers were updated in tandem with the development of the Directorate Business Plans.

#### 5.0 High Priority Equality Actions

Equality issues continue to form a routine element of the Council's business planning and operational decision making processes. Additionally the Council must have evidence to demonstrate compliance with the Public Sector Equality Duty (PSED) which came into force in April 2011.

The Council's latest annual progress report in relation to the achievement of its equality objectives is published on the Council website and is available via:


<http://www4.halton.gov.uk/Pages/councildemocracy/Equality-and-Diversity.aspx>

#### 6.0 Performance Overview

The following information provides a synopsis of progress for both milestones and performance indicators across the key business areas that have been identified by the Directorate.

##### Financial Management

##### Key Objectives / milestones

Ref	Milestones	Q1 Progress
FS 01	Report Medium Term Financial Strategy to Executive Board - <b>November 2017</b> and Report to Council - <b>March 2018</b> .	
FS 02c	Provide <b>quarterly</b> monitoring reports on the overall budget to Executive Board.	
FS 03b	Publish the Statement of Accounts by <b>30<sup>th</sup> September 2017</b> .	
FS 04	Establish Treasury Management Policy and report to Council - <b>March 2017</b> and provide monitoring reports to Executive Board on a <b>bi-annual</b> basis..	
FS 05a	Establish and report prudential indicators to Council - <b>March 2017</b> and provide monitoring reports to the Executive Board on a <b>bi-annual</b> basis.	

##### Supporting Commentary

Progress remains on target to report the Medium Term Financial Strategy to Executive Board in November 2017 and the financial forecast is being regularly updated.







Work has commenced with Management Team and Budget Working Group to develop budget proposals for 2018/19 and the Quarter 1 monitoring report on the overall budget will go to Executive Board on 21 September 2017.

The Audit of Statement of Accounts commenced 01 July 2017, and progress remains on track to publish by 30 September 2017 with a Draft statement published on the Council web-site on 28 June 2017

The 2016/17 Treasury Management Policy was approved by Council on 08 March 2017 and the Half year report is scheduled to be reported to Executive Board on 16 November 2017.

2017/18 prudential indicators were reported to Council on 08 March 2017 as part of Treasury Management Policy and the Quarter 2 monitoring report is on track to be reported to Executive Board on 16 November 2017.

### **Key Performance Indicators**

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
FS LI 01	Receive an unqualified external audit opinion on the accounts.	Yes	Yes	N / A	N / A	N / A
FS LI 04	Proportion of Council Tax that was due that was collected	95.04%	94.75%+	28.25%		
FS LI 05	The percentage of Business Rates which should have been received during the year that were received	97.65%	95.00%+	29.59%		
FS LI 06	Average time for processing new claims (Housing & Council Tax Benefit)	19.94 (Days)	20 (Days)	20.93 (Days)		




### **Supporting Commentary**

2016/17 Statement of Accounts audit opinion will be reported to the Business Efficiency Board on 27 September 2017

In terms of collection rates and processing times there has been some minor deviation when compared to the same period last year and this is to be expected and there is nothing to indicate that annual targets will not be achieved.

**Policy, People, Performance & Efficiency Service**

**Key Objectives / milestones**



Ref	Milestones	Q1 Progress
PPPE 01a	Promote and take forward the delivery of actions identified within the Organisational Development Strategy <b>May 2017</b>	
PPPE 01b	Review and refresh annual training calendar <b>September 2017</b> .	
PPPE 04d	Ongoing monitoring of agency usage and spend <b>April, September, December 2017, and March 2018</b> .	

**Supporting Commentary**

The Organisational Development Strategy continues to be taken forward and training delivery continues with a policy framework now in place and operational and monitoring arrangements have been scheduled.

An analysis of agency demand is underway with an initial focus on Adult Social Care with resulting recommendations formulated for management consideration. Monitoring activity continues in this area with meetings with supplier scheduled to enable future analysis and reporting.

**Key Performance Indicators**

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
PPPE LI 01	The number of working days / shifts lost due to sickness (Corporate)	8.66 (Days)	9.5 (Days)	2.41 (Days)		
PPPE LI 02a	Total Full Time Equivalent Staffing Establishment	3,637	Not applicable	3,490	N / A	N / A
PPPE LI 02c	Total Agency Worker usage (number of placements – year to date)	New KPI from 2017/18 onwards	Not applicable	37	N / A	N / A
PPPE LI 07	Average time to recruit (Management Team approval to employee start date)	61 (Days)	Not applicable	Q1 data available in Q2.	N / A	N / A
PPPE LI 08	Staff turnover rate (Permanent & temporary staff - excludes casual)	4.05%	Not applicable	1.57%	N / A	N / A






**Supporting Commentary**

Levels of sickness absence during quarter 1 are slightly higher than the same period last year and this may reflect a more accurate recording of information following the introduction of new policy in this area.

As reported in Key Developments it is anticipated that agency costs will decline following work being undertaken in this area of operations and training attendance remains positive.

Recruitment times will be reported at Quarter 2 due to the availability of data. During Quarter 1 80 posts were vacated and further information concerning apprenticeships is included in the Key Developments section of this report.





**ICT and Administrative Support Services****Key Objectives / milestones**

Ref	Milestones	Q1 Progress
ICT 01b	Further development of Cloud Services Platform - <b>March 2018</b> .	
ICT 01c	SharePoint and Records Management enhancements - <b>March 2018</b> .	
ICT 01e	Further development of commercial ICT opportunity within desktop, hosting and DR provision - <b>March 2018</b> .	

**Supporting Commentary**

Work has progressed as planned during the first quarter period.



**Key Performance Indicators**

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
ICT LI 01	Average availability of the Council's operational servers (%).	99.01%	99.00%	99.07		
ICT LI 02	Average availability of the Councils WAN infrastructure (%).	99.14%	99.00%	99.14		

**Supporting Commentary**

The availability of servers and WAN infrastructure remains almost at ceiling.







Legal & Democracy**Key Objectives / milestones**

Ref	Milestones	Q1 Progress
LD 01a	Review constitution - <b>May 2017</b> .	
LD 02b	To induct all new Elected Members <b>by October 2017</b> .	

**Supporting Commentary**

The revised Constitution was approved by Council in May and MAP meetings are continually offered throughout the calendar year with all new Members having been through the induction programme.

**Key Performance Indicators**



Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
LD LI 01	No. Of Members with Personal Development Plans (56 Total).	55 (98.21%)	56 (100.00%)	55 (98.21%)		
LD LI 03	Average Time taken to issue prosecutions from receipt of full instructions (working days).	7 (Days)	10 (Days)	7 (Days)		
LD LI 04	Average time taken to file application for Care proceedings at Court from receipt of all written evidence from client department (working days).	1 (Days)	3 (Days)	1 (Day)		

**Supporting Commentary**

Given the Elections no training events were arranged for Members during the Quarter 1 period and other measures are showing positive levels of performance.

Policy, Planning & Transportation**Key Objectives / milestones**

Ref	Milestones	Q1 Progress
PPT 01a	Review progress against Liverpool City Region (LCR) Silver Jubilee Bridge (SJB) maintenance strategy and deliver 2017/18 major bridge maintenance works programme.	
PPT 02a	To deliver the 2017/18 LTP Capital Programme March 2018.	

PPT 03a	Ensure continued unrestricted availability of the Highway network and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.	
PPT 06a	Ensure that at least one exercise is carried out each financial year to test the COMAH plans <b>March 2018</b>	

### Supporting Commentary

#### PPT 01a

Site works for Task 21 are progressing ahead of schedule. Arrangements for the SJB monitoring and inspection activities within Year 2 are on course for site completion during the summer months.

#### PPT 02a

Year 2 of the Sustainable Transport Enhancement Package (STEP) scheme to improve connectivity to Widnes Town Centre at Watkinson way was completed in the period and the scheme to improve connectivity between Runcorn Town Centre to Heath Business Park are currently underway and due to be completed early in the next period.

A second Bus Priority Corridor scheme was completed in the period using Better Bus funding along Hale Road, from Chestnut Lodge to Ditton Road.

The design of a north/south cycle route is complete for West Runcorn which is intended to replace the cycling provision on Central Expressway has commenced and is expected to be completed shortly and procurement will follow shortly thereafter.

Phase 1 of reconstruction of the Kingsway central reserve was completed in the period and design works are in progress for the phase 2 and phase 3.

Footway reconstruction programme is progressing well with works on site at Cradley, Hale Road and Bold Street

Design work is underway although in early stages to provide an additional 50 car parking spaces at Runcorn East Station on Barnfield Road. This work will include reconfiguration of the existing car park to better utilise existing land in the curtilage of the existing car park and make improvements to walking and cycling access to the Rail station, with improved facilities for disabled parking and provision of electric car charging spaces.

In addition preliminary design work has commenced to improve walking and cycling access to businesses along Astmoor busway including upgrading existing traffic signal junction equipment.

#### PPT 03a






















Highway Maintenance: The carriageway and footway programmes of resurfacing and reconstruction have been phased over the course of the year and delivery to the full budget allocation is anticipated.

An initial programme has been identified and topographical surveys have commenced, with investigations into existing pavement condition expected to commence in early July 2017.

#### PPT 06a

The Runcorn Site COMAH Operators Exercise was postponed in February 2017 due to Storm Doris but was rescheduled and took place in April 2017. This is now an annual exercise due to the Runcorn Site now being reclassified as six separate COMAH sites.

**Key Performance Indicators**

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
PPT LI 02	Net additional homes provided	700	552	N / A		
PPT LI 03	Number of affordable homes delivered (gross)	138	138	N / A		
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	77.8% 88.9% 100%	60% 80% 80%	100% 96% 95%	  	  
PPT LI 05	To ensure a rolling five year supply of housing land. Deliverable supply (units) as a % of rolling 5 year requirement.	105%	105%	151%		N / A
PPT LI 12	Damage to roads and pavements (% above intervention levels) repaired within 24 hours.	100%	100	100		
PPT LI 16	Bus service punctuality, Part 1: a) Percentage of buses starting route on time b) Percentage of buses on time at intermediate timing points	96.22% 86.52%	98.55% 95.00%	100% 86.04%	 	 
PPT LI 19	% of bus stops with Quality Corridor accessibility features. (Total No. of stops – 603)	73% (434)	78.00% (470)	73% (434)		
PPT LI 20	Number of local bus passenger journeys originating in the authority area in one year (000's)	5,719	5,676	1,379		

**Supporting Commentary****PPT LI 02**

Target exceeded in 2016/17. Reported annually at year end.

PPT LI 03

Target achieved in 2016/17.

PPT LI 04

At present, performance is on track to meet the target for the current financial year, as well as performing better than at the same period in the previous financial year.

PPT LI 05

Draft SHLAA 2017 indicates a 5 year supply of 151%.

PPT LI 12

Figures confirmed via monthly KPI results from Contractor.

PPT LI 16a

This indicator has performed above expectations for Q1 given the difficulties currently being encountered along the various routes.

PPT LI 16b

This indicator is slightly down on last year due to the current level of road works. However, it is anticipated that this will improve during the year.

PPT LI 19




As discussed in the supporting commentary for PPT 02, due to reduced budget, fewer bus stops will be completed this year. 6 bus stops have initially been identified for upgrades, with 5 having been identified for completion in Q3 / Q4. Further bus stops will be identified to be upgraded during Q3.

PPT LI 20

Figures are slightly down on the same period last year. Discussions with bus operators have identified this is due to the Easter, May Bank holidays and school holidays being in the same period. Historically these periods have had an adverse effect on passenger numbers.

## Community & Environment

### Key Objectives / milestones

Ref	Milestones	Q1 Progress
CE 01	Deliver a programme of extended informal learning opportunities	
CE 02a	Deliver a School Meals promotion and educational campaign - <b>September 2017</b> and <b>January 2018</b> .	
CE 04	Deliver communications and awareness raising initiatives to maximise rates of recycling and compliance with waste collection policies.	

### Supporting Commentary












During quarter 1 over 500 adults attended IT clinics to learn digital skills and support job seeking opportunities with a further 103 people attended Code Clubs to learn techniques involved in game

development, animations and website development. 45 people also attended the Easter Tech event involving an introduction to programming, circuits and coding with 57 people attending an event in programming computers to power Lego creations.

In addition to engagement events being held in Widnes and Runcorn Town Centres and the Trident Retail Park a new Recycling Guidelines document has been produced that will be used across Halton and Merseyside to inform residents more clearly about what can and cannot be recycled and it is envisaged that this will reduce contamination and costs whilst improving material quality.

The introduction of Universal Credit is yet another challenge the service faces in trying to increase/maintain pupil meal numbers, a marketing campaign has been prepared for all Primary schools for the start of the new term (September 2017), this will include taster sessions and visits to Parents Evenings etc.

### Key Performance Indicators

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
CE LI 05	Residual household waste per household.	580kgs	575kgs	153kgs (Estimated)		
CE LI 06	Household waste recycled and composted.	43.63%	44%	43.87% (Estimated)		
CE LI 08	Number of physical and virtual visits to libraries (annual total)	562,648	600,000	146,941		
CE LI 09	% of the population taking part in sport and physical activity at least twice in the last month.	N/A	TBC	75.20%		N/A
CE LI 01	% Take up of free school meals to those who are eligible - Primary Schools.	75.66%	87.00%	77.89%		
CE LI 02	% Take up of free school meals to those who are eligible - Secondary Schools.	65.22%	77.50%	73.5%		



### Supporting Commentary

Waste collection / recycling rates are broadly in line with the same period last year and as described above efforts will continue to educate and encourage households to actively participate in recycling schemes.

Although visits to libraries are slightly lower than the same period last year this measure is subject to seasonal variation. The number of people taking part in sport / physical activity is marginally higher than the national average of 74.4%

Current levels of take up of Free School Meals is encouraging given that these measures are subject to seasonal influence during the spring months.

Economy, Enterprise & Property**Key Objectives / milestones**

Ref	Milestones	Q1 Progress
EEP 01a	Develop Halton Inward Investment Prospectus <b>December 2017</b>	
EEP 01c	Deliver Youth Employment Gateway (YAG) <b>December 2017</b>	
EEP 04a	Develop Options Appraisal for Council's Office Accommodation – <b>September 2017</b>	

**Supporting Commentary**











The Halton Inward Investment prospectus is an integral part of the development of the 'Halton Tomorrow' visioning document and will provide a local accent to the Liverpool City Region prospectus detailing the specific sites and propositions that make up the 'Halton Offer'. The prospectus will be completed during the third Quarter of the current financial year.



Performance of the delivery of the Youth Employment Gateway remains positive with

- **246** 18-24 year old unemployed people started on programme (October 2015 – December 2016) (original profile = 201 starts)
- **119** job starts (profile target = 101 by December 2017)
- **41** sustained jobs (26 weeks in work) (profile target = 70 by December 2017)

Options concerning Council Accommodation requirements have now been presented to Management Team and the detail of the Options Appraisal is presently being developed. Also the driving range construction is proceeding as planned. The commencement of the construction of the clubhouse is scheduled for January 2018.

**Key Performance Indicators**

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
EEP LI 01	Greenhouse gas (GHG) emissions indicator (Tonnes CO <sub>2</sub> e)	17,804 tonnes CO <sub>2</sub> e (actual 15/16)	15,882 tonnes CO <sub>2</sub> e (target 17/18)	16,043 tonnes CO <sub>2</sub> e (actual 16/17)		
EEP LI 05	Number of Jobs Created (from projects managed by EEP)	122	200	94		
EEP LI 06	Number of Jobs Safeguarded (from projects managed by EEP)	N / A	100	24		
EEP LI 08	Number of People supported into work	543	400	164		
EEP LI 14	Number of inward investment enquiries per annum.	221	250	63		

Ref	Measure	16 / 17 Actual	17 / 18 Target	Q1 Actual	Q1 Progress	Direction of travel
EEP LI 15	Inward investment enquiry conversion rate per annum (%)	9%	10%	11.11%		

### Supporting Commentary

The reporting requirements for emissions have been amended whereby the figures for academies are no longer included. The figure for 2015/16 has therefore been amended to reflect the change to ensure the comparison to the 2016/17 figure is meaningful.

The overall emissions for 2016/17 amount to 16,043 tonnes, which equates to a 9.8% reduction from the previous year, well within the target set.

The overall emissions of 16,043 tonnes is broken down into the following five categories:-

School Buildings 5128t, Corporate buildings 5364t, Unmetered supply 3913t, Fleet Transport 1297t & Business Mileage 341t. There was a reduction in emissions across all areas, Street Lighting had the largest annual reduction in the amount of 15.6%.

The annual figure for this indicator is a year behind and therefore only reported in the following year.




With some marginal variance when compared to the same period last year all other indicators are showing positive levels of performance.







## 7.0 Application of Symbols

Symbols are used in the following manner:

### Progress Symbols

<u>Symbol</u>	<u>Objective</u>	<u>Performance Indicator</u>
Green 	Indicates that the <u>objective is on course to be achieved</u> within the appropriate timeframe.	<i>Indicates that the annual target <u>is on course to be achieved.</u></i>
Amber 	Indicates that it is <u>uncertain or too early to say at this stage</u> whether the milestone/objective will be achieved within the appropriate timeframe.	<i>Indicates that it is <u>uncertain or too early to say at this stage</u> whether the annual target is on course to be achieved</i>
Red 	Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	<i>Indicates that the target <u>will not be achieved</u> unless there is an intervention or remedial action taken.</i>

### Direction of Travel Indicator

Green 	Indicates that performance <b>is better</b> as compared to the same period last year.
Amber 	Indicates that performance <b>is the same</b> as compared to the same period last year.
Red 	Indicates that performance <b>is worse</b> as compared to the same period last year.
N / A 	Indicates that the measure cannot be compared to the same period last year.

<b>REPORT TO:</b>	Executive Board
<b>DATE:</b>	19 October 2017
<b>REPORTING OFFICER:</b>	Strategic Director – Enterprise, Community and Resources
<b>SUBJECT:</b>	Discretionary Non-Domestic Rate Relief
<b>PORTFOLIO:</b>	Resources
<b>WARD(S):</b>	Borough-wide

## **1.0 PURPOSE OF REPORT**

- 1.1 The purpose of this report is to consider three applications for discretionary non-domestic rate relief, under Section 47 of the Local Government Finance Act 1988.

## **2.0 RECOMMENDATION: That**

- 1) The request for 15% discretionary rate relief from Stick ‘n’ Step for the period 22<sup>nd</sup> April 2017 to 31<sup>st</sup> March 2019, be approved;**
- 2) The request for 15% discretionary rate relief from Halton District Citizens Advice Bureau Service for the period 12<sup>th</sup> June 2017 to 31<sup>st</sup> March 2019, be approved;**
- 3) The request for 15% discretionary rate relief from Community Integrated Care Ltd for the period 1<sup>st</sup> November 2016 to 31<sup>st</sup> March 2019, be rejected on the basis that the organisation operates nationally.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 Under the amended provisions of the Local Government Finance Act 1988, the Council is able to grant discretionary rate relief to any business ratepayer. This relief had previously only been available to organisations that were a registered charity, a community amateur sports club or a not-for-profit organisation.
- 3.2 From 1<sup>st</sup> April 2017 the Council became responsible for meeting the full cost of all mandatory and discretionary relief granted, as part of the Liverpool City Region 100% Business Rates Retention Pilot Scheme.
- 3.3 Three applications for discretionary rate relief have been received as outlined below, from organisations who are all registered charities. Where discretionary rate relief is granted to registered charities, it is

currently provided until 31<sup>st</sup> March 2019 in order to provide the organisations with some degree of certainty. In these instances 15% discretionary rate relief is usually granted, with the organisation meeting the remaining 5% themselves.

**Stick 'n' Step  
Union Hall, York Street, Runcorn**

- 3.4 Stick 'n' Step is a registered charity operating locally which provides educational sessions for children who suffer with cerebral palsy and other related motor disorders.
- 3.5 The application is in respect of Union Hall which is used for education therapy workshop sessions to teach children to be independent and help with ways to increase their confidence, mobility and communication skills.
- 3.6 As a registered charity, the organisation automatically qualifies for 80% mandatory rate relief. The organisation has now applied for 15% discretionary rate relief from 22nd April 2017. The cost of each to the Council in 2017/18 would be as follows;

Actual cost of 80% mandatory rate relief	£1,914.11
<u>Actual cost of 15% discretionary rate relief</u>	<u>£ 358.90</u>
Total	£2,273.01

**Halton District Citizens Advice Bureau Service  
Suite 2 Ground Floor, (Pt) Eccleston Building Grosvenor House,  
Halton Lea, Runcorn**

- 3.7 Halton District Citizens Advice Bureau Service is a registered charity operating locally which provides free impartial advice to local residents.
- 3.8 The application is in respect of a training suite which is used to train volunteers and staff in order for them to provide an advice service to local residents.
- 3.9 Advice and support are offered through the charity to help local residents with issues such as debt management, problems with housing and rent, relationship issues, problems at work and consumer rights.
- 3.10 As a registered charity, the organisation automatically qualifies for 80% mandatory rate relief. The organisation has now applied for 15% discretionary rate relief from 12<sup>th</sup> June 2017. The cost of each to the Council in 2017/18 would be as follows;

Actual cost of 80% mandatory rate relief	£799.78
<u>Actual cost of 15% discretionary rate relief</u>	<u>£149.96</u>
Total	£949.74

**Community Integrated Care Ltd  
The Flat Bredon, Lapwing Grove, Runcorn, Cheshire, WA7 2TH**

- 3.11 Community Integrated Care Ltd is a registered charity operating nationally which offers help and social care to people with a diverse range of care needs.
- 3.12 The application is in respect of a flat used by staff members to sleep, which enables them to provide night time support to residential respite clients.
- 3.13 As a registered charity, the organisation automatically qualifies for 80% mandatory rate relief. The organisation has now applied for 15% discretionary rate relief from 1<sup>st</sup> November 2016. The cost of each to the Council in 2017/18 would be as follows;

Actual cost of 80% mandatory rate relief	£1,954.32
<u>Actual cost of 15% discretionary rate relief</u>	<u>£ 366.43</u>
Total	£2,320.75

- 3.14 Whilst the organisation's headquarters is located in Widnes, it operates on a national basis. Historically the Council has not supported applications for discretionary rate relief from registered charities which operate nationally. It is therefore proposed to reject the application from Community Integrated Care Limited.

**4.0 POLICY IMPLICATIONS**

- 4.1 The Board is required by the regulations to consider each application on its own merit. Any recommendations provided are given for guidance only, are consistent with Council policy and, wherever possible, previous decisions.

**5.0 FINANCIAL IMPLICATIONS**

- 5.1 The Appendix presents the potential annual costs to the Council of granting rate relief and the cost in the current financial year.

**6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

**6.1 Children and Young People in Halton**

The organisations provide support to children and young people.

**6.2 Employment, Learning and Skills in Halton**

Halton District Citizens Advice Bureau Service provides support towards employment, learning and skills.

**6.3 A Healthy Halton**

Stick 'n' Step provides information on mobility and independence for suffers.

**6.4 A Safer Halton**

None.

**6.5 Halton's Urban Renewal**

None.

**7.0 RISK ANALYSIS**

7.1 There are no key risks associated with the proposed action.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 The applicants offer their services to all sections of the community, without any prejudice.

**9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>9.1</b>	<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
	Application forms and supporting evidence	Kingsway House, Caldwell Road, Widnes	Louise Bate, Business Rates Manager

**APPENDIX**

<b>Ratepayer</b>	<b>Address</b>	<b>Annual Rates Liability</b>	<b>Mandatory Rate Relief Awarded</b>	<b>Annual Cost of Mandatory Rate Relief to HBC</b>	<b>Disc. Rate Relief Claimed</b>	<b>Annual Cost of Disc. Rate Relief to HBC</b>	<b>Actual Rates Liability 2017/18</b>	<b>Actual Rates Payable 2017/18</b>	<b>Actual Cost of Disc. Rate Relief to HBC 2017/18</b>
		<b>£</b>		<b>£</b>		<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
Stick 'n' Step	Tudor Hall York Street Runcorn WA7 5BB	2,534.74	80%	2,027.79	15%	380.21	2,392.64	478.53	358.90
Halton District Citizens Advice Bureau Service	Suite 2 Ground Floor (Pt) Eccleston Building Grosvenor House Halton Lea Runcorn WA7 2HF	1,240.12	80%	992.07	15%	186.02	999.73	199.95	149.96
Community Integrated Care Ltd	The Flat Bredon Lapwing Grove Runcorn WA7 2TH	2,442.90	80%	1,954.32	15%	366.43	2,442.90	488.58	366.43

**REPORT TO:** Executive Board

**DATE:** 19 October 2017

**REPORTING OFFICER:** Strategic Director, Enterprise  
Community & Resources

**PORTFOLIO:** Resources

**SUBJECT:** Discretionary Support Scheme – Waiver of  
Procurement Standing Order

**WARDS:** Borough-wide

### **1.0 PURPOSE OF THE REPORT**

1.1 To seek approval from Executive Board to waive Procurement Standing Orders, in order to extend the contract for the provision of community support items under the Discretionary Support Scheme from 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019, following a benchmarking exercise.

**2.0 RECOMMENDATION: That approval be given to using Procurement Standing Orders 1.14.3 (c) where compliance would result in a clear financial or commercial detriment to the Council, and 1.14.3 (d) where compliance would result in the Council having to forego a clear financial or commercial benefit, in order to waive Procurement Standing Order 3.1 in respect of the contract with Argos for the provision of community support goods for the Discretionary Support Scheme, which is below the EU threshold.**

### **3.0 SUPPORTING INFORMATION**

3.1 The Discretionary Support Scheme (DSS) is now in its fifth year of operation. The Scheme provides two areas of support for members of the public, Emergency Support and Community Support. Emergency support mainly consists of food parcels and support for fuel. Community support includes household items such as bedding and kitchen utensils.

3.2 The DSS currently uses Argos as the supplier for community support household items and this arrangement has proved very effective. Given the nature of the DSS to provide support for residents in very difficult situations, it is essential that the contract provider can provide a wide range of items and at relatively short notice. Argos has previously demonstrated they are able to meet this requirement.

3.3 The current contract with Argos expires on 31<sup>st</sup> March 2018. However, given the current welfare reform changes, especially the introduction of Universal Credit, it is considered prudent to extend the existing contract whilst the impact of these changes upon DSS applications is assessed.

- 3.4 A benchmarking exercise was carried out using the nationally recognised ESPO's (Eastern Shires Purchasing Organisation) procurement framework. This enabled a comparison to be undertaken between the prices provided by Argos with those of the Furniture Resource Centre in Liverpool. The results of the benchmarking exercise are shown in Appendix A, which demonstrates that Argos prices are lower in almost all cases.

#### **4.0 BUSINESS CASE FOR CONTINUING WITH ARGOS**

##### **4.1 Value for money**

Appendix A shows that Argos is able to provide items at a lower cost in all but three cases, and in addition there are a number of items which the Furniture Resource Centre is unable to supply.

##### **4.2 Transparency**

The benchmarking exercise has been carried out using a recognised procurement framework using ESPO, which is public sector owned buying organisation.

#### **5.0 POLICY IMPLICATIONS**

- 5.1 The waiver of procurement standing orders under item 1.14.3, Non-emergency procedures – (exceeding a value threshold of £50,000), may only be waived by the Executive Board, in exceptional circumstances including:

‘where compliance with Standing Orders would result in a clear financial or commercial detriment to the council; or

‘where compliance with Standing Orders would result in the council having to forego a clear financial or commercial benefit.’

- 5.2 In these particular circumstances the results of the benchmarking exercise demonstrates that rules of waiver of procurement standing orders are being complied with.

#### **6.0 FINANCIAL IMPLICATIONS**

- 6.1 The total expenditure for 2018/19 is anticipated to be in the region of £130,000.



## **7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **7.1 Children and Young People in Halton**

The value for money which the Council is achieving by using Argos will ensure that provision of community support for families contributes towards the well-being of children and young people in Halton.

### **7.2 Employment, Learning and Skills in Halton**

None.

### **7.3 A Healthy Halton**

The community support items issued via the Discretionary Support Scheme, provide housing related support which helps members of the public who are experiencing difficult circumstances.

### **7.4 A Safer Halton**

None

### **7.5 Halton's Urban Renewal**

None

## **8.0 RISK ANALYSIS**

8.1 Expenditure will be monitored by the Discretionary Support Scheme team to ensure that the Council continues to achieve value for money from the contract with Argos for the period 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019.

## **9.0 EQUALITY AND DIVERSITY ISSUES**

None.

## **10.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

None.

## Appendix A

**Price comparison of community support goods from Argos and the Furniture Resource Centre**

<b>White goods item</b>	<b>Argos Cost £</b>	<b>Furniture Resource Centre cost £</b>	<b>Cost difference £</b>
Single bed frame	67.19	87.50	-20.31
Single mattress	95.99	48.45	47.54
Bunkbed frame	115.19	129.63	-14.44
Double bed frame	79.19	129.47	-50.28
Double mattress	95.99	64.97	31.02
Single sheet	2.87	4.92	-2.05
Single duvet	5.76	11.25	-5.49
Double duvet	7.20	14.17	-6.97
Curtains	27.19	45.30	-18.11
Sofa	240.00	145.75	94.25
Fridge	105.59	178.97	-73.38
Fridge/freezer	124.79	276.76	-151.97
Gas cooker	273.59	335.28	-61.69
Electric cooker	211.19	243.54	-32.35
Washing machine	215.99	294.10	-78.11
Microwave	38.39	47.94	-9.55
Toaster	5.27	13.43	-8.16
Kettle	5.27	9.91	-4.64
Cutlery	2.87	3.09	-0.22
Dinner set	5.75	14.44	-8.69
Cot	62.39	108.55	-46.16
Cot mattress	24.95	27.13	-2.18
Babies bottles	6.23	15.42	-9.19

A number of items including clothing, a toddler bed frame, a pram, and cot bedding are not supplied by the Furniture Resource Centre.

**REPORT TO:** Executive Board

**DATE:** 19 October 2017

**REPORTING OFFICER:** Strategic Director – Enterprise, Community and Resources

**PORTFOLIO:** Physical Environment

**SUBJECT:** Delivery and Allocations Local Plan;  
Approval for a formal period of public consultation pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012

**WARDS:** Borough-wide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 This report seeks Executive Board approval to publish the Delivery and Allocations Local Plan (incorporating revised Core Strategy policies) Consultation Draft document, for a period of public consultation.

## **2.0 RECOMMENDATION: That**

- 1) the Delivery and Allocations Local Plan (incorporating revised Core Strategy policies) Draft document be approved for the purposes of a six-week period of public consultation;**
- 2) further editorial and technical amendments that do not materially affect the content of the document be agreed by the Strategic Director – Enterprise, Community and Resources in consultation with the Executive Board Member for the Physical Environment, as necessary, before the document is published for public consultation; and**
- 3) the results of the statutory public consultation exercise on the document are reported back to the Executive Board.**

## **3.0 SUPPORTING INFORMATION**

- 3.1 This will be the first of at least two statutory consultations on the content of the Delivery and Allocations Local Plan (DALP). Previously Executive Board have approved public consultation on the Scope and subsequently Revised Scope of the Plan.

- 3.2 It is a statutory requirement for local authorities to produce a development plan for their area. A development plan quantifies development needs and establishes what land use(s) would be acceptable on parcels of land across the area. The development plan is then the starting point for any decisions on planning applications, in what is known as the plan-led approach. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Government sees it as increasingly important that local planning authorities have an up-to-date plan in place, and is introducing increasingly stringent sanctions where this is not the case.
- 3.3 The current Local Plan for Halton consists of Halton Unitary Development Plan 2005, the Core Strategy 2013 Local Plan and the Merseyside Waste Local Plan.
- 3.4 The Delivery and Allocations Local Plan (incorporating revised Core Strategy policy) Local Plan will replace the 'saved policies' of the Halton Unitary Development Plan (UDP) and update the policies of the Core Strategy in line with the most recent evidence and in accordance with the National Planning Policy Framework and Planning Practice Guidance. The majority of the UDP policies, along with its Proposals Map, were "saved" by agreement of the Secretary of State, in 2008 and hence continue in part to perform the role of the adopted development plan for Halton.
- 3.5 Specifically, this Local Plan document and associated Adopted Policies Map will:
  - a. Refresh and update, selected policies of the Core Strategy (adopted April 2013).
  - b. Replace the remaining saved policies of the Halton UDP (adopted April 2005).
  - c. Include allocations of land for residential, employment, retail, leisure and other land uses.
  - d. Identify areas to be designated and protected for landscape, nature conservation, environmental and heritage reasons.
  - e. Provide policies to guide decision making in the development management process.
  - f. Replace the existing UDP Proposals Map
- 3.6 Since the Core Strategy was adopted there have been a number of changes that needed to be addressed:
  - a. The introduction of the National Planning Policy Framework (NPPF) in March 2012.

- b. The introduction of National Planning Policy Guidance (PPG) in March 2014.
- c. The revocation of the Regional Strategy for the North West in May 2013.
- d. New housing evidence from the Strategic Housing Market Assessment (SHMA) in January 2016 for Mid-Mersey, commissioned jointly with St Helens and Warrington Councils.
- e. Emerging housing and employment evidence from the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA).
- f. Liverpool City Region's Local Enterprise Partnership's Growth Strategy (2016)

3.7 The preparation of the DALP has involved a great deal of work over and above the preparation of the document itself. The document will be published for public consultation alongside a variety of supporting documents. Explanations of the roles of these supporting documents are as follows:

- **Infrastructure Plan:** The DALP and revised Core Strategy policies need to be supported by detail of what infrastructure will be provided in the local authority area, and in neighbouring areas, over the plan period. The Infrastructure Plan sets out the major infrastructure projects (physical, social and environmental), which are planned by the Council, its partners and third party agencies, detailing delivery mechanisms, timescales and funding for these projects.
- **Sustainability Appraisal (SA):** This important document serves to meet the requirements of the Strategic Environmental Assessment (SEA) Directive for DPD preparation, incorporating environmental considerations into an appraisal of the revised Core Strategy policy and DALP draft document in terms of its social, economic and environmental sustainability. The results and recommendations of the SA of the draft DALP Publication version will be taken into account during the preparation of the DALP Publication document.
- **Habitat Regulations Assessment (HRA):** This document serves to meet the requirements of the HRA Directive for DPD preparation.
- **Health Impact Assessment (HIA):** A HIA was undertaken on the DALP document to ascertain the impacts of the policies on the issue of health in Halton. The assessment indicated that there was no need for a "full", more detailed HIA to be undertaken, as the

policies were not anticipated to have any major detrimental effects on health. The recommendations of the report will be taken into consideration during the preparation of the Publication document.

- **Equality Impact Assessment (EqIA):** An EqIA was undertaken on the DALP document to understand its potential impacts on Halton's diverse communities, including minority and vulnerable groups. The recommendations of the resulting report will be taken into consideration during the preparation of the DALP Publication document.
- **Statement of Consultation:** This document summarises the responses received from the Scoping consultations in 2014 and 2016, and highlights how these have been taken into account in the drafting of the Core Strategy revised policies and DALP draft document.

#### **4.0 PUBLIC CONSULTATION**

- 4.1 It is proposed that the DALP Consultation Draft document be published for a period of public consultation, commencing as soon as practicable following approval, in compliance with the Town and Country Planning (Local Development) (England) Regulations 2012 and the Council's adopted Statement of Community Involvement (SCI).

#### **5.0 NEXT STEPS**

- 5.1.1 Subsequent to the period of public consultation on the DALP document and the collation and consideration of representations made, the team will begin work on the DALP Publication document. This will be the final stage of significant preparation of the DALP. The DALP Publication document will be published for a six-week consultation period, where representations will be able to be made. The preparation of the Publication document is due to commence in spring 2018, with it being published for consultation in the autumn. Following this period and the completion of any changes to the document, the DALP will be submitted to the Secretary of State for examination in autumn 2018.
- 5.2 Following the public examination, and taking into consideration the Inspector's Binding Report, it is anticipated that the Council will adopt the DALP in 2019.

#### **6.0 POLICY IMPLICATIONS**

- 6.1 The Delivery and Allocations Local Plan is set to replace the remainder of the Unitary Development Plan and proposals map that has not already been replaced by the Halton Core Strategy or the Joint Waste

Local Plan. It will also replace and update a number of policies within the current Core Strategy to reflect the most up to date evidence base.

- 6.2 The Delivery and Allocations Local Plan will therefore be a key policy document for the future development of the Borough and the Council's investment, regeneration and economic prosperity strategies.

## **7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **7.1 Healthy Halton**

The DALP document contains a wide variety of policy content focussed on addressing the Borough's health problems; efforts to address health problems through the maintenance of well-designed places and spaces, through the support of accessible sustainable travel options and through the provision of a healthy, green local environment.

### **7.2 Halton's Urban Renewal**

Through the employment and housing allocations, Key Areas of Change and Investment and Regeneration area policies, the DALP highlights policy approaches to encourage, urban renewal, either on a local scale or on a larger scale in association with some of the major regeneration and development projects affecting the Borough over the plan period.

### **7.3 Children and Young People in Halton**

A significant component of the content of the DALP draft document is aimed at raising aspirations of younger people and supporting the provision of opportunities for them to enter higher education and employment. The aim to safeguard and enhance learning opportunities through the protection and improvement of physical infrastructure associated with educational establishments, as well as supporting the plans and policies of the Council's learning partners.

### **7.4 Employment, Learning and Skills in Halton**

The DALP supports the maintenance and enhancement of the Borough's economy and supports economic growth.

### **7.5 Safer Halton**

Making Halton safer is a key consideration for the DALP Document aiming to ensure that Halton's communities, businesses and visitors enjoy access to a safe and sustainable physical environment with natural and man-made risks and hazards being minimised.

## **8.0 RISK ANALYSIS**

- 8.1 At this current stage of policy development it is important to ensure that the document meets the Government imposed legal requirements for DPDs, so that the DALP can progress towards adoption. This will be documented as supporting information to the document to ensure and demonstrate compliance.

8.2 The main risk to the production of the Delivery and Allocations Local Plan is the limited resources to produce the document. There is a possibility that the timetable outlined above will not be met, and thus the eventual adoption of the document will be delayed. It is anticipated that the potential release of land within the Green Belt will generate a high level of interest both among residents and in the local press. Clear communication and public involvement will therefore be necessary at all stages.

8.3 Other risks include changes to Government policy, regulations and legislation. For example changes to the methodology for calculating the 'Objectively Assessed Need' for housing are currently being consulted upon, that may supersede / invalidate the previous work commissioned by the Council necessitating a change in the housing numbers within the Plan.

## **9.0 EQUALITY AND DIVERSITY ISSUES**

9.1 An integral part of the DALP document is to support a socially inclusive environment that takes into account Halton's diverse communities by breaking down unnecessary barriers and exclusions in a manner that benefits the entire Borough. The EqIA demonstrates whether the policies have any significant implications for Halton's communities and ways that these potential effects should be mitigated.

## **10.0 REASON(S) FOR DECISION**

10.1 The Delivery and Allocations Local Plan will form part of the statutory development plan for the Borough. Legislation allows Council's Executive Board to approve draft plans for public consultation. Later stages will need the approval of Full Council.

## **11.0 ALTERNATIVE OPTIONS CONSIDERED**

11.1 The Council has a statutory duty to prepare and keep up-to-date a Local Plan for its area. This report is seeking approval for the first stage of public consultation on the proposed Local Plan. Should the Council choose not to prepare a Local Plan, it risks being directed to do so by the Secretary of State or having the Secretary of State prepare a Plan for it.

11.2 This report is seeking approval for a period of public consultation on the draft Plan. This is the first of a minimum of two public consultations on the content of the Plan. The results of this consultation and any resulting recommended changes to the Plan will be brought back to committee next year.



**12.0 IMPEMENTATION DATE**

- 12.1 Officers will endeavour to publish and advertise the documentation for consultation as soon as practicable after the date of committee.

**13.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Saved Policies of the Halton Unitary Development Plan	Municipal Building, Widnes	Alasdair Cross
Halton UDP Proposals Map	Municipal Building, Widnes	Alasdair Cross
Halton Local Development Scheme	Municipal Building, Widnes	Alasdair Cross
The Town and Country Planning (Local Planning) (England) Regulations 2012	Municipal Building, Widnes	Alasdair Cross
National Planning Policy Framework (2012)	Municipal Building, Widnes	Alasdair Cross
Halton Core Strategy Local Plan (2013)	Municipal Building, Widnes	Alasdair Cross

# **Halton Local Plan 2014-2037**

## **Delivery and Allocations Local Plan (incorporating Partial Review of Core Strategy) Draft Document**

Consultation Draft

## Foreword

*I would like to thank you for taking the time to take part in this consultation on Halton Borough Council's Local Plan. This document builds upon and supports the sustainable growth strategy for the area set out in the adopted Core Strategy. It includes consultation on the Revised Core Strategy policies and the Delivery and Allocations Local Plan.*

*This document will seek to find and allocate the most sustainable sites to provide new housing and jobs, without these our local economy cannot grow and prosper and without the right infrastructure of all types to support that growth, our communities will not thrive.*

*Because of this, the plan is about more than just finding sites to build on. It is also about identifying where building shouldn't happen at all or where particular care must be taken. Its policies protect what is important to local people such as parks and playing pitches, Conservation Areas and Local Wildlife Sites.*

*The development management policies need to be flexible enough to respond to legislative and market changes, whilst allowing the Council to strive for excellence in all development that arises from the proposals it makes decisions upon.*

Cllr Hignett



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## I. Introduction

- I.1. This Halton Local Plan document is being prepared to allow for consultation for on the Delivery and Allocations Local Plan (DALP) and the revised policies of the Core Strategy.
- I.2. The DALP will set out the planning policies and land allocations to guide decisions on the location, scale and type of development and changes in the way land and buildings are used. The Revised Core Strategy will update the appropriate Core Strategy policies in line with the current evidence base. The other Core Strategy policies will be retained and are not subject to consultation.

### Why are we preparing this Document?

- I.3. It is essential that the Council continues to have an up-to-date statutory development plan in order to provide for the proper planning of the area.
- I.4. The current Halton Local Plan Core Strategy was adopted in 2013. Since the Plan was adopted there have been a number of changes that need to be addressed:
  - a. The introduction of the National Planning Policy Framework (NPPF)<sup>1</sup> in March 2012.<sup>2</sup>
  - b. The introduction of National Planning Policy Guidance (PPG) in March 2014.
  - c. The revocation of the Regional Strategy for the North West in May 2013.
  - d. New housing evidence from the Strategic Housing Market Assessment (SHMA) in January 2016<sup>3</sup> for Mid-Mersey, commissioned jointly with St Helens and Warrington Councils.
  - e. Emerging housing and employment evidence from the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA).
  - f. Planning for the Right Homes in the Right Places (Consultation Proposals), Department of Communities & Local Government (Sept 2017)
- I.5. The housing numbers within the Halton Local Plan Core Strategy (the Core Strategy) were derived from the Regional Strategy for the North West (2003~2021). The National Planning Policy Framework (NPPF) makes it clear that the Local Plan should be based on an up to date, objective assessment of housing need across the local Housing Market Area. In September 2017, Government started consultation on a new, nationally consistent, methodology for calculating minimum housing requirements, however at the time of writing this was in draft and may be subject to change.<sup>4</sup>
- I.6. Experience from planning appeals and local plan examinations in other parts of the Country show that plans based on the old regional spatial strategies, or districts where there isn't enough land earmarked in plans to keep a positive five year supply, are often unable to protect

<sup>1</sup> CLG (2012) National Planning Policy Framework (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)

<sup>2</sup> National Planning Policy Framework was published in March 2012 prior to adoption of the Core Strategy, but after Submission to the Secretary of State and after much of the Examination (at Main Modifications stage).

<sup>3</sup> SHMA 2016 (GL Hearn) ([www.halton.gov.uk](http://www.halton.gov.uk))

<sup>4</sup> [www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals](http://www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals)

their communities from housing proposals put forward by developers on sites which aren't allocated in a local plan and don't comply with plan policies. This means they haven't been compared against other possible sites and local people haven't had the opportunity to have a say, or worse, were considered and rejected for housing through a plan preparation process, so may not be the best sites in the best locations for new homes. The Council must make sure it retains the primacy of its development plan by moving forward with the DALP.

### **Purpose and format of the Halton Local Plan**

- I.7. Once adopted, the Local Plan will provide a robust and up-to-date policy framework to guide future development within the Borough.
- I.8. Specifically, this Local Plan document and associated Adopted Policies Map will:
  - a. Replace the remaining saved policies of the Halton UDP (adopted April 2005).
  - b. Refresh and update, selected policies of the Core Strategy (adopted April 2013).
  - c. Include allocations of land for residential, employment, retail, leisure and other land uses.
  - d. Identify areas to be designated and protected for landscape, nature conservation, environmental and heritage reasons.
  - e. Provide policies to guide decision making in the development management process.
  - f. Replace the existing UDP Proposals Map

### **Public Consultation**

- I.9. Therefore the purpose of this current consultation is to seek the views of interested parties on the proposed Delivery and Allocations Local Plan (DALP) and the Revised Core Strategy policies. These views will be used to finalise the Local Plan and to inform the identification of any further evidence requirements.
- I.10. You are also invited to draw the Council's attention to any matters which have not been identified, but you think should be, and explain to us why you think they should be included in this Plan. You know your local area really well and the Council wants to work with you to prepare a plan which reflects the changes that local communities want to see in their area.
- I.11. The consultation period for this Local Plan document runs from: **xxx to xxx 2017**. Only comments received during the consultation period will be considered. The Council asks that consultation responses are made online where possible (at [www.halton.gov.uk/DALP](http://www.halton.gov.uk/DALP)), or via email on the Halton Local Plan Comments Form to [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk), to save time, paper and money. Paper copies of the comments form can be found at the locations identified below or can be downloaded from the website and will of course be considered alongside the electronic submissions.
- I.12. You will find a copy of each of the relevant the documents online at [www.halton.gov.uk/DALP](http://www.halton.gov.uk/DALP). Or you can view a paper copy at the Halton Direct Links (HDLs) at either Runcorn Shopping City (formerly known as Halton Lea) or Granville Street in Runcorn or Brook Street in Widnes. Or you can view a paper copy at the Libraries at Runcorn Shopping City or at Granville Street in Runcorn; or at Kingsway or Ditton in Widnes.

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



- I.13. Plans can only be truly successful if they are rooted in local knowledge and an appreciation of what residents want. Too much change, change that is too fast, or not listening to people's views will not deliver a good plan. Planning for too little growth is not an option either, as the plan needs to go through independent examination by a Government appointed planning inspector to make sure it is based on robust evidence and complies with national policy/guidance. Not everyone can get the outcome they want, but making sure your ideas or concerns are understood and considered helps make a plan better. Our focus is finding out what you think. This is a chance for you to have your say and help plan for the Borough for the next 20 years.

### Structure of this Document

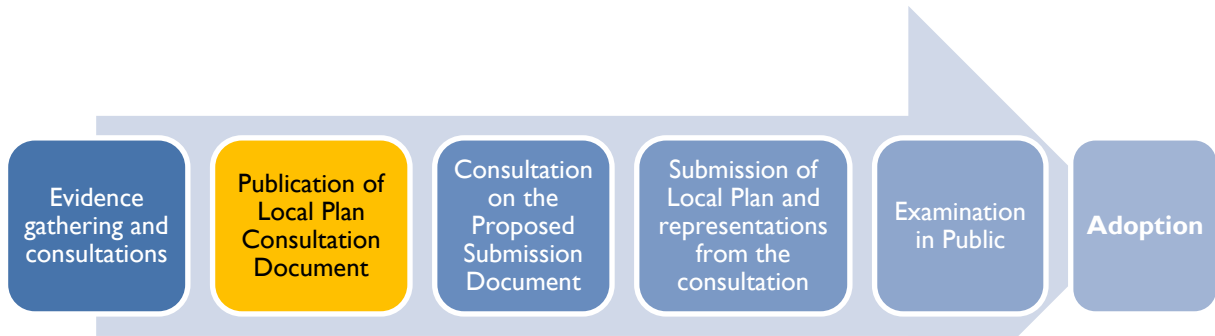
- I.14. The first four sections of this document set the scene, providing details of the policy context, the supporting documents and the evidence base. Part 1 (Sections 5 - 13) provide the Revised Core Strategy policies and Part 2 (Sections 14 - 21) set out the Delivery and Allocations policies, and Part 3 provides the policies for the Key Areas of Change and Site Allocations.
- I.15. The Local Plan Policies do not cover all areas: where principles for development are addressed by national policies, they are not repeated. Some areas of policy may be supported in future by Supplementary Planning Documents (SPDs), rather than further more detailed Local Plan Policies.
- I.16. All policies within this Local Plan should be read alongside national planning policies, the remaining policies of the Halton Core Strategy Local Plan, the Joint Waste Local Plan and guidance in SPDs.
- I.17. It is also important to note that this document should be read as a whole, as the policies are cross cutting and inter-relate. Decisions on development proposals will have regard to all relevant policies within this and other appropriate documents. The fact that a particular policy may specifically support or encourage a certain type of development does not alter this requirement.
- I.18. Site Allocations identify sites to be allocated for development, such as housing or employment. Designations identify land that should be safeguarded (for example open space or transport infrastructure) or where specific policies apply (for example local centres). Designations relate to Core Strategy or Delivery and Allocations policies. These allocations and designations are to be shown on the accompanying draft Policies Map.

### Next Steps

- I.19. At the close of this consultation all comments will be recorded and will be considered by officers, a report of the consultation will be prepared and made available online (at [www.halton.gov.uk](http://www.halton.gov.uk)).
- I.20. Preparation of the DALP must follow a number of stages to ensure that local people and other stakeholders are fully engaged in the process, and that its contents are based on robust evidence, testing of alternatives and then external examination by an Inspector. These stages of work are summarised in Figure 1. It is expected that the DALP would be adopted by the

Council in 2019 however due to the complex nature of the work; the programme is kept under regular review.

Consultation Draft

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

- 1.21. To be kept informed of work on the Local Plan please see the Latest Planning Updates page on our website ([www4.halton.gov.uk/Pages/planning/policyguidance/Planning-Policies.aspx](http://www4.halton.gov.uk/Pages/planning/policyguidance/Planning-Policies.aspx)) or contact the Planning Policy Team at [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk), or 0151 511 6458, or Halton Borough Council, Municipal Building, Kingsway, Widnes, WA8 7QF.

## 2. Policy Framework

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

### National Context

- 2.2. National planning policies are set out in the form of the National Planning Policy Framework (NPPF)<sup>5</sup>. The NPPF establishes high-level planning principles for England and requirements for the planning system, covering the full range of land use topics from sustainable development, to the historic environment to flood risk. The only exceptions to this, being national planning policy for Gypsies, Travellers and Travelling Showpeople which has its own standalone advice<sup>6</sup>, and national planning policy for waste<sup>7</sup>.
- 2.3. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as central to plan-making and decision-taking. The NPPF states that all plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally. The NPPF states that for plan-making this means that Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. Government considers that sustainable development is about positive growth, making economic, environmental and social progress for this and future generations.
- 2.4. Local Planning Authorities are encouraged not to repeat national guidance in their plans. Where sufficient guidance exists and there are no additional local issues to be addressed, there is no need to set policy at the local level.
- 2.5. Appendix A sets out the specific requirements detailed in the NPPF which need to be addressed through the Local Plan. Requirements from the Planning Policy for Traveller Sites statement are also included.
- 2.6. National Planning Practice Guidance (PPG)<sup>8</sup> was issued by the department for Community and Local Government (CLG) in March 2014, it replaces much of the guidance that was previously available in the form of practice guides and Planning Policy Statements. It is an evolving guidance document and as such it will be reviewed regularly and updated as needed, this will be taken in to consideration when drafting policies in this document.
- 2.7. It should be noted that neither the NPPF nor the PPG change the statutory status of the development plan as the starting point for decision making. Planning law requires that

<sup>5</sup> CLG (2012) National Planning Policy Framework (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)

<sup>6</sup> CLG (2012) Planning policy for traveller sites (<https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>)

<sup>7</sup> CLG (2014) National Planning Policy for Waste (<https://www.gov.uk/government/publications/national-planning-policy-for-waste>)

<sup>8</sup> CLG (2014 and ongoing) National Planning Practice Guidance (<http://planningguidance.planningportal.gov.uk/>)

applications for planning permission must be determined in accordance with the development plan, notably this Local Plan, unless material considerations indicate otherwise.

- 2.8. There are also Acts and Regulations which can influence the production of Local Plans in terms of the procedures followed to produce the Plan and the contents of the Policies. The Housing and Planning Act for example which introduces 'Starter Homes' and 'Permission in Principle', or the Town and Country Planning Regulations which set out the process for the preparation of a Local Plan.
- 2.9. Also in relation to national policies Halton has a greater than average proportion of social renting, this means that the Borough may be disproportionately affected by any Government changes to welfare and housing policy, particularly those affecting Registered Providers.

## Local Context

- 2.10. This document will review and may replace some of the planning policies contained in the Halton Core Strategy Local Plan<sup>9</sup> and will complement the policies of the Joint Merseyside and Halton Waste Local Plan (Joint Waste Local Plan)<sup>10</sup>.
- 2.11. It is envisaged that the Spatial Vision and Strategic Objectives as set out in the Core Strategy adopted in April 2013 will remain. Similarly, it is envisaged that the broad development strategy, broad development locations and regeneration priorities will carry over from the Core Strategy (though certain policies may be amended to take account of the latest evidence base).
- 2.12. The Joint Waste Local Plan will continue to set out the planning strategy for sustainable waste management to 2025; it was adopted in July 2013. The six Councils of Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral prepared the Waste Local Plan for the purpose of enabling the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal, commercial and industrial, construction, demolition and excavation, and hazardous wastes.
- 2.13. Together the DALP, the Core Strategy Local Plan and the Joint Merseyside and Halton Waste Local Plan will make up the Development Plan for Halton.
- 2.14. The Halton Unitary Development Plan (UDP) was adopted by Halton Borough Council in 2005 and currently sits alongside the Halton Core Strategy Local Plan and the Joint Waste Local Plan as part of the statutory development plan for the Borough. The UDP was adopted under the transitional arrangements in the Planning and Compulsory Purchase Act 2004. These arrangements allowed policies to be adopted for an initial three year period from adoption, after which time they would lapse unless separate approval was given by the Secretary of State to 'save' them beyond this initial period. Halton applied to the Secretary of State and received permission to save the vast majority of policies for a further (indeterminate) period, although six were not saved and no longer apply. The Core Strategy upon adoption also deleted a

<sup>9</sup> HBC (2013) Halton Core Strategy Local Plan  
(<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/CoreStrategy.pdf>)

<sup>10</sup> MEAS (2014) Joint Merseyside and Halton Waste Local Plan  
(<http://www4.halton.gov.uk/Pages/planning/policyguidance/Waste-Plan.aspx>)

number of UDP policies and the Joint Waste Local Plan additionally deleted a range of policies. The DALP is intended to replace or delete the remaining UDP policies in their entirety.

- 2.15. A Proposals Map was also adopted alongside the UDP and partially altered by Joint Waste Plan and Core Strategy policy CSI 1. The DALP will replace the Proposals Map with a 'Policies Map'. This will illustrate the site allocations and designations made through the DALP and the Joint Merseyside and Halton Waste Local Plan.
- 2.16. A policy analysis of the Core Strategy and the UDP has been undertaken in Appendix C to show how the saved UDP policies are going to be taken forward by the DALP.
- 2.17. The DALP will continue to have a close relationship with Halton's Sustainable Community Strategy,<sup>11</sup> which outlines the long-term vision to achieve sustainable improvement in Halton; the Halton Local Transport Plan 3<sup>12</sup> and the Liverpool City Region Transport Plan for Growth<sup>13</sup> which aims to provide a good quality transport system; the Borough's Economic Regeneration Strategies, which support the economic performance of the Borough; Halton's Housing Strategy, ensuring that Halton offers a broad range of good quality housing which meets the needs of existing and future communities; and Halton's Health and Wellbeing Strategy 2013-16, which aims to improve the health and wellbeing of Halton people so they live longer, healthier and happier lives.

## Devolution Agreement

- 2.18. The Government signed a Devolution Agreement with Halton, the five Merseyside Authorities and the Liverpool City Region Local Enterprise Partnership that devolves specific powers to the new office of Mayor. These powers include defined strategic planning functions, including the production of a Single Statutory Strategic Framework for the City Region.
- 2.19. There are overlaps between the Spatial Policies of the Halton Core Strategy Local Plan, including policies proposed to be encompassed in the revised scope of the DALP and the proposed City Region Strategic Framework. The Devolution Agreement requires that the development of the Strategic Framework must not delay the preparation of Local Plans and as such, Halton proposes to proceed with the Delivery and Allocations Local Plan as set out in this consultation draft document whilst fully engaging with partner authorities to support and influence the delivery of the Spatial Framework.

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<sup>11</sup> HBC (2010) Halton Sustainable Community Strategy 2011-2026  
([http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/Sustainable\\_Community\\_Strategy.pdf](http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/Sustainable_Community_Strategy.pdf))

<sup>12</sup> HBC (2011) Halton Local Transport Plan 3  
(<http://www4.halton.gov.uk/Pages/councildemocracy/TransportPolicy.aspx>)

<sup>13</sup> Liverpool City Region Combined Authority (2015) A Transport Plan for Growth  
(<http://www.merseytravel.gov.uk/about-us/local-transport-delivery/Documents/8375%20Plan%20for%20growth%20WEB%20FINAL.pdf>)

## 3. Supporting Documents

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

### Sustainability Appraisal

- 3.2. The DALP is required to be accompanied by a Sustainability Appraisal (SA). The purpose of this document is to consider all the likely significant effects of the Local Plan on various environmental, economic and social factors. In addition to this, if the Local Plan is likely to have a significant effect on the environment, the SA must also meet the legal requirements of the European Directive on Sustainable Environmental Assessment (SEA).
- 3.3. The SA process began with a Scoping Report in 2006 which was revised in 2009 for the Core Strategy Local Plan and again for the original DALP Scoping Document<sup>14</sup>. This document sets out the sustainability challenges the Borough faces, and the context in which this plan must be prepared.
- 3.4. This document which has been further updated to take account of the latest background information is accompanied by a draft Sustainability Appraisal that considers the likely significant effects of the sites and policies of the Local Plan and will be consulted upon alongside this document.

### Infrastructure Plan

- 3.5. The Halton Infrastructure Plan is a key supporting document for the Local Plan, demonstrating deliverability. The Infrastructure Plan identifies what infrastructure is required, when it is needed, who is responsible for its provision and how it will be funded. It reflects and is intended to influence the investment plans of the local authority and other organisations. It is a 'living document' reviewed and updated as necessary to incorporate changes and add new infrastructure projects as appropriate. The Infrastructure Plan was originally produced to support the Core Strategy and was published in 2011. An update to the Infrastructure Plan was completed<sup>15</sup> in 2014 and is available on the Council website ([www.halton.gov.uk/DALP](http://www.halton.gov.uk/DALP)).
- 3.6. The DALP will have a strong, direct relationship with the Infrastructure Plan as it will identify site specific allocations. The infrastructure requirements of specific sites will be determined during the preparation of the DALP to ensure that there is appropriate infrastructure in the right location at the right time to meet the needs of development. Integral to this will be ongoing dialogue with infrastructure providers.

### Habitats Regulations Assessment

- 3.7. Local Plans must also be subject to a Habitats Regulations Assessment (HRA). Under this the Council must ascertain; before it can be adopted, that the DALP will not adversely affect the

<sup>14</sup> HBC (2014) Delivery and Allocations Local Plan SA Scoping Report ([www4.halton.gov.uk/Pages/planning/policyguidance/DALP.aspx](http://www4.halton.gov.uk/Pages/planning/policyguidance/DALP.aspx))

<sup>15</sup> HBC (2014) Infrastructure Plan: 2014 Review (<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/dalp/InfrastructurePlan2014Review-FinalConsultationDocument.pdf>)

integrity of a site of European nature conservation importance, either alone or in combination with other plans and projects. The HRA of this DALP has started and will be consulted upon alongside this consultation document.

### **Health Impact Assessment**

- 3.8. A Health Impact Assessment (HIA) will also support the DALP. Health has been identified as a key challenge for the Borough and despite significant improvements in health, Halton's socio-economic circumstances mean that the relative health status of the Borough is poor. The HIA process offers a systematic approach involving an evidence-based assessment of the potential health impacts that the Local Plan may have on health in the Borough. This may identify both negative and positive elements, recommendations for action and opportunities to maximise positive contributions. The HIA of the DALP has started and will be consulted upon alongside this consultation document.

### **Equality Impact Assessment**

- 3.9. The DALP will also be assessed for its potential impact on equalities. The need for an Equality Impact Assessment (EqIA) to be undertaken stems from the duty placed on Public Authorities to eliminate unlawful discrimination in carrying out their function, and promoting equality of access and opportunity for all communities. Local Authorities are also specifically required to demonstrate compliance with the Equality Act<sup>16</sup> and how they promote equality in all aspects of strategic decision making and service provision. The EqIA will assess the DALP for potential disproportionate impacts on Halton's diverse communities. The EqIA of this DALP Consultation Document has been drafted and will be consulted upon alongside this document.

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

- 3.10. The Localism Act 2011<sup>17</sup> introduced a 'Duty to Co-operate' on Local Planning Authorities in the preparation of Local Plans. Local Planning Authorities must demonstrate their wider co-operation in plan making with adjoining authorities and other organisations in relation to identified strategic matters.
- 3.11. The Duty to Co-operate Statement will demonstrate that Halton Borough Council has met these requirements with regards to the DALP. It will also be considered by an independent Inspector at the Examination stage, to determine whether the Duty has been legally complied with (i.e. the processes and procedures of plan making) and whether these arrangements have led to a sound plan.

### **Consultation Statement**

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

<sup>16</sup> HMSO (2010) Equality Act 2010 ( [www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga\\_20100015\\_en.pdf](http://www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga_20100015_en.pdf))

<sup>17</sup> HM Gov (2011) Localism Act ([www.legislation.gov.uk/ukpga/2011/20/contents/enacted](http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted))



## 4. Evidence Base

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

### Evidence Base Documents

- 4.3. The key pieces of Halton's existing evidence base which will be used to support the DALP are set out below (please note that other existing evidence base documents may also be used, where required, alongside these):
- **Mid Mersey Strategic Housing Market Assessment** (GL Hearn and JGC, 2016): This has been commissioned with St Helens and Warrington Council's and provides an assessment of past, current and future trends in housing type and tenure, household size and housing need.
  - **Liverpool City Region Strategic Housing and Employment Land Market Assessment:** (GL Hearn) This study brings together the evidence base for both housing need and employment land need, taking into account the anticipated economic growth in the City Region over the next 25 years to provide a robust basis for Local Plan policies and allocations across the City Region.
  - **Joint Employment Land and Premises Study** (BE Group, 2010): The study assesses the quantity and quality of employment land in the Borough and recommends future allocations of employment land to maintain economic growth.
  - **Halton Retail Study** (England and Lyle, 2016): This study includes a capacity assessment to update the 2009 Study, and includes town centre health checks and further consideration of the hierarchy and town centre areas.
  - **Halton Landscape Character Assessment** (TEP, 2009): This identifies, describes and maps areas according to various landscape character types.
  - **Halton Open Space Study** (PMP and HBC, 2006). The study assesses existing and future needs for open space, sport and recreation in Halton and the current ability to meet these needs
  - **Playing Pitch Strategy** (HBC, work ongoing): This strategy is currently being prepared and will assess existing and future needs for playing pitch provision in Halton.
  - **Halton Strategic Flood Risk Assessment** (HBC, 2007): Provides a detailed assessment of the extent and nature of the risk of flooding and the implications for future development.
  - **Halton Level 2 Strategic Flood Risk Assessment** (JBA, 2011): Focuses on three primary watercourses and development areas in the Borough.

- **Liverpool City Region Renewable Energy Capacity Study** (Arup, 2010): This study identifies Energy Priority Zones for the delivery of low and zero carbon technologies.
  - **Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment** (ORS, 2014): In association with the Cheshire Partnership this document assesses accommodation and related service needs of Gypsies, Travellers and Travelling Showpeople.
  - **Liverpool City Region and Warrington Green Infrastructure Framework Draft** (Mersey Forest, 2013): This Framework provides information and new perspectives on green infrastructure across the seven local authorities.
  - **Liverpool City Region and Warrington Green Infrastructure Framework Action Plan** (Mersey Forest, 2013): This Plan identifies actions at a city region level that meet key priorities of the Green Infrastructure Framework.
  - **Listed Buildings in Halton**: This document details each of the buildings Listed in Halton (at the time of writing the document), including a map and an image of the property or structure.
  - **Widnes and Hale Green Belt Study** (HBC, work ongoing): This study reviews and assesses the Widnes and Hale Green Belt.
  - **Strategic Housing Land Availability Assessment** (annual update): This is the main mechanism to identify a deliverable and developable supply of sites in the Borough for housing.
  - **Halton Housing Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for housing within Halton
  - **Halton Employment Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for employment uses within Halton
  - **Borough Development Viability Study**: This study will assess the economic viability of development
  - **Liverpool City Region; Transport Plan for Growth** (LCR Combined Authority, 2015): This document brings together the previously separate Local Transport Plans (LTP3s) for Halton and Merseyside
  - **Halton Local List** (HBC, work ongoing): This document is currently being prepared and will identify the non-designated heritage assets in Halton.
  - **Liverpool City Region Ecological Network** (MEAS, 2015): This document comprises ecological and biodiversity information on the City Region's natural assets. It also identifies opportunities to enable better protection and management of those natural assets and at the same time, describes opportunities to create new natural assets.
- 4.4. A full list of the Evidence Base which supports Halton's planning policy framework can be found on the Council's website under the 'Planning Policy Evidence Base' page:  
<http://www3.halton.gov.uk/Pages/planning/policyguidance/Evidence.aspx>

## 5. Part I: Core Strategy (Revised Policies)

5.1. Part I of this document provides a partial review of the Core Strategy policies. These policies have generally been revised due to updates to the evidence base that support the policies. Most notably documents such as the Mid-Mersey Strategic Housing Market Assessment (SHMA), the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) and the Halton Retail Study.

### Revised Policies

5.2. The following policies from the original Core Strategy are to be revised:

- CS1: Halton's Spatial Strategy
- CS3: Housing Supply and Locational Priorities
- CS4: Employment Land Supply and Locational Priorities
- CS5: A Network of Centres
- CS6: Green Belt
- CS8: 3MG
- CS9: South Widnes
- CS10: West Runcorn
- CS11: East Runcorn
- CS13: Affordable Housing
- CS14: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople
- CS15: Sustainable Transport
- CS17: Liverpool John Lennon Airport

### Retained Policies

5.3. A significant number of the Core Strategy Policies are to be retained. These policies have all been reviewed in light of the most up to date evidence and it has been determined that it is not appropriate to revise these policies. The policies to be retained are as follows:

- CS2: Presumption in Favour of Sustainable Development
- CS7: Infrastructure Provision
- CS12: Housing Mix
- CS16: The Mersey Gateway Project
- CS18: High Quality Design
- CS19: Sustainable Development and Climate Change
- CS20: Natural and Historic Environment
- CS21: Green infrastructure
- CS22: Health and Well-Being
- CS23: Managing Pollution and Risk
- CS24: Waste
- CS25: Minerals

## 6. CS(R) I: HALTON'S SPATIAL STRATEGY

- 6.1. The Spatial Strategy flows from the Vision for Halton<sup>18</sup>. It expresses how we will achieve what we want to deliver over the plan period, taking into consideration the existing physical and social environment of the Borough, and how we intend to meet the Strategic Objectives. The Spatial Strategy sets out how Halton will change over the coming years; where change will happen, when it will happen and how it will be delivered.

### Policy CS(R) I: Halton's Spatial Strategy

1. To achieve the Vision for Halton to 2037, new development should deliver:
- At least **10,718** (net) additional dwellings (2014-2037)
  - Approximately **200ha** (gross) of land for employment purposes
  - About **9,293** sqm of town centre convenience/comparison goods retailing
  - About **5,112** sqm of retail warehousing

*Specific principles to guide the location, timing and delivery of the above development are set out in policies CS(R)3, CS(R)4 and CS(R)5.*

#### 2. **Urban Regeneration and Key Areas of Change**

The Spatial Strategy for Halton is focused around a balanced mix of prioritised urban regeneration supported by appropriate levels of greenfield expansion. The strategy will largely be realised by the delivery of five “Key Areas of Change” across the Borough where the majority of new development will be located. The five areas are:

##### 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.

##### b) **South Widnes**

Incorporating the town centre, West Bank and the waterfront area, supporting the revitalisation and regeneration of the area.

##### c) **West Runcorn**

Involving the regeneration of previously developed (brownfield) land within the existing urban area.

##### d) **East Runcorn**

Delivering greenfield expansion including the completion of the proposals for Runcorn New Town and further extension to the east of Runcorn.

This specific Key Area of Change includes the allocation of a Strategic Site encompassing Daresbury Science and Innovation Campus and Daresbury Park.

##### e) **North Widnes**

Delivering greenfield expansion and further extension to the urban area to the north of Widnes.

<sup>18</sup> Halton Core Strategy, Section 3 [www3.halton.gov.uk/Pages/planning/policyguidance/pdf/CoreStrategy.pdf](http://www3.halton.gov.uk/Pages/planning/policyguidance/pdf/CoreStrategy.pdf)

*Specific proposals for these areas and the type and amount of development they will accommodate are set out in policies xx-xx.*

**3. Brownfield Focus (beneficial and efficient use of existing sites)**

Outside of the Key Areas of Change, the re-use of previously developed land will be prioritised, notably where regenerating or bringing sites back into use will bring wider benefits to the Borough. Important green infrastructure within the urban area will be protected from detrimental development to ensure its value, both individually and as part of a network, is retained.

### Justification

- 6.2. Informed by Halton's existing characteristics, issues and opportunities as detailed in Halton's Story of Place, the Spatial Strategy has been developed to focus future development on areas where there is an impetus or a need for change. A number of areas of the Borough such as industrial parts of Widnes and New Town areas in Runcorn have not benefitted from sufficient investment for a number of years and are now in need of renewal. Development over the plan period should focus on renewing Halton's urban landscape through the re-use of previously developed (brownfield) land, including derelict sites and those with a history of contamination particularly at South Widnes and West Runcorn. Specific policies deal with when this change will happen. By seeking wherever possible to concentrate development in brownfield regeneration areas, the roles of Runcorn and Widnes as important towns in the sub-region will be maintained and secured for the future. This will ensure that the Borough is able to meet the day-to-day needs of its current and future population by providing ample employment opportunities, a range of high quality services and facilities and a choice of homes.
- 6.3. Despite the priority to renew and improve the Borough's urban landscape through new development, it is apparent that not all future development can be delivered on brownfield land. Despite the Borough's strong record for bringing brownfield land back into use, much of the remaining previously developed land is highly constrained through contamination or other factors which affect development viability, reducing the amount of brownfield land which can realistically be brought back into beneficial use. At 2014, there were no further housing renewal programmes, such as that nearing completion at Castlefields (Runcorn), which are planned to take place within the lifetime of the Local Plan. In addition to the limitations on the re-use of brownfield land, development opportunities in the Borough are constrained (particularly in Widnes) by tightly defined Green Belt boundaries, limited scope for infilling, coupled with the Mersey Estuary dissecting the Borough. It follows that there are not a wide variety of strategic options available to accommodate future growth requirements. However, Halton must plan for the level of development needed to secure the future prosperity of the Borough and to ensure that the services, facilities and opportunities on offer serve Halton's population over the lifetime of the plan.

## 7. CS(R)3: HOUSING SUPPLY AND LOCATIONAL PRIORITIES

- 7.1. New homes must be provided to ensure an adequate supply of suitable housing for the Borough's existing communities and to accommodate projected growth in the Borough's population.

### Policy CS(R)3: Housing Supply and Locational Priorities

1. During the period 2014 to 2037 provision will be made for the development of at least **10,718** net additional dwellings.
  - a. At an average of **466** dwellings each year.
  - b. With development continuing at an average of 466 net dwellings each year after 2037 unless superseded by a change in policy.
2. On sites of 10 or more dwellings, the mix of new property types delivered should contribute to addressing identified needs as quantified in the most up to date Strategic Housing Market Assessment, unless precluded by site specific constraints, economic viability or prevailing neighbourhood characteristics.
3. New homes will be delivered from a variety of sources:
  - i. Housing sites completed since 2014;
  - ii. Housing sites with planning permission, or currently under construction, for housing development;
  - iii. Housing Allocations (identified in Policy RDI);
  - iv. Identified housing opportunities within Key Areas of Change or Mixed Use Allocations;
  - v. Other sites identified in the Strategic Housing Land Availability Assessment (SHLAA); and
  - vi. Appropriate windfall development.

#### Maintaining a Five Year Supply

4. The Council will seek to maintain a 5 year supply of deliverable housing land across the Borough in accordance with Government guidance.

#### Brownfield Land

5. An average of at least 40% of new residential development should be delivered on previously developed (brownfield) land over the plan period.

#### Density

6. To ensure the efficient use of land, a minimum density on individual sites of 30 dwellings per hectare (dph) will be sought. In more accessible locations such as those close to town, district or local centres or transport interchanges the presumption will be for developments achieving densities of 40 dph or greater.
7. Where it can be demonstrated that development at such densities would be detrimental to

local character or amenity, or site constraints would prevent these densities from being achieved, then development may be permitted at a lower density.

## Justification

### Housing Market Area

- 7.2. The Housing Market Area (HMA) is a geographical area in which the majority of people, who move, will move within. It also reflects the functional relationships between where people live and work. The Mid-Mersey Strategic Housing Market Assessment (SHMA) 2016<sup>19</sup> identified that the Mid-Mersey Housing Market Area remains the appropriate market area for Halton. This was also reconfirmed by the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) 2016<sup>20</sup>.

### Objectively Assessed Need

- 7.3. CLG's 'Planning for the right homes in the right places' consultation document seeks to create a standardised, simple methodology to calculate housing need for each local authority in a manner that is clear and transparent. CLG propose that the starting point should continue to be a demographic baseline, which is then modified to account for market signals (the price of homes). CLG suggest that the indicative assessment of housing need based on the standardised methodology for Halton, in the 10 year period 2016 to 2026, is 285 dwellings each year.
- 7.4. Objectively Assessed Need or OAN is the core output of the Strategic Housing Market Assessment (SHMA). A SHMA takes into consideration trend based population and household projections, migration projections, market signals, affordable housing needs and affordability. The Mid-Mersey SHMA 2016 identifies an objectively assessed need for Halton of 466 homes each year.
- 7.5. The Liverpool City Region SHELMA has updated some of the information and considerations of the Mid-Mersey SHMA. It sets out a demographic housing need of 254 dwellings based on the 2014 based Sub-National Population Projections, with an adjusted headship rate, to allow for a more positive household formation rate within specified age groups. It then goes onto consider the links between economic development and housing it suggests that there is an economic-led baseline housing requirement of 326 dwellings each year, this is based on Oxford Economics forecasts. The report then considers the potential economic growth scenario, this takes into account enhanced sector performance, planned and potential development and regeneration projects and assumes an increase in economic participation. The economic growth scenario would require a housing figure of 565 dwellings each year.

## Mix of Housing

<sup>19</sup> Mid-Mersey Strategic Housing Market Assessment (SHMA) 2016 (GL Hearn, 2016)

<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/MidMerseySHMA.pdf>

<sup>20</sup> Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) (GL Hearn, 2017)



- 7.6. The Mid-Mersey SHMA 2016 sets out the demographic need for different sizes of homes, identifying that the majority of market homes need to provide two or three bedrooms, with more than 50% of homes being three bedroomed. However, it is recognised that a range of factors including affordability pressures and market signals will continue to play an important role in the market demand for different sizes of homes.

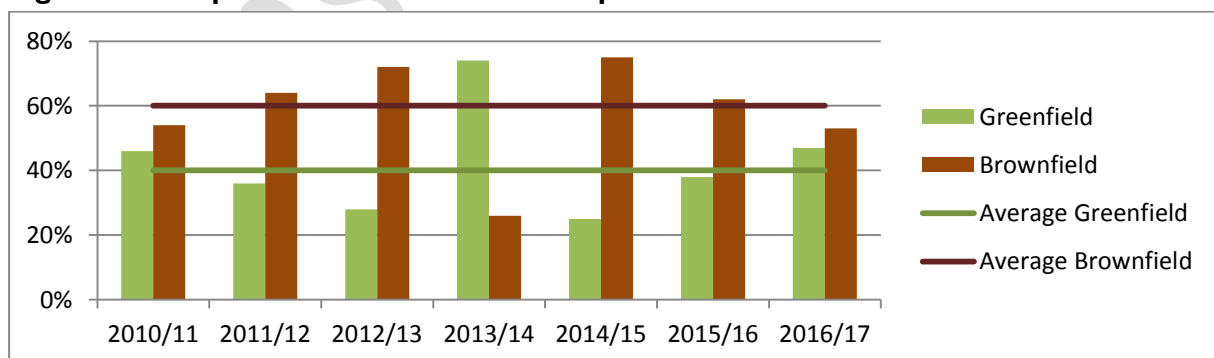
### Liverpool City Region

- 7.7. The Liverpool City Region SHELMA identifies the objectively assessed need for the City Region and identifies a need for between 1,691 and 2,393 dwellings in the Mid-Mersey Housing Market Area and between 3,584 and 3,869 dwellings in the Liverpool Housing Market Area. The Liverpool City Region intend to continue to work together to monitor the delivery of these homes.

### Brownfield Land

- 7.8. To support urban renewal within Halton, maximise the sustainable use of existing infrastructure and minimise the need to release Green Belt land, priority will be given to the development of previously developed land in accordance with the target and principles set out in Policy CS(R)1. Halton has long worked in partnership with others, including the Homes and Communities Agency (and its predecessors) to pioneer new and innovative ways of tackling the Borough's particular brownfield legacy.<sup>21,22</sup>
- 7.9. The target of 40% of housing development to be delivered on previously developed (brownfield) land is retained from the Core Strategy and is below both the previous national minimum target and the proportion achieved in Halton over the period from 2010, as shown as in Figure 7.1. However, of the housing expected to come forward during the plan period or being promoted through the Halton Local Plan, a high proportion is on greenfield sites. As such setting a higher target for brownfield development would not be realistic or achievable. Net dwelling change and the performance in delivering on previous developed land will continue to be monitored annually and will influence the allocation of sites in later Local Plans.

**Figure 7.1: Proportion of residential developed on brownfield land**



### Density

<sup>21</sup> HCA (2010) Halton Local Brownfield Strategy

<sup>22</sup> Arup (2010) Greenfield: Brownfield Exchange Concept



- 7.10. The NPPF states that local authorities should set their own approach to housing density to reflect local circumstances. It is considered that the seeking of 30 dwellings per hectare as a minimum will aid in the efficient use of land, whilst allowing for an increased density around town, district or local centres or transport interchanges will help to promote redevelopment. Good design can increase density while protecting and enhancing the character of an area.
- 7.11. Lower density schemes will only be acceptable where the character or amenity of the locality would be clearly harmed or where site constraints, for example, ecological or heritage interest, ground conditions, contamination or access problems dictate a reduced developable area or capacity.

### **Maintaining a five year supply**

- 7.12. NPPF requires local authorities to ensure that a rolling five year supply (+5%) of deliverable housing sites can be demonstrated. This is increased to 5 years +20% where there is evidence of a consistent under delivery. Halton's five year supply of housing land is detailed within the Strategic Housing Land Availability Assessment.

## 8. CS(R)4: EMPLOYMENT LAND SUPPLY

- 8.1. Employment land will be provided over the lifetime of the Local Plan to support Halton's economy and to offer business and industry a choice of sites so that differing requirements and locational needs can be met.

### Policy CS(R)4: Employment Land Supply

1. To provide approximately 200ha of land for employment purposes over the period 2012 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.
  - b. New employment development will be provided on the following types of land:
    - i. Strategic Employment Locations (identified in Policy ED1);
    - ii. Employment Allocations (identified in Policy ED1);
    - iii. Land within Primarily Employment Areas and Employment Renewal Areas (identified on Policies Map);
    - iv. Identified employment opportunities within Key Areas of Change or Mixed Use Allocations;
    - v. Regeneration and remodelling opportunities within existing employment areas;
    - vi. Sites with planning permission, or sites that are currently under construction, for employment uses; and
    - vii. Other suitable sites.
  
2. In order to secure Halton's economic future sites in existing employment use, sites in Primarily Employment Areas and Employment Renewal Areas, and sites identified in this Local Plan as Strategic Employment Locations or Employment Allocations will be retained for employment uses unless an alternative use can be proven to be of greater benefit to the Borough than retaining the land for employment purposes.
  - a. Any proposals for non-employment uses should be accompanied by an examination of the wider employment land situation in the Borough, or in the case of strategic employment sites the City Region. Including:
    - i. Consideration of the overall supply of employment land in the Borough (amount type, quality, availability, size), and how the proposal would not limit the range available;
    - ii. The relative suitability and sustainability of the site for employment uses and evidence of the attempts made to let or sell the premises for a reasonable rate with no tenant or purchaser being found;
    - iii. The relative suitability and sustainability of the site for the proposed alternate use;
    - iv. The benefits and /or improvements that the alternate use would bring to the area;
    - v. The location of the site and its relationship to and compatibility with other uses; and

- vi. The need for the proposed use.

## Justification

- 8.2. It is important to both protect existing employment sites and to make further provision for employment uses to secure and expand the Borough's economy in future years.
- 8.3. Strategic Employment Locations and Employment Allocations are identified in Policy ED1. These sites will provide a range of employment land suitable for a variety of business. Whilst Primarily Employment Areas are those areas of the Borough where employment is and will continue to be, the predominant land use in the area. These areas are all defined as such on the Policies Map.
- 8.4. There are a variety of existing employment areas across the Borough which cater for the differing needs of Halton's businesses and industries. The employment areas are spread around the Borough and are accessible to the people they employ and to the customers they supply.

## Liverpool City Region

- 8.5. The Liverpool City Region LEP is projecting<sup>23</sup> as a baseline; continued jobs and GVA growth over the forecast period (2015 to 2040) for the Liverpool City Region. However, this will be at a slower pace than both the North West and the UK with employment forecast to grow by just under 37,000 (an annual pace of 0.2% and slower than the Regional average). This is largely due to relatively low levels of total economic activity concentrated in the fastest growing sectors such as professional, scientific, and technical activities; and information and communications. Growth is further restrained by relatively large shares of employment and economic activity in declining industries such as a manufacturing and in the public sector.
- 8.6. However, Liverpool City Region LEP provided Oxford Economics with a set of growth ambitions and targets, centred on a number of sectors that have been identified as having significant growth potential. In addition, local authorities provided details on growth plans for their respective areas. Oxford economics have modelled the cumulative impact of the sector focused targets of the LEP area and the regeneration plans of the individual local authorities. The LEP estimate these targets and plans would lead to a substantial increase in the rate of economic and job growth over the above, baseline scenario.
- 8.7. The Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) sets out the level of employment land likely to be required within the City Region. It identifies a jobs growth of 58,900 in the baseline scenario or 134,100 jobs in the growth scenario. Using these figures the SHELMA sets out a (net) need for between 160.1 ha to 232.5 ha for B1 Uses, and 139.8 ha to 154.8 ha for B2 Uses across the Liverpool City Region. The SHELMA has also considered past (gross) take up rates, this identified a need for 235.7 ha of B1 Uses, 437.3 ha of B2 Uses and 118.2 ha of Small Scale B8 Uses across the City Region.

<sup>23</sup> The Liverpool City Region LEP Economic Outlook (July 2016)

- 8.8. Within Halton the SHELMA highlights an employment jobs growth of 3,800 in the baseline scenario and 12,400 in the growth scenario. This is equated to 28.1 ha of B1 Uses and 20.9 ha of B2 Uses in the baseline scenario, 39.8 ha of B1 Uses and 21.1 ha of B2 Uses in the growth scenario and 63.0 ha of B1, 62.3ha of B2 and 26.2 ha of Small Scale B8 Uses based on the past completions trend. Giving a suggested requirement of between 87.1 ha and 151.5 ha of employment land, without incorporating the need for 'large scale' B8.
- 8.9. A 'large scale' warehouse is defined as an individual unit over 9,000 square metres or approximately 100,000 square feet, this being the standard recognised definition within the commercial property sector. The SHELMA identifies a need of between 308 ha and 397 ha of large scale B8 Uses across the City Region. The higher figure is based on the Transport for the North freight strategy<sup>24</sup>, which sees the North and the City Region capture a greater share of demand nationally, and takes into account the potential arising from the expansion of the Port of Liverpool and wider SuperPort proposals and the potential opportunities that arise from HS2, Northern Powerhouse Rail (also known as HS3) and additional airport freight capacity.
- 8.10. The large scale B8 figure has not yet been disaggregated to local authority level within the SHELMA as it is considered that the market for large scale B8 Uses is sub-regional in nature and is typically supply driven. Pending the completion of additional work across the City Region on the disaggregation of the demand for large scale B8 sites, an allowance based on previous take-up of land for such units in Halton has been incorporated in the to the proposed land requirement total. An assessment of the supply of sites with potential suitability for large scale B8 employment in Halton identifies 63ha of land.

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<sup>24</sup> Transport for the North, Northern Freight and Logistics Report (September 2016)  
<http://www.transportforthenorth.com/wp-content/uploads/TfN-Freight-and-Logistics-Report.pdf>

## 9. CS(R)5: A NETWORK OF CENTRES

- 9.1. This policy sets out the retail hierarchy for the borough, reflecting the role and relationship of centres in the borough's retail network. These defined centres form the focal point for services and facilities serving the surrounding population.

### Policy CS(R)5: Halton's Centres

1. The following hierarchy of centres will be maintained for retail and other main town centre uses (as defined in the NPPF) in order to provide access to a wide range of shops, employment and associated services for all sections of the community.

Table CS(R)5.1: Halton Retail Hierarchy

Designation	Role and Function	Location	
Town Centres	Principal focus for new and enhanced retail and other town centre activity within Halton	<b>Widnes</b> <b>Halton Lea</b> (including Runcorn Shopping City, Trident Retail Park, Asda and Lidl)	
District Centres	A focus for convenience, local and niche comparison and service retail and leisure uses	<b>Runcorn Old Town</b>	
Local Centres	Focus for local convenience and service retail and complementary community facilities.	<b>Runcorn</b> <ul style="list-style-type: none"> <li>• Ascot Avenue</li> <li>• Beechwood</li> <li>• Brookvale</li> <li>• Castlefields</li> <li>• Grangeway</li> <li>• Greenway Road</li> <li>• Halton Brook</li> <li>• Halton Road</li> <li>• Halton Village</li> <li>• Langdale Road</li> <li>• Murdishaw</li> <li>• Palacefields</li> <li>• Picton Avenue</li> <li>• Preston Brook</li> <li>• Russell Road</li> <li>• Sutton Park</li> <li>• Windmill Hill</li> </ul>	<b>Widnes</b> <ul style="list-style-type: none"> <li>• Alexander Drive</li> <li>• Bechers</li> <li>• Cronton Lane</li> <li>• Farnworth</li> <li>• Halebank</li> <li>• Hale Road</li> <li>• Halton View Road</li> <li>• Hough Green</li> <li>• Liverpool Road</li> <li>• Moorfield Road</li> <li>• Queens Avenue</li> <li>• Upton Rocks</li> <li>• Warrington Road</li> <li>• West Bank</li> </ul> <b>Hale</b> <ul style="list-style-type: none"> <li>• Ivy Farm Court</li> </ul>

2. The development of new centres will be expected to consolidate and enhance the network and hierarchy of centres and not harm the vitality and viability of existing centres. New retail development of an appropriate scale to meet local need will be required in the following locations to serve the new residential and business populations at:
- a. Sandymoor
  - b. Daresbury

## c. South Widnes

**Justification**

- 9.2. Widnes Town Centre comprises the Green Oaks Centre, Albert Square and Widnes Shopping Park arranged off the pedestrianised core of Albert Road / Widnes Road extending to Asda (Simms Cross) and Broseley Square to the south. The pedestrianised shopping areas around Albert Road / Widnes Road predominantly accommodates small terraced units, the Green Oaks Centre is an enclosed shopping centre, whilst the Widnes Shopping Park development include larger retail units.
- 9.3. Halton Lea was designed as part of Runcorn New Town to be a self-contained town centre for Runcorn. The main centre was one of the earliest covered shopping malls in the UK, arranged around a central square with malls leading to four peripheral multi-storey car parks, each with a link bridge providing pedestrian access to the residential areas beyond. Additional retail developments have been added at Trident Retail Park (late 1990s), providing large floorplate accommodation for retail and leisure uses directly linked to the main mall and a stand-alone Asda superstore. Halton Lea now comprises Runcorn Shopping City, Trident Retail Park, Asda, and development on Edwards Road.
- 9.4. The development of Runcorn Old Town District Centre followed the commercial and industrial growth of Runcorn on the south bank of the Mersey, arising from the development of the Bridgewater Canal in the 1770's, the mainline railway, and the Manchester Ship Canal in the latter half of the 19th century. However, the creation of Runcorn New Town, the development of the Shopping City at Halton Lea and the building of the busway that cut through the centre led to a decline in Runcorn Town Centre. The centre has, over a number of years, been subject to a number of schemes and projects to increase its overall vitality and viability.
- 9.5. There is a network of local centres across the Borough that provide valuable local shopping and service provision. Shopping patterns have changed significantly over the years with people often now driving to local stores, sometimes as part of a linked trip, instead of walking. As such, centres not located on main roads or offering adequate parking are often put at a disadvantage. There are new Local Centres proposed at South Widnes, Sandymoor and Daresbury to support developments in these areas.
- 9.6. The Halton Retail Study (2017) identified the retail capacity for each of the three principal centres. The quantitative capacity for retail development is assessed based on the expenditure forecasts and the extent of trade retention within the catchment areas of each of the main centres. A constant market share approach has been adopted with capacity assessed for the forecast years 2019, 2024, 2029 and 2037 in both convenience and comparison goods (bulky and non-bulky). Table 9.1 below summarises the forecast capacity over the Plan Period, although the longer term forecasts should be treated with a degree of caution in view of the uncertainty in longer term economic forecasts.

**Table 9.1 Retail Capacity Summary**

Centre	Floorspace Capacity (sq m)			
	2019	2024	2029	2037
<b>Convenience Goods</b>				
Widnes	909	923	870	853
Halton Lea	547	577	537	543
Runcorn	33	36	32	33
<b>Non-Bulky Comparison Goods</b>				
Widnes	802	1,278	2,305	4,206
Runcorn	1,244	1,583	2,263	3,551
<b>Bulky Comparison Goods</b>				
Widnes	1,211	1,481	2,062	2,994
Runcorn	963	1,132	1,473	2,118

- 9.7. The Study highlights that there is limited identified capacity for further convenience goods floorspace in Widnes over the Plan period and, accordingly, there is no particular quantitative or qualitative need for Halton Borough Council to plan for new convenience goods floorspace. In addition, it is not considered that there is a need to pro-actively plan for further convenience goods floorspace in Halton Lea over the Plan period.
- 9.8. The Study also does not consider that there is any overriding requirement to plan for an increase in non-bulky comparison goods floorspace within Halton Lea and Runcorn Old Town over the Plan period. In Widnes, it highlights that the focus in the short to medium term should be on the delivery of Phase 2 of the Widnes Shopping Park, which provides an opportunity to further enhance the retail offer in a location that lies within the defined boundary of the town centre and offers potential to create additional linked trips with the wider town centre.

## 10. CS(R)6: GREEN BELT

- 10.1. The Council recognises the important role of the Green Belt in the Borough, particularly in preventing towns and settlements from merging into one another, safeguarding the countryside and concentrating development into its urban areas. The National Planning Policy Framework states that *'the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence'*.

### Policy CS(R)6: Halton's Green Belt

1. A Green Belt is designated around the urban areas and new allocations of both Runcorn and Widnes.
2. The Green Belt boundary is defined on the Policies Map. Within the Green Belt, planning permission will not be granted for inappropriate development, except in very special circumstances, in accordance with national policy.

### Justification

- 10.2. The Merseyside Green Belt was approved in 1983. Its key purposes were to channel development into the existing urban areas and assist urban regeneration of the urban core. Since its creation, the Merseyside Green Belt has not been reviewed at a sub-regional level, although minor changes have been approved in the constituent local authorities' individual Unitary Development Plans (UDPs).
- 10.3. The NPPF sets out the five purposes of the Green Belt these are:
- to check the unrestricted sprawl of large built-up areas;
  - to prevent neighbouring towns merging into one another;
  - to assist in safeguarding the countryside from encroachment;
  - to preserve the setting and special character of historic towns; and
  - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 10.4 It goes on to state that 'Local Planning Authorities with Green Belts in their areas should establish Green Belt boundaries in their Local Plans'. The Green Belt in Halton has been very successful in containing the expansion of the urban areas and encouraging the re-use of brownfield land. However, the remaining supply of brownfield land is no longer sufficient to meet the development needs for Halton over the Plan period. This has led to the Council proposing the release of land from the Green Belt. The proposed Green Belt boundary for Halton is set out on the Policies Map, which accompanies this document.



## 11. CS(R)13: AFFORDABLE HOUSING

11.1. The delivery of affordable housing to meet current and future housing needs is a component of creating sustainable communities.

### Policy CS(R)13: Affordable Housing

1. The Council will expect all residential schemes including ten or more dwellings (net gain), or 0.33ha or more in size, to provide 25% of the units as affordable housing units, in perpetuity, including not less than 10% being for affordable home ownership<sup>25</sup> (Shared Ownership or Starter Homes).

#### Affordable Homes

2. In relation to the provision of affordable homes the Council will:
  - a. Seek to secure 75% of new provision as social and affordable rented tenures and 25% intermediate housing tenures, across the Borough.
  - b. Require the affordable housing to be fully integrated into the development site so as to avoid the over concentration of affordable homes in any particular location and in order to achieve a seamless design.
  - c. Only reduce the affordable housing contribution where robust and credible evidence is provided to demonstrate that the affordable housing target would make the development unviable. This appraisal may then be reviewed by independent economic viability consultants. The applicant will be required to meet the full cost of this work.
  - d. Only accept off site provision or financial contributions in lieu of on-site provision in exceptional circumstances, where it can be proven to be that on site provision is unachievable or localised need does not necessitate affordable housing provision.

#### Starter Homes

3. In relation to the provision of Starter Homes the Council will:
  - a. Only reduce the Starter Homes provision where it can be demonstrated that the starter home requirement would render the site unviable.
  - b. Reductions / exceptions
  - c. Off sites provision / payment in lieu
4. Planning permission will be refused on development sites which are sub-divided into separate development parcels below the affordable housing or Starter Homes thresholds, unless the affordable housing provision is proportionate to that which would have been required on the site as a whole.

### Justification

<sup>25</sup> In its White Paper 'Fixing Our Broken Housing Market' (para 4.17) of February 2017, Government indicated it intends to amend the National Planning Policy Framework early in 2018 to include this requirement.

- 11.2. The NPPF provides the definition of affordable housing (as used in this report). The following is taken from Annex 2 of NPPF.
- “Affordable housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should:*
- *Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices;*
  - *Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.”*
- 11.3. Social rented housing is rented housing owned and managed by local authorities and registered providers of social housing, for which guideline target rents are determined through the national rent regime. Affordable rented housing is let by local authorities or private registered providers to households eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). Intermediate affordable housing is housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above, including shared equity products, other low cost homes for sale and intermediate rent.
- 11.4. The Mid-Mersey SHMA 2016 identifies a net affordable housing need of 119 units each year across Halton, with 58 each year in Widnes and 61 in Runcorn. It states that as both areas have similar income levels and hence affordability profiles the split between intermediate and social/affordable rented housing would not be expected to be much different and hence a need for around 25% intermediate housing is considered appropriate in both locations.
- 11.5. Taking into account the viability of residential development, the policy target for affordable housing contribution has been set at 25% of the total residential units, which will be applied to all qualifying residential developments, being those on sites capable of providing a net gain of 10 or more units or on 0.33 hectares or more. Affordable housing provision at a rate lower than the target range will only be acceptable where it is demonstrated through a financial appraisal that prevailing market conditions, abnormal physical on-site constraints resulting in extraordinary costs, or higher competing use value would render the development unviable when the affordable housing contribution is taken into account. This appraisal may then be reviewed by independent economic viability consultants. The applicant will be required to meet the full cost of this work. The Affordable Housing SPD has been prepared to detail the requirements of any viability appraisal and contains a suggested legal agreement for use where affordable units are to be delivered.
- 11.6. Off-site provision will only be considered appropriate in exceptional circumstances and is dependent on the suitability and availability of alternative sites. The off-site provision of affordable housing will only be acceptable if it can be proven that on-site provision would not be feasible or the identified localised need does not require the provision of affordable housing. The off-site location chosen must be on a site that is agreed with the Council as being in a suitable location, relative to the housing need to be met. Financial contributions instead of on-site provision may also be sought in exceptional circumstances.

- 11.7. A Starter Home as a new dwelling only available for purchase by qualifying first-time buyers and which is made available at price which is at least 20% less than its market value.
- 11.8. Where a developer seeks to negotiate a reduction in the provision of affordable homes or starter homes that would normally be expected to be provided on grounds of financial viability, the Council will require the developer to supply robust and credible evidence as to the financial viability of the development. This will normally take the form of an open book financial appraisal of the proposed development, demonstrating the full range of costs to be incurred by the development including fair market value the land, the financial return expected to be realised, and the profit expected to be released. The level of detail required in such an appraisal will always be proportionate to the scale and complexity of the development proposed. In cases where an independent assessment of the appraisal is required, the developer will be expected to pay for this.
- 11.9. In assessing the information supplied in a financial appraisal, the Council will always seek to ensure that its decision represents the appropriate balance between the desirability of securing delivery of the development, and that of providing in full for the standards set out in planning policy. The Council will endeavour to work with developers to identify ways in which their schemes can be made financially viable, including considering alternative models of delivery.

## 12. CS(R)14: MEETING THE NEEDS OF GYPSIES, TRAVELLERS AND TRAVELLING SHOWPEOPLE

- 12.1. Halton Borough Council is committed to ensuring that members of Gypsy, Traveller and Travelling Showpeople communities have access to decent and appropriate accommodation sufficient to meet their needs.

### Policy CS(R)14: Gypsy & Travellers

1. Provision will be made for 25 pitches between 2013 and 2028, with development continuing at an average of 7 pitches in each five year period after 2028 unless superseded by a change in policy.

2013-2018	2018-2023	2023-2028	2028-2033*	2033-2038*
12	6	7	7	7

2. There is no identified need for plots for Travelling Showpeople.
3. In allocating sites and for the purposes of considering planning applications, all of the following criteria will need to be satisfied:
- The site is not affected by pollution, contamination, flooding or other environmental factors that would result in unacceptable living conditions.
  - The site is well designed and landscaped to give privacy between pitches/plots and, where appropriate, between the site and adjacent uses.
  - The site is well located in relation to the highway network with adequate vehicular and pedestrian access, and provision for parking and circulation.
  - The site is accessible to local services and facilities by walking and/or public transport.
  - The site can be supplied with essential services such as water, sewerage, drainage, and waste disposal.
  - With particular regard to sites for Travelling Showpeople, the development includes appropriate provision for the storage, maintenance and testing of equipment, where required, without creating unacceptable nuisance, or presenting a risk to the health and safety of those living on or near the site.
  - The proposal is not unacceptably detrimental to the amenity or character of the surrounding area.
  - The site would not lead to adverse effects on the integrity of the Mersey Estuary SPA and/or Ramsar site.
  - The site is not located within the Green Belt.
  - The potential occupants are recognised as gypsies, travellers or travelling showpeople.
  - The proposal helps meet the identified need.
4. The Council will continue to work with its partners to ensure appropriate provision for

Gypsies, Travellers and Travelling Showpeople's accommodation needs.

## Justification

- 12.2. Gypsies and Travellers are defined by CLG in Planning Policy for Traveller Sites<sup>26</sup> as “Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.”
- 12.3. Travelling Showpeople are defined by CLG in Planning Policy for Traveller Sites as “members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above”.
- 12.4. Halton currently has two private Gypsy and Traveller sites located in Runcorn and three local authority sites, a long standing site in Widnes, and two newer sites in Runcorn. These sites provide a total of 50 permanent pitches and 10 transit pitches across the Borough. There are currently no plots for Travelling Showpeople.

	Permanent		Transit	Travelling Showpeople	Total
	Private	Council			
Runcorn	13	14	10	0	<b>27</b>
Widnes	0	23	0	0	<b>23</b>
<b>Total</b>	<b>13</b>	<b>27</b>	<b>10</b>	<b>0</b>	<b>50</b>

- 12.5. The Council is pro-active in addressing the welfare needs of the Gypsy, Traveller and Travelling Showpeople community and has worked with neighbouring authorities in Cheshire and Warrington to quantify the need for permanent and transit sites within the sub-region. The Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSA) 2014<sup>27</sup> indicates that Halton is likely to require 12 pitches during 2013 to 2018, 6 pitches between 2018 and 2023, and 7 pitches between 2023 and 2028, giving a total of 25 pitches over the period 2013 to 2028. The GTTSA has assumed that the needs of residents currently on unauthorised sites, waiting lists or sites with temporary planning permission are addressed in the first five years. Need arising from household formation is apportioned over time.

<sup>26</sup> Planning Policy for traveller sites (CLG, 2015)

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/457420/Final\\_planning\\_and\\_travellers\\_policy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf)

<sup>27</sup> Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSA) 2014 (ORS, 2014) <http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/CheshireGTAARreport.pdf>

- 12.6. A pitch is an area which is large enough for one household to occupy and typically contains enough space for one or two caravans, but can vary in size.
- 12.7. Planning Policy for Traveller Sites states that “*Traveller sites (temporary or permanent) in the Green Belt are inappropriate development*”.

Consultation Draft

## 13. CS(R)15: SUSTAINABLE TRANSPORT

- 13.1. This policy sets out the transport and traffic considerations that development proposals should address. The policy seeks to ensure that new development is accessible by sustainable transport methods such as walking, cycling and public transport.

### 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 and its partners 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 highly 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; and
  - c. The introduction of new sustainable routes and facilities will be encouraged.
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 high 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 set out in the Local Transport Plan, and Transport Plan for Growth.

### Justification

- 13.2. Increasing the proportion journeys made by sustainable modes including walking, cycling and public transport is an important priority for Halton. Advantages of using sustainable transport are many and varied, from reducing the number of private vehicles on the road and hence cutting congestion and exhaust emissions, whilst improving air quality, enabling healthy lifestyles through walking and cycling to access to key services and facilities.
- 13.3. Further detail regarding the need to encourage travel by sustainable modes will be set out in the Connectivity section of this document and the proposed Transport and Accessibility SPD. These policies and the SPD will provide further guidance on accessibility; outline the requirements for Transport Assessments and Travel Plans; and, set car and cycle parking standards for various types of development.

## 14.CS(R)17: Expansion of Liverpool John Lennon Airport

14.1. Liverpool John Lennon Airport (LJLA) is located on the southern boundary of the local authority of Liverpool City Council adjacent to Halton Borough Council's western boundary.

### Policy CS(R)17: Expansion of Liverpool John Lennon Airport

1. Development within the airport boundary falling within Halton Borough Council, as defined on the draft Policies Map, will only be permitted where it is for:
  - a) The purpose of the runway extension, including relocated perimeter access road,
  - b) Associated aircraft and operational site safety requirements
  - c) Proposals associated with the extension to the Speke Garston Coastal Reserve
2. Environmental and social impacts associated with the operation and expansion of LJLA must be addressed including measures to reduce or alleviate the impacts on:
  - a. Residents and other users, of any increases in noise, road traffic, air pollution or public safety risk;
  - b. the setting and local character of Hale Village;
  - c. the natural and built environment, including areas of international, national or local conservation, ecological and landscape value;
  - d. the risks associated with climate change; and,
  - e. the local and regional transport network

With respect to internationally important sites (particularly the Mersey Estuary Special Protection Area and Ramsar site) such measures will need to be sufficiently extensive to enable a conclusion of no adverse effect on integrity unless it can be demonstrated that there are both no alternatives and Imperative Reasons of Over-riding Public Interest.

3. The proposed extension to the runway at LJLA should incorporate localised screening and structural landscaping to the northern and eastern boundary to minimise any visual impacts on Hale Village and Speke, and must not adversely affect the operational integrity or safety of the airport. All boundary treatments should be compliant with policy.
4. A Health Impact Assessment (HIA) should be submitted alongside any planning application associated with the expansion of the airport within the airport boundary falling in Halton Borough Council. This should demonstrate that the potential impacts on health have been considered at the planning and design stage.



## Justification

- 14.2. Liverpool John Lennon Airport (LJLA) is one of the UK's longest established operational Airports having been officially opened on 1st July 1933. The Airport is part of The Peel Group. LJLA is a significant driver of prosperity in the Liverpool City Region and the North West as a whole, bringing an estimated £175 million per annum in GVA and supporting 4,500 jobs in the region.
- 14.3. Figures from July 2016 showed that in June 2016 over 11% more passengers chose to fly through LJLA compared to June 2015 taking growth at Liverpool to 15% for the first six months of 2016 compared to the same period the previous year. As of July 2016, over 2.3m passengers have used the Airport in 2016, some 300,000 more than the same period last year, making Liverpool one of the UK's fastest growing airports. Passenger throughput is expected to increase by circa 38% from the 2015 base of 4.3m to 5.8m by 2020.
- 14.4. The draft Policies Map defines the operational area of the Airport within Halton Borough, which is removed from the Green Belt to help facilitate the longstanding aspiration to accommodate a runway extension and the Civil Aviation Authority requirements concerning runway end safety zones. Within this area, only development associated with the safe operation of the runway, wider airport safety matters or environmental improvements to the Speke Garston Nature Reserve will be supported.
- 14.5. Matters relating to development within LJLA's public safety Zone will be dealt with in accordance with national and local policy and guidance including the Government Circular: Control of Development in Airport Public Safety Zones<sup>28</sup> and the Planning for Risk SPD. The basic policy objective for the PSZ is that there should be no increase in the number of people living, working or congregating in the zone.

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<sup>28</sup> Department for Transport (Dft) (2010) Circular 01/2010: Control of Development in airport Public Safety Zones

## **15. Part 2: Delivery and Allocations**

- 15.1. Part 2 of this document sets out the policies for the Delivery and Allocations Local Plan. These policies will set out where different types of development will or will not be acceptable and will provide more detailed policies that will be used in the process of determining planning applications within the Borough.

Consultation Draft

## 16. Economic Development

Consultation Draft

## EDI: Employment Allocations

16.1. The Council is committed to providing a range of employment sites for a variety of business uses. These sites need to be in sustainable locations, provide flexible opportunities, and offer attractive viable sites for business.

### Policy EDI: Employment Allocations

1. The following Strategic Employment Locations, as detailed in the Section x: Site Allocations and identified on the Policies Map, will be allocated for employment purposes to support the Liverpool City Region economy:
  - SEL1: Daresbury Science and Innovations Campus, Runcorn (20ha)
  - SEL2: 3MG, Widnes (57ha)
  - SEL3: Widnes Waterfront, Widnes (27ha)
  - SEL4: West Runcorn / Inovyn, Runcorn (XXha)
2. The following Employment Allocations, as detailed in the Section x: Sites Allocations and identified on the Policies Map, will be allocated for employment purposes to deliver the employment land requirements set out Policy E1.

**Table E2.1: Runcorn** –[awaiting final collation]

Ref	Site	Status	Brownfield/ Greenfield	Size (Ha)	Uses

**Table E2.2: Widnes and Hale** –[awaiting final collation]

Ref	Site	Status	Brownfield/ Greenfield	Size (Ha)	Uses

### Justification

16.2. Sustainable economic prosperity will depend on building on existing strengths, seizing new opportunities and helping businesses to grow locally. As such the Council considers it important to promote economic diversity within the local and sub-regional economy and ensure that there is sufficient flexibility to enable emerging growth sectors to prosper.

- 16.3. The locational benefits enjoyed by the authority associated with rail links, waterway, ports and the Airport alongside are recognised. Whilst the Borough is also well placed economically with a strong business base in a number of sectors, including Bioscience and Medical devices; Advanced Manufacturing; Chemicals and Pharmaceuticals; Logistics; and the Service Sector.
- 16.4. Sites were identified as potential allocations following the undertaking of a Site Assessment process. The methodology for the assessments and the proformas produced as part of the assessment are set out in the Site Assessment Report. This included an assessment of the suitability, availability, deliverability and sustainability of these sites, by considering the physical constraints on the site, the accessibility and connectivity amongst other information.

### **Daresbury Science and Innovations Campus, Runcorn**

- 16.5. Sci Tech Daresbury has been selected by the Government as one of the UK's only two national Science and Innovation Campuses. Importantly it is the only Science and Innovation Campus in the north of England. Sci-Tech Daresbury is a high profile development bringing together high-tech businesses, universities, research organisations, and the business support and investor communities, to more effectively develop, and commercially exploit, the UK's world-class science base. Furthermore, the campus and surrounding land, including the adjacent site, has been established as an Enterprise Zone.
- 16.6. STFC, Langtree Group and Halton Borough Council have formed a public-private joint venture at Daresbury Science and Innovation Campus to build on the presence of the established laboratory to deliver further development on the site as one of the world's principal locations for scientific research, innovative technology development and entrepreneurial collaboration. The joint venture between the public and private sectors is expected to bring a significant number of jobs to the area during its lifetime, attracting further domestic and international positive inward investment in world class scientific research and innovation.

### **3MG, Widnes**

- 16.7. The Mersey Multimodal Gateway (or 3MG as it is commonly known) is a logistic hub with direct access onto the West Coast Main Line and daily rail links to deep sea ports. It also has excellent connectivity to strategic road networks. It is regarded as a key asset and brand within the Liverpool City Region SuperPort Core Sector, with strong potential for growth and job creation. The Hub is split over two key sites and phases of development:
- 16.8. **Phase 1 3MG (East)** offering distribution space with bespoke multimodal logistics solutions. The site is operated by Stobart Group and currently provides 53,000sq.m of existing distribution and rail connected high bay warehousing. It has a fully operational intermodal terminal facility already handling over 120,000 TEU<sup>29</sup>s per year.
- 16.9. **Phase 2 3MG (West)** has access to the West Coast Mainline, with a new link road and bridge providing dedicated access into the site from Speke Road and Knowsley Expressway. Part of the site at Newstead Road has outline planning permission to deliver 40,000sq.m of warehousing plus ancillary offices.

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<sup>29</sup> TEUs or 'Twenty Foot Equivalent Units', are a standardised measurement for containerised freight.

**Widnes Waterfront, Widnes**

16.10. The Widnes Waterfront is a multi-million pound regeneration programme driving the transformation of around 150 hectares of former industrial land on the banks of the River Mersey. The revitalised Widnes Waterfront is now a commercial and leisure development site where high quality office accommodation sits alongside a successful leisure park in a stunning riverside setting.

**West Runcorn / Rocksavage International, Runcorn**

16.11. Taken together the Ports of Runcorn and Weston have the potential to make a significant contribution to the Liverpool City Region growth sector of Superport / Logistics. This is complemented by the Inovyn's Rocksavage International Campus having a unique global offer within the Liverpool City Region for advanced manufacturing and high demand energy users. The three major land holders and operators, Peel, Stobart and INEOS, are major businesses, who bring significant corporate strength and expertise to any future partnership working and delivery.

## ED2: Employment Development

16.12. Employment development on allocated sites and existing employment sites is acceptable in principle, including expansion of existing businesses. However, the Council will require high quality development that does not have an unacceptable adverse impact.

### Policy ED2: Employment Development

1. Within Primarily Employment Areas development within Use Classes B1, B2, and B8 uses will normally be acceptable.
2. Redevelopment and regeneration within existing employment areas and Employment Renewal Areas will generally be supported where they make a demonstrable improvement in the use of the site employment purpose, having regard to:
  - a. The quality and type of employment floorspace provided;
  - b. The quality, type, number and density of jobs to be accommodated; and
  - c. The environmental quality of the site.
3. Employment uses outside of Primarily Employment Areas, Employment Allocations or Strategic Employment Sites will be supported where they meet all of the requirements of Policy GR2: Amenity and they are considered to be of an appropriate scale and character for the area.
4. All proposals for new employment development, including extensions to existing properties, must:
  - a. Be compatible with existing and proposed surrounding uses;
  - b. Not have a significant adverse effect on the character and appearance of the locality in terms of its size, scale, materials, design and siting;
  - c. Be designed to allow for future flexibility for a range of uses, including future subdivision and/or amalgamation for a range of business accommodation;
  - d. Have an adequate access that would not create a traffic hazard or have an undue environmental impact;
  - e. Be served by public transport and provide pedestrian and cycle links to adjacent residential areas;
  - f. Design open storage areas to minimise visual intrusion;
  - g. Make adequate provision of space for on-site servicing and, where appropriate, waiting goods vehicles;
  - h. Provide adequate screening, if the layout and design cannot be amended in other way, to obscure or conceal any unsightly feature of the development;
  - i. Locate security fencing, where required, to the internal edge of any perimeter landscaping; and
  - j. Provide substantial peripheral landscaping where sites adjoin residential areas, open countryside or Green Belt areas.
5. The intensification of existing business floorspace within Town/District centres and employment areas will generally be supported.

6. Where development proposals come forward for employment generating uses obligations for training and recruitment of local people for both the end use and the supply chain will be negotiated.

### Justification

16.13. Primarily Employment Areas are those areas of the Borough where employment is and will continue to be the predominant land use in the area. These areas are identified on the Policies Map.

16.14. There is a need to manage existing employment land and buildings within Halton. Upgrading employment land will provide an opportunity to improve the stock of employment premises in the Borough. Indeed improving the quality of the existing stock of the industrial and business estates is desirable if Halton is to be an attractive location for a diverse range of successful businesses and employers.



## ED3: Complementary Services and Facilities within Employment Areas

16.15. Complementary services and facilities within Halton's employment areas can contribute towards the development and strengthening of Halton's economy.

### Policy ED3: Complementary Services and Facilities within Employment Areas

1. Within Primarily Employment Areas, Strategic Employment Locations and Employment Allocations, appropriate small scale ancillary complementary services and facilities, which can be demonstrated to meet the needs of employees and complement existing businesses, will be supported provided that they do not impact on local employment or the local economy.
2. Where appropriate, residential development that forms an integral part of a mixed use development will be permitted within a Primarily Employment Area if it is located in or adjacent to a town or district centre.

### Justification

16.16. Employment areas may on occasion benefit from the inclusion of other small scale ancillary complementary services and facilities, such as catering facilities, small scale convenience retail (up to 280 sqm net<sup>30</sup>), Restaurants and Cafes, and Childcare Facilities. Small scale ancillary facilities that support business and industrial uses may be permitted where they enhance the overall attractiveness and sustainability of the employment area in which they are proposed to be sited. Such facilities should demonstrate that they primarily meet the needs of businesses and employees of Halton's employment areas and are of an appropriate scale and location.

16.17. In addition to small scale ancillary facilities, mixed use schemes which incorporate office, retail and residential development in higher density developments in or adjacent to the Borough's town and district centres can create attractive, vibrant and sustainable places.

<sup>30</sup> Consistent with provisions of the Sunday Trading Act 1994

## 17. Residential Development

Consultation Draft

## RDI: Residential Development Allocations

17.1. One of the major functions of this document is to identify sites to accommodate the identified requirement for new housing. The Local Plan only intends to allocate sites which are likely to provide five dwellings or more since these will provide the bulk of the provision and involve more significant land use change than smaller sites.

### Policy RDI: Residential Development Allocations

1. For the avoidance of doubt, the housing sites allocated in this plan are not granted Permission in Principle.
2. The following Strategic Residential Locations, as identified on the Policies Map, will be allocated for residential purposes to deliver the requirements set out in Policy CS(R)3:
  - SRL1: Delph Lane West, Daresbury, Runcorn (17ha) (350 dwellings)
  - SRL2: Central Housing Area, Daresbury, Runcorn (37ha) (600 dwellings)
  - SRL3: Wharford Farm, Runcorn (34ha) (300 dwellings)
  - SRL4: Sandymoor, Runcorn (70ha) (1,400 dwellings)
  - SRL5: Halton Lea, Runcorn (3ha) (800 dwellings)
  - SRL6: North Widnes, Widnes (xxha) (xxx dwellings)
  -
3. The following sites, as detailed on the Policies Map, will be allocated for residential development purposes to deliver the requirements set out in Policy CS(R)3.

#### Runcorn—[awaiting final collation]

Table RD.I Residential Development Allocations in Runcorn

Ref	Site	Status	Brownfield/ Greenfield	Remaining Capacity	Size	Total Capacity	Density

#### Widnes and Hale—[awaiting final collation]

Table RDI.2 Residential Development Allocations in Widnes and Hale

Ref	Site	Status	Brownfield/ Greenfield	Remaining Capacity	Size	Total Capacity	Density

## Justification

- 17.2. The sites allocated in the Local Plan are intended to be wide ranging in their types, scale and distribution in order to cater for differing sections of the housing market and to allow for development that is appropriate to the locality.
- 17.3. Where a site does not have a current planning permission an indicative capacity has been provided based on assessment of a suitable density that takes into consideration the location and context of the site and any other uses that are proposed on the site.
- 17.4. It should be noted that whilst an allocation establishes the principle of a particular land use, sites will still have to be subject to a detailed planning application.. Planning applications on allocated sites will be assessed against the policies in this document, the saved development plan policies and other material planning considerations. It also needs to be recognised that planning applications can be made for sites not identified in this document and these will be assessed against the relevant policies of this document, the saved development plan policies and other material planning considerations. Any subsequent planning permissions granted on previously unidentified land are referred to as 'windfall' permissions.
- 17.5. These allocations include sites that are to be removed from the Green Belt as identified in Policy GB(TEMP).

### Housing Land Supply–[awaiting final collation]

		<b>Halton</b>
A	Housing Requirement	10,718
B	Completions 2014/15-2016/17 (net)	1,675
C	No. of dwellings (net) on sites under construction (at 31/03/17)	841
D	No. of dwellings (net) on sites with Planning Permission (at 31/03/17)	1,499
E	10% non-delivery supplement to the existing planning permissions	150
F	Total dwellings needing to be Allocated (A-B-C-D+E)	6,853
	Allocations	

- 17.6. Past trends, and recent calculations based on the SHLAA, suggest that sites with a capacity of less than five dwellings could accommodate xxx dwellings over the Local Plan period to 2037.

### Housing Trajectory–[awaiting final collation]

- 17.7. Figure x below, illustrates the expected rate of housing delivery through a housing trajectory for the plan period.

## Monitoring

- 17.8. The Council accepts that there could be circumstances where development may not come forward entirely as anticipated. Therefore, the Local Plan has an in-built mechanism to monitor performance through the Authority Monitoring Report produced annually using performance indicators. Generally, the outcome of the monitoring process will inform whether specific

intervention actions should be pursued. If these actions fail to address under performance then other complementary plans and strategies should be reviewed.

Consultation Draft

## RD2: Gypsy & Travellers (Allocations)

- 17.9. The provision of permanent residential pitches will address the long term residential needs of Gypsies and Traveller within the Borough. Policy CS14 highlights that the Council will work with its partners to ensure appropriate provision for Gypsies, Travellers and Travelling Showpeople's accommodation needs.

### Policy RD2: Gypsy and Traveller Sites Allocations

1. The following sites will be allocated for Gypsies and Travellers Pitches to deliver the Core Strategy and GTAA requirements of 25 pitches and between 2013 and 2028.

Table RD2.1: Permanent Gypsy and Traveller Site Allocations

Ref	Site	Status	Pitches	Transit	Private / Council
	Warrington Road (extension)	Allocation	12	0	Council
	Windmill Street, Runcorn	Residential Consent	8	0	Private
	Bigfield Lodge, Runcorn	Residential Consent	11	0	Private

2. There will be a presumption against the loss of existing established, lawful residential sites for Gypsy and Traveller or Travelling Showpeople sites unless suitable replacement provision of equal or enhanced value are provided. Therefore the following sites will be retained for use as Gypsies and Travellers Pitches.

#### Runcorn

Table RD2.3: Gypsy and Traveller Sites in Runcorn

Ref	Site	Status	Permanent	Transit	Private / Council
	Canalside, Warrington Road	Authorised	12	0	Council
	Runcorn Transit Site	Authorised	2	12	Council
	Ivy House, Astmoor	Authorised	8	0	Private

#### Widnes and Hale

Table RD2.4: Gypsy and Traveller Sites in Widnes

Ref	Site	Status	Permanent	Transit	Private / Council
	Riverview, Widnes	Authorised.	23	0	Council

3. Should any further applications for Gypsy and Traveller or Travelling Showpeople accommodation come forward in the plan period they will be determined in accordance

with Policy CS(R)14.

4. Any application for the development of Gypsy and Traveller or Travelling Showpeople sites must be accompanied by substantial evidence that the intended occupiers meet the relevant definition set out in national policy, demonstrating that their livelihood is solely or primarily reliant on nomadic travelling to sustain it (for example, comprehensive business records, bank statements, tax returns etc.).

## Justification

17.10. The Department of Communities and Local Government's Planning Policy for Traveller Sites states that '*Local planning authorities should set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring local planning authorities*'. It goes on to suggest that '*local planning authorities should ensure that Traveller sites are sustainable economically, socially and environmentally*'.

17.11. Following the publication of the Planning Policy for Traveller Sites the Council has undertaken a review of the need for Gypsy and Traveller accommodation in the Borough. A Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSAA) was therefore prepared on behalf of Cheshire East, Cheshire West, Halton Borough Council and Warrington Borough Council in January 2014. The following table breaks down the overall provision identified by the GTTSAA over 5 year periods up to 2028:

	2013-2018	2018-2023	2023-2028	Total
Pitch Provision <sup>31</sup>	12	6	7	25

<sup>31</sup> The GTTSAA has assumed that all unauthorised sites, waiting list needs and sites with temporary planning permissions are addressed in the first 5 years. Any supply from undeveloped sites is assumed to be developed in the first 5 years.

## RD3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings

17.12. All development within Halton is required to be compliant with Core Strategy Policy CS18: High Quality Design, which aims to raise the quality of design in Halton. A significant proportion of planning applications received by the Council relate to dwelling extensions, alterations and residential conversions and although most of the proposals are small scale, their impact on the local area can be considerable, particularly cumulatively.

### Policy RD3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings

- I. Proposals for dwelling alterations, extensions, conversion and replacement dwellings outside the Green Belt will be supported where they:
  - a. Retain the character of the existing property, its setting and the surrounding residential area;
    - i. This will include consideration of the siting, scale, design, and materials to be used;
  - b. Will not have a significant adverse impact on the amenity and living conditions of occupants of neighbouring properties; this will include consideration of
    - i. The potential for overlooking and the preservation of appropriate privacy distances; and
    - ii. The loss of sunlight or daylight to neighbouring properties; and
    - iii. The dominance or overbearing nature of the extension.
  - c. Enhance, provide or maintain safe highway conditions for pedestrians, cyclists and motor vehicles;
  - d. Will not result in isolated residential development;
  - e. Provide, or retain, sufficient parking within the curtilage of the property, where applicable;
  - f. Provide, or retain, adequate storage for recycling, refuse and cycles;
  - g. Retain outside access to the rear of the property; and they
  - h. Provide, or retain, a reasonable private garden space.

#### Conversion

2. Residential conversions of existing residential buildings will be permitted where they meet all of the above criteria (I. a-h) and where it is demonstrated that the building to be converted is of a permanent and substantial construction; capable of being converted; and in the case of sub-division or intensification of the existing residential use:
  - i. they would not create or contribute to a harmful concentration of such uses; and
  - ii. it would not result in a loss of character.

#### Replacement Dwellings

3. Replacement dwellings will be supported where they meet all of the above criteria (I. a-h) and they will not result in unsustainable conditions as a result of over-development of the site, or the curtilage.



**Change of Use**

4. The conversion of buildings from non-residential to residential use will be supported where they meet all of the above criteria (1. a-g) and where it is demonstrated that:
  - a. The building is of a permanent and substantial construction capable of being converted; and that
  - b. It will provide a satisfactory residential environment.

**Justification**

- 17.13. Rather than moving house to gain extra space many people extend their existing property. Permitted development rights allow many extensions to be built without the need to apply for planning permission. However, there are still situations where planning permission is required and it is important that the design of the extension is appropriate.
- 17.14. Poorly conceived building extensions and alterations can have a detrimental impact upon an area and the amenity of nearby occupiers. In most instances, it will be appropriate for proposed works to retain and reflect the character and appearance of the existing building. Innovative design solutions will also be acceptable where they are of exceptional design quality and would complement, or enhance, rather than detract from the existing building. There will, however, also be instances where the existing building is architecturally unremarkable or poor. In such circumstances, it might be appropriate to significantly remodel the appearance of the building. The design approach adopted should draw on analysis of local character and distinctiveness undertaken in accordance with policies CS18 and SD1, and should consider any impact upon the wider street scene.
- 17.15. Any proposed extension should retain sufficient external private space to meet the continuing requirements of the building. These include the appropriate retention of usable amenity space, green infrastructure, off-street parking and storage provision.
- 17.16. Further information and detailed design guidance specifically in relation to householder applications can be found in the House Extensions Supplementary Planning Document.
- 17.17. In relation to sub-division or intensification of the existing residential use; harmful concentrations are likely to arise when issues commonly associated with these uses, cumulatively result in detrimental effects on the residential qualities and characteristics of an area. Harmful concentrations will also result where the choice of housing is reduced and no longer provides for the needs of different groups within the community. Assessments should consider the relative impacts at street, neighbourhood and ward levels.

## RD4: Greenspace Provision for Residential Development

17.18. The provision of greenspace underpin people's quality of life. The Council views such provision as being important to individual health and wellbeing, and to the promotion of sustainable communities.

### Policy RD4: Greenspace Provision for Residential Development

1. All residential development that increase the demand for greenspace will be expected to make an appropriate contribution towards meeting this additional demand, having regard to the standards detailed in table RD4.1 below.

Table RD4.1: Greenspace for Residential Developments Standards

Typology	Description	Local Standard (m <sup>2</sup> /person)
<b>Amenity Greenspace</b>	Opportunities for informal activities close to home or work or the enhancement of residential areas	<b>10</b>
<b>Provision for Children and Young People</b>	Areas designed for play and social interaction involving children and young people e.g. equipped play areas, skateboard areas / teenage shelters	<b>2</b>
<b>Parks &amp; Gardens</b>	Accessible, high quality opportunities for informal recreation and community events	<b>12.5</b>
<b>Natural &amp; Semi Natural</b>	Wildlife conservation, biodiversity & environmental education & awareness	<b>27.5</b>
<b>Allotments &amp; Community Gardens</b>	Opportunities for people to grow their own produce as part of sustainable, healthy and socially inclusive living	<b>0.9</b>

2. The greenspace provided should:
  - a. Be easily accessible from all dwellings within the development;
  - b. Form an integral part of the layout of the development;
  - c. Be of a high standard, where the siting, orientation, size and layout make for a secure and usable space; and
  - d. Incorporate any natural features of the site, where appropriate.
3. Where greenspace is provided on-site the developer will be expected to provide an appropriate management scheme and to fund the maintenance of the open space for a period of 20 years.
4. Off-site provision or financial contributions will only be agreed where it can be demonstrated that there is no practical alternative. The provision of greenspace off site can be made either in kind or through financial contributions. If the developer provides enough greenspace to meet the full requirement on site or in kind then no financial contribution is required.

5. Standards for Outdoor Sports Facilities and Playing Pitches will be set out in the latest Playing Pitch Strategy, and will be taken into consideration when assessing development proposals for sport and recreation facilities. Developer contributions for Outdoor Sports Facilities and Playing Pitches will be informed by the emerging Playing Pitch Strategy.

## Justification

- 17.19. The type, size and quality of parks and greenspaces, including allotments, play areas, school playing fields and private gardens, in the borough varies, but they have many benefits, including those associated with health, sport and recreation, children's play, culture, biodiversity and the public realm.
- 17.20. Where new residential development occurs it is important that sufficient open space provision is made in order that the scheme is acceptable. All new residential development will require provision of open space, this includes:
- i. Flats and maisonettes;
  - ii. Additional dwellings gained through the redevelopment of an existing housing area;
  - iii. Conversion of existing buildings;
  - iv. Independent dwellings for students or the elderly;
  - v. Permanent permissions for mobile homes; and
  - vi. Permanent permissions for Gypsy and Traveller sites.
- 17.21. Residential development that will not require open space contributions are defined as:
- i. Replacement of existing dwellings on a one for one basis;
  - ii. Extensions and annexes within the curtilage of a main property for a dependent relative;
  - iii. Temporary permissions for mobile homes; and
  - iv. Temporary permissions for Gypsy and Traveller sites.
- 17.22. Open space calculations are made in scale with the proposed development and based upon the anticipated population of that development. It is therefore necessary to find out the total number of people generated by the proposal. In order to be consistent, the following population assumptions are used for different sized dwellings:
- i. 1 Bedroom Dwelling – 2 people
  - ii. 2 Bedroom Dwelling – 3 people
  - iii. 3 Bedroom Dwelling – 4 people
  - iv. 4+ Bedroom Dwelling – 5 people
  - v. Gypsy & Traveller Pitch – 3 people
  - vi. Travelling Showpeople Plot – 3 people
- 17.23. The provision of attractive and functional open space has an important role to play in ensuring a satisfactory housing estate design. It is vital that it should be considered as an integral element of the overall residential layout. The type, location and amount of areas of open space must be one of the starting points in drawing up the design of a new development. However, it should be noted that not all residential development will create a need for all types of open space and the type and amount will be guided by site specific circumstances.

- 17.24. Where open space is provided it will normally be subject to a legal agreement that requires the approval of a management scheme, which identifies the future means of maintaining and managing the site for a period of at least 20 years.
- 17.25. High quality playspace is important for children of all age groups, so that they may have opportunities for play, for social interaction and physical activity. It is recommended that any playspace is located within easy walking distance from the residential development, along an appropriately safe footpath. It is also recommended that the playspace is overlooked by dwellings to provide informal supervision and that is located away from other noise sensitive uses. Playspaces should not normally be located near to uses such as railways, main roads or water features.
- 17.26. Where on-site, or appropriate off-site, provision of open space is not possible, then financial contributions will be used to mitigate against a lack of on-site provision. The scale of the contribution will be calculated using a formula that takes into account the size of the development, the type of dwellings and the cost of providing (or enhancing) and maintaining open space and the existence, or otherwise, of deficiencies in existing provision.
- 17.27. Any financial contribution to be paid by the developer towards the provision or enhancement of open space will be the subject of a legal agreement specifying the amount of contribution, when it should be paid and how it will be spent.
- 17.28. Where an application is received in outline and subsequently granted permission, the size and type of the proposed development is not known. The Council's position on the requirement of open space will be reserved through a clause in a legal agreement, so that when a detailed application is made, the population of the development can be estimated. In this instance an outline permission will state the maximum number of dwellings, and the clause will state all the other known variables.
- 17.29. In some cases, a contribution to secure improvements in existing open space, rather than provision of new open space, will be appropriate. This is likely to involve improvements to existing public open space in proximity to developments where it is not practicable to provide adequate open space on site.

## RD5: Specialist Housing

17.30. A compassionate, strong and sustainable community responds to the needs of all residents, including those who are considered to be most vulnerable. Vulnerability can be a temporary or permanent condition or state, and the needs of older people and vulnerable people should be addressed in a number of ways, depending on individual circumstances. It is also recognised that services which provide community care have changed significantly over the past decade, with an increasing number of residents now receiving intensive support in their own home.

17.31. It is important therefore that the local residents of Halton have access to housing that meets their specific needs. This may include specialist residential accommodation, comprising extra care and supported accommodation, as well as residential facilities for mental health, learning disabilities, dementia, physical and sensory impairment, and drugs and alcohol dependency.

### Policy RD5: Specialist Housing

1. The internal environment of all new dwellings must be high quality and flexible to meet the changing needs of residents. To achieve this all new dwellings should provide convenient, useable and effective room layouts.
2. Residential developments of more than 50 dwellings will be encouraged to include bungalows and / or adaptable housing within their schemes.
3. Where there is evidence of an identified unmet need in the local area and the location is appropriate in terms of access to facilities, services and public transport, large scale major residential developments<sup>32</sup> should incorporate specially designed housing or specialist accommodation to meet the needs of older people and people with support needs.
4. Development proposals for specialist residential accommodation, including new build and extensions, will be considered acceptable where each of the following criteria are addressed and it is demonstrated to the satisfaction of the Council that:
  - i. there is a clearly identified need in Halton; and
  - ii. there is no existing capacity; and
  - iii. it will not lead to an over concentration of similar uses that would be detrimental to the character of a residential area, residential amenity or will impact on the capacity of public services e.g. health and social care; and
  - iv. it is accessible to public transport, shops, services, community facilities, public open space and social networks appropriate to the needs of the intended occupiers; and
  - v. reasonable private open space is provided; and
  - vi. parking arrangements reflect the needs of residents, with adequate space also available for staff parking and servicing;

<sup>32</sup> A large scale major residential development is one where the number of residential units to be constructed is 200 or more, or where the number of residential units proposed to be constructed is not given in the application, a site area of 4 hectares or more.

and where the development provides for those who may have mobility impairments,  
vii. the site provides for level access and wheelchair accessibility or adaptability;

additionally consideration will also be given to:

- viii. proximity and access to health and social care facilities;
- ix. the noise sensitivity of the development; and
- x. safety, or perceived safety, within the area.

5. Affordable housing provision in line with Policy H3 will still be required where the proposal for specialist accommodation provides self-contained dwellings.
6. Proposals for development that would result in the loss of special needs housing will only be granted permission where it can be demonstrated that there is no longer an established local need for this type of accommodation or adequate replacement accommodation will be provided.

### Justification

- 17.32. For homes to be sustainable, they need to be capable of adaptation to meet the changing lifestyle needs of residents during different stages of their life, including families with young children through to older people, as well as those with temporary or permanent disabilities.
- 17.33. Households do not always want, nor are they always able, to move home as their circumstances change. New dwellings should be flexible over the lifetime of the building, for example providing the flexibility and potential for rooms in a home to be used in a variety of ways without altering the building fabric. In addition, flexibly designed homes that have space to respond to occupiers changing physical and social requirements over their lifetimes can have the knock-on benefit of creating more balanced and stable neighbourhoods.
- 17.34. Increasingly, social care policy now seeks to enhance the level of support available for older people, the vulnerable and those with disabilities, allowing them to remain in their own homes or live as independently as possible, rather than in residential care homes. It is the Council's policy to focus on promoting improvements to the existing facilities, as well as to support increased care within people's homes.
- 17.35. Specific forms of housing may also be needed to meet increased demand from an ageing population. The National Planning Policy Framework defines older people as "People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs." .
- 17.36. Bungalows are often identified as well suited to meeting the needs of older people and retirement communities could be encouraged.
- 17.37. Specialist residential accommodation includes the following uses:

- i. Sheltered housing - commonly self-contained homes with a manager or warden provided on site but with no, or limited on-site care and support (usually within Use Class C3);
- ii. Enhanced Sheltered Housing - commonly self-contained homes with a manager or warden provided on site, at least one meal provided each day and potential additional shared facilities.
- iii. Residential care homes - non-self-contained bedsit rooms with shared lounges and eating arrangements with on-site residential care (within Use Class C2);
- iv. Nursing homes - accommodating ill or frail elderly people in non-self-contained bedsit rooms with on-site nursing care and support (Use Class C2);
- v. Extra-care homes - commonly a mix of non-self-contained bedsit rooms and self-contained homes providing independent living alongside on site care and support (usually a mix of Use Class C2 and C3);
- vi. Supported Living - Shared homes occupied by no more than 6 people with an element of on-site care and support (usually in Use Class C3);
- vii. Residential colleges and training centres (e.g. student housing) (usually in Use Class C2); and
- viii. Hostels for a number of households or individuals. The occupiers are usually linked in terms of circumstances or age group. There is usually a common management regime and some shared facilities and an element of care and support on site.

17.38. The need for extra care or supported housing in Halton is particularly pronounced because of low levels of existing provision. This level of need is anticipated to grow over the plan period given the Borough's ageing population. The Halton Housing Strategy indicates that there is a need to increase the supply of housing for older people and vulnerable people.

17.39. Sites should be well located in order to provide good access to public transport, health, leisure and other facilities.

17.40. The Council will actively seek to discourage an overprovision of residential care homes that exceed identified local demand.

17.41. The National Planning Policy Framework defines people with a disability as those who "have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs".

17.42. Any proposal for specialist accommodation must demonstrate that the new development reflects the local character and meets the specific requirements of prospective inhabitants. The needs of prospective inhabitants should be set out in the submitted planning application. Design, access and location in relation to services and facilities are of particular importance, but the weight to be accorded to each criterion will depend upon the precise nature of the proposals.

## RD6: Primarily Residential Areas

17.43. Primarily Residential Areas are those areas primarily consisting of residential development.

### Policy RD6: Primarily Residential Areas

1. Within the Primarily Residential Areas, as shown on the Policies Map, residential development of an appropriate design, scale, type, location and nature; that recognises, reinforces and / or improves the distinctiveness and character of the area; and that is in line with other relevant local plan policies and SPDs; will be supported.
2. Housing renewal and redevelopment will generally be supported in areas identified as requiring regeneration; to replace unpopular housing stock and to address any imbalances in the housing offer.
3. Within the Primarily Residential Areas, proposals for non-residential uses will be considered with regard to their effect on amenity and the concentration of non-residential development.

### Justification

17.44. The purpose of this policy is to ensure that development in Primarily Residential Areas protects the residential character and the living conditions of the residents in those areas.

17.45. Whilst the Local Plan includes housing growth, it also needs to support investment in the renewal and replacement of the existing housing stock.



## RD7: Custom and Self Build Housing

17.46. This policy will play an important part in securing appropriate serviced plots for those who want to provide or build their own home.

### Policy RD7: Custom and Self Build Housing

1. To support those who wish to provide or build their own home, residential developments of more than 20 dwellings will be required to provide serviced plots for the provision of dwellings on the following basis:
  - a) Offer at least 5% of total plots (rounded up to whole plot numbers) as serviced plots of a size to accommodate one dwelling for those who may wish to provide or build their own home.
  - b) Serviced plots should be spaced throughout the development and must not be provided adjacent to each other to achieve a mixed character in the layout of the development.
  - c) Plots shall have legal access to a public highway.
  - d) Plots must be available and marketed for at least 12 months. After 12 months, if a plot has not sold, the plot may either remain on the open market as a serviced plot or be offered to a Housing Association at a fair value, before being built out by the developer.
2. The Council may seek developments of more than 10 custom build dwellings in a single site location to be developed in accordance with an agreed design code.
3. Proposals for Custom and Self Build homes within Primarily Residential Areas which demonstrate that they will extend the range of housing available in the Borough will be supported subject to other Plan policies.
4. Prospective residents of serviced plots must seek planning permission for their proposed dwelling, the proposal must:
  - a) Be completed within three years, and appropriate conditions will be imposed;
  - b) Have a layout that respects and protects the amenity of surrounding properties;
  - c) Sensitively select boundary treatments and planting schemes appropriate to the area;
  - d) Safeguard the amenity of the area, permitted development rights may be removed to ensure this occurs; and
  - e) Be capable of meeting the current building regulations for all year around residential occupation.

### Justification

17.47. The Council recognises the benefits in Custom and Self Build housing including supporting a more resilient supply of housing from a diversity of sources.

17.48. For the purposes of planning policy, Custom and Self Build dwellings share the same definition and the terms are used interchangeably. **Custom and Self Build dwellings** are homes that have been built by:

- i. *Individuals,*
- ii. *associations of individuals, or*
- iii. *persons working with, or for, individuals or associations of individuals, of houses to be occupied as homes by those individuals.*

*But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.*

17.49. Custom Build is where a person commissions a specialist developer to help to deliver their own home, while Self Build is where a person is more directly involved in organising and constructing their home. Both routes require significant input from the home owner in the design process of the dwelling.

17.50. Where Self Build plots are not proposed to be serviced for sale, the Council will need to be satisfied that legal access and servicing will be possible for potential plot purchasers, before planning permission is granted.

17.51. When granting planning permission, the Council will consider including planning conditions to ensure that appropriate mechanisms (e.g. an agreed marketing strategy) are put in place to ensure plots are advertised for sale for an appropriate period, price and in an appropriate fashion (e.g. local advertisements, marketing boards and targeted marketing to potential self builders).

## 18. Connectivity

Consultation Draft

## CI: Transport Network and Accessibility

18.1. To encourage and enable this shift to more sustainable modes of travel it is necessary to ensure that a successful sustainable transport network is in place.

### Policy CI: 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 (e.g. through noise, smells or other forms of pollution).

The walking and cycling network is taken to include but not be 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.

2. The Council will normally support development provided that:

- a. It gives priority to walking, cycling and public transport within its design;
- b. 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;
- c. It provides convenient access for walking and cycling to local facilities, key destinations and sustainable networks;
- d. It does not have an adverse impact on the function, safety and character of and accessibility to the local or strategic highway network;
- e. Appropriate provision for car and cycle parking is made;
- f. Road design encourages safe driving practices, and that traffic management and traffic calming schemes are incorporated, where appropriate;
- g. It is located within 400metres walking distance of a bus stop or railway station with a suitable level of service;
- h. It seeks to minimise increases in the usage of level crossings and where necessary provides an alternative method of crossing (e.g. footbridge, underbridge or diversions) without increasing maintenance liabilities to HBC; and
- i. Equal access for all people, including inclusive access is provided.

Where development does not meet all of these criteria or may be expected to have negative impacts, appropriate mitigation measures will be required at the developer's expense.

3. Development associated with the relinking of the Silver Jubilee Bridge to the pedestrian and cycle network will be supported, including the realignment of pedestrian and cycle links from Widnes Town Centre and Runcorn Old Town and the reconfiguration of the existing Bridge deck.

4. The Council will normally support work to improve canal towpaths and Public Rights of Way where they can provide key linkages from developments to local facilities.

**Public Transport**

5. Development will only be permitted where it does not prejudice:
- The use of Ditton Station as part of the public transport network
  - The use of the Halton Curve rail line as part of the rail network
  - The Shell Green Route rail line in Widnes as part of the rail network
  - The provision of additional rail tracks immediately to the north of the existing rail line between Hough Green Station and Widnes Station

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

6. Development will only be permitted where it retains the opportunity for new railway stations at:
- Beechwood
  - South Widnes

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

7. 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.

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

**Waterways**

9. The Council will expect development to:
- Maintain waterside transport infrastructure where appropriate
  - Encourage physical waterborne leisure activities, boosting the tourism economy and promoting health improvements in appropriate locations
  - Enhance watercourses and related infrastructure where appropriate.

**Road schemes**

10. The Council will continue to work with partners to support appropriate road schemes such as:
- The Mersey Gateway Bridge
  - J11A of the M56
  - Liverpool John Lennon Airport Eastern Access Transport Corridor

11. Improvements to the following parts of the road network are proposed during the Plan period.

- a. A558 Daresbury Expressway;
- b. Watkinson Way / Ashley Way Gyratory;
- c. A562 Speke Road;
- d. A557 Access improvements; and
- e. Reconfiguration / improvement of infrastructure to the south of the SJB.

Where necessary the routes of these improvements will be protected.

### **Freight and Logistics**

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

13. 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.

### **Intelligent Transport Systems (ITS)**

14. Halton as part of the LCR welcomes the use of new technologies including those that:

- a. Manage the flow of traffic around the Borough.
- b. Reduce transport emissions through the use of SMART vehicle technology.
- c. Provide smartcard transport solutions, enabling transport and journeys in general to become quicker and more efficient for residents and visitors to the borough.

### **Travel Plans and Transport Assessments**

15. The Council will require the submission of a Travel Plan and a Transport Assessment or Transport Statement for all developments over a prescribed floorspace or that are likely to generate a significant number of trips. Development proposals where there are location specific issues or traffic sensitivities may also be required to undertake a Transport Assessment or Transport Statement.

## **Justification**

18.2. Halton's existing Sustainable Transport Network includes:

- i. Halton Greenway Network
- ii. Silver Jubilee Bridge public transport and walking routes
- iii. The Bridgewater Way, Mersey Way, Mersey Timberland Trail and the Trans Pennine Trail walking and cycling routes
- iv. Other walking and cycling routes including the Public Rights of Way, the Cycle Network and other access networks
- v. Halton Core Bus Network including the Runcorn Busway and Bus Priority Routes
- vi. Railway routes and stations
- vii. Bus interchanges and bus stops

- viii. Waterways, including towpaths
- 18.3. Although making the best use of the existing Sustainable Transport Network and infrastructure will be the main priority in Halton, patterns of growth for the Borough and in particular the Key Areas of Change may require improvements to the existing Sustainable Transport Network and the introduction of new sustainable routes and facilities. The existing Sustainable Transport Network will therefore be protected, and opportunities to improve the existing or provide new facilities and services, where appropriate, will be supported. This complements the goals set out within the Halton Local Transport Plan (LTP3) which is fundamental in the delivery of sustainable transport in Halton.
- 18.4. It is also imperative that the cross-boundary nature of travel is recognised and where appropriate, opportunities are taken to ensure that public transport, walking and cycling routes are integrated across boundaries. Working with neighbouring authorities will be supported in order to achieve sustainable cross boundary accessibility particularly in conjunction with the Liverpool City Region and Merseytravel.
- 18.5. The 'Greenway Network' is made up of off-road routes for walking and cycling and bridleways, connecting people to facilities and greenspaces in and around the urban areas and to the countryside.
- 18.6. High Speed 2 (HS2) is the most significant transport infrastructure project in the UK since the motorways were built in the 1950s and 1960s. It will provide a high speed rail line between London and Birmingham and on to Manchester and Leeds. Halton will benefit from these improvements by providing the opportunities to develop a half hourly rail service.
- 18.7. The re-opening of new stations and the creation of public transport hubs could enable more people to use the public transport network and therefore reduce the need for people to travel by private vehicle. Whilst improvements to the rail network could lead to improved services within the Borough and the wider area. Ditton Station in Widnes, on the London to Liverpool, was closed to passenger services in 1994. There is an opportunity for the re-opening of this station, particularly in light of proposed developments in the area. The Halton Curve in Runcorn is not used at present for regular passenger services. The line forms a transport link between Liverpool, Runcorn and Chester and on to North Wales. There is the opportunity for this line to be re-opened and to recreate the links from the City Region into Chester and Wales. The re-opening of the Shell Green route (Ditton – Warrington) would allow improved opportunities would allow improved opportunities for travel between Widnes and Warrington and could form part of the Trans-Pennine linkage. Additional rail tracks between Hough Green and Widnes North stations would provide a passing route allowing additional stops on the line, without prejudicing running speeds on the Trans-Pennine route.
- 18.8. Network Rail must be consulted where a proposal is likely to increase the volume, or create a material change in the character of, traffic crossing the level crossing over the railway. Where a proposal has an increase in type and volume of user at a level crossing, Network Rail would seek closure of that crossing and the replacement of the level crossing with a suitable footbridge, through the following process:

- a. Network Rail would seek a developer contribution towards the funding of the footbridge either via CIL, S106 or a unilateral undertaking. Where proposals are large scale Network Rail expect that the developer should provide full funding for the footbridge, for smaller proposals a contribution would be sought in proportion to the development.
  - b. Network Rail would design and construct the footbridge.
  - c. The developer would submit a planning application for the footbridge.
  - d. Network Rail and the Council will work together to ensure a commitment that both are supportive in principle of the closure of the relevant level crossing and construction of a footbridge.
  - e. Network Rail would have liability for the maintenance of the footbridge unless agreed otherwise.
  - f. The Council will require the installation of the footbridge, and the closure of the relevant level crossing, normally prior to 50% of dwellings being occupied, this will be a condition of any approval.
- 18.9. Where replacement with a footbridge is not feasible Network Rail and the Council will seek a diversion order of, for example, a public footpath - which would include discussions with the LPA, Highways and PROW teams. In this case the developer will be responsible for the preparation and submission of the diversion orders.
- 18.10. The Council will require a Travel Plan, Transport Assessment or Transport Statement in line with thresholds set out within Transport and Accessibility SPD. In accordance with this guidance, the Council may still require a Transport Assessment and a Travel Plan to accompany applications for new developments that do not meet these thresholds, where a transport impact is expected from the development, or a cumulative impact is expected from different uses within a development or from a number of developments in the vicinity.
- 18.11. The effectiveness of these infrastructure improvements and measures in controlling traffic growth will need to be carefully monitored. This will primarily be achieved through the Halton Local Transport Plan and the Liverpool City Region Transport Plan for Growth



## C2: Parking Standards

18.12. The availability of parking in commercial areas has a major influence over how people choose to travel to their destination. The impact of poor parking standards in residential areas can affect the success of the overall development. This policy will consider parking standards within the following areas; Commercial and Residential developments, and extensions to existing premises/properties.

### 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 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 low emission vehicles.
3. The Council will require parking provision, cycle parking and electric vehicle infrastructure 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 development has a significant amount (10 or more) of single or low occupancy dwellings provision should be made for communal car clubs. Where opportunities arise Halton would welcome car club facilities within commercial and high density areas.

### Justification

18.13. The NPPF states that policies in development plans can set local levels of parking for residential and non-residential development and they should take into account, amongst other things, the accessibility of the site, the type, mix and use of development and the local levels of car ownership (para.39). It also states that plans should protect and exploit opportunities for the use of sustainable transport modes and that developments should be designed to incorporate facilities for charging plug-in and other ultra-low emission vehicles (para.35).

18.14. The necessary infrastructure for electric and alternative fuelled vehicles will depend on the prevailing vehicle technology requirements, but capacity should also be built into new development to allow for upgrading and advances in technology. This sort of provision allows for long term climate change mitigation as well as improvements in local air quality.

- 18.15. The residential parking standards contained in this policy will apply to all developments involving the provision of 1 or more residential units (gross). Applications for extensions and alterations to existing dwellings should ensure that a suitable level of parking provision is made.
- 18.16. The non-residential parking standards contained in this policy will apply to all developments that result in the creation of non-residential floorspace. This includes the extension and alteration of existing non-residential premises and all changes of use.
- 18.17. Where mixed-use, residential and commercial developments are proposed, the parking requirements for each element should be calculated individually using the standards. However, where appropriate, the Council may consider the shared use of parking between residential and commercial elements where it can be justified.

### **Parking Spaces**

- 18.18. Halton follows DfT guidance and principals when addressing the size of parking spaces. Off road residential parking spaces in Halton are expected to be a minimum size of 3m x 6m if to be considered as a parking space, anything less than this would be not considered a parking space.
- 18.19. Good quality parking facilities can add to the overall attractiveness of a residential or commercial area. Halton works to the manual for streets principal as per 6 bays a surface break should be applied. Halton follows DfT guidance with regard to permeable surfaces in car parks to help alleviate drainage issues, further advice can be obtained from the Highways department.
- 18.20. Cycle Parking: A minimum of 5 cycle parking spaces should be designated per new commercial development. However this number should then be doubled per additional 100 employees.
- 18.21. Parking requirements can be seen at Appendix D:

## C3: Delivery of Telecommunications Infrastructure

18.22. The Council recognises that the implementation and maintenance of effective communications infrastructure within the Borough are essential to the development of the local economy and for the benefit of the local community.

18.23. With the growth of services such as mobile internet access, demand for new telecommunications infrastructure is continuing to grow. However, the Council is committed to ensuring that such developments are appropriately designed and sited in accordance with the principle of minimising impacts.

### Policy C3: Delivery of Telecommunications Infrastructure

1. The Council encourages and supports proposals for the provision, upgrading and enhancement of wireless and fixed data transfer and telecommunications networks and their associated infrastructure.
2. Proposals for the delivery of communications infrastructure will normally be granted permission where they:
  - a. Have no significant adverse effect on the external appearance of the building on which, or space in which, they are located;
  - b. Preserve or enhance the natural and historic environment;
  - c. Have fully explored and utilised, as appropriate, technologies to miniaturise and camouflage any telecommunications apparatus;
  - d. Are appropriately designed, coloured and landscaped to take account of their setting;
  - e. Have no significant adverse impact on the visual amenities of neighbouring occupiers;
  - f. Have no detrimental impact on the safe and satisfactory functioning of the highways;
  - g. Have special regard to the Green Belt; and
  - h. Demonstrate there is no reasonable possibility of sharing existing facilities within the locality.
3. Development proposals for communication infrastructure should demonstrate that there will be no significant and irremediable interference with electrical equipment, air traffic service or instrumentation operating in the national interest.
4. Development proposals for communication infrastructure will only be accepted where they are certified to be in conformity with the latest national guidelines on radiation protection. This will include consideration of both individual and cumulative effects of the apparatus having regard to any other significant electromagnetic field generation in the locality.
5. Developers will be required to work with appropriate providers to deliver the necessary physical infrastructure to accommodate information and digital communications networks as an integral part of all appropriate new developments.

## Justification

- 18.24. This policy applies to all forms of communications infrastructure, including public and private fixed and wireless broadband networks for the high speed transmission of data, telecommunications masts and other apparatus for mobile phone operators, public CCTV and webcams, installations required by the broadcast media and communications technology needed to serve particular business sectors.
- 18.25. In assessing applications for all forms of communications infrastructure, the Council will work with prospective developers and operators to identify the most efficient, practicable and environmentally acceptable solutions for the location(s) in which the infrastructure is proposed, taking account of the standing advice to encourage and facilitate the development of such networks in the NPPF.
- 18.26. Developers will be expected to work with infrastructure providers to ensure that all buildings provide high speed ready in-building infrastructure, and to continue to work with providers as technology evolves to ensure that Halton maintains its good communication links.

## C4: Operation of Liverpool John Lennon Airport

18.27. In support of policy CS17 Liverpool John Lennon Airport (LJLA) is an important strategic transport facility which requires protective measures to ensure its continued operation.

### **Policy C4: Operation of Liverpool John Lennon Airport**

#### **Public Safety Zone**

1. In accordance with national policy, development, including change of use, which is likely to lead to an increase in the number of people living, working or congregating on land within the LJLA Public Safety Zone, as identified on the policies map, will not be permitted.
2. Any amendments to the Public Safety Zone associated with the expansion of the airport and the runway extension will supersede the adopted Policies Map. Applicants should consult the Council to ensure they are aware of any amendments.

#### **Runway End Safety Area (RESA)**

3. The Council will support proposals, where appropriate, that seek to address airport safety issues, including those relating to the Runway End Safety Area (RESA).

#### **Height Restriction Zone (HRZ)**

4. Development within the LJLA Height Restriction Zone (HRZ) will only be permitted if it is below the height notified to the Council by the relevant authority and would not cause a hazard to air travellers.
5. Development within the HRZ will not be permitted if it would otherwise cause a hazard to air travellers.

#### **Airport Development**

6. All airport development should seek the maximum possible reductions in noise through compliance with the Airport Noise Action Plan.

#### **New Development in the Vicinity of LJLA**

7. New developments in the vicinity of LJLA will be required to be designed to comply with airport safety requirements and should not impede the operational requirements of the Airport. Developments which increase risk to airport safety or impede operational requirements will be resisted.
8. New major developments in the vicinity of LJLA should have regard to, and comply with, (where appropriate) the Airport Surface Access Strategy (YYYY), or updates where approved by Halton Borough Council.

#### **Airport Parking**

9. The provision of offsite airport parking within Halton Borough will generally not be supported.

## Justification

- 18.28. The expansion of LJLA presents an opportunity to establish an extension to the Speke Garston Coastal Reserve over a 3.5km (2.2 mile) stretch of coast and about 50ha (124 acres) in size. Throughout the Coastal Reserve, a long term habitat creation and landscape management scheme would preserve habitat and biodiversity, and incorporate management measures to ensure the long term sustainability of the landscape and ecological mitigation works.
- 18.29. It is acknowledged that Hale Village is a sensitive residential area. The proposed extension to the runway at its eastern end should therefore ensure the use of screening and landscaping to minimise any potential negative effects.
- 18.30. Aviation development proposals that fall within the scope of this policy will need to be carefully assessed, particularly in terms of impact on noise, air quality, landscape, nature conservation, transport and public safety. It is likely that any planning applications for major works will require an Environmental Impact Assessment (EIA), to assess the potential significant impacts of the development on the environment. To ensure that health impacts are also assessed a Health Impact Assessment will be required in accordance with Core Strategy policy CS22: Health and Well-Being.
- 18.31. The route of the proposed EATC, through Halton's Green Belt, will be determined through the standard approvals process and will not require an amendment to Halton's Green Belt.
- 18.32. Public Safety Zones (PSZ) are established to control the number of people on the ground in the vicinity of airports at risk of death or injury in the event of an aircraft accident on take-off or landing. This is achieved by restricting new development within the PSZ.
- 18.33. The Department for Transport Circular 1/2010, Control of Development in Airport Public Safety Zones, should be consulted for further information. There is a general presumption against new development, but some types of development may be acceptable in these areas such as extensions, alterations or change of use, which would not reasonably be expected to increase the number of people living, working or congregating within the public safety zone.
- 18.34. PSZs are based upon risk contours modelled looking fifteen years ahead, in order to allow a reasonable period of stability after their introduction. They are remodelled at intervals of about seven years. With regards to the proposed runway extension the contours of the PSZ will be remodelled in line with current government guidance. Should the runway extension proceed, the 1-in-100,000 pa risk contour would extend over a larger area in the vicinity of Hale. However, preliminary work has shown the revised 1-in-10,000 pa risk contour would not include any additional residential dwellings outside those that the Airport has already acquired, or sought to acquire (Figure X).
- 18.35. The Runway End Safety Area (RESA) is a safety requirement for all licensed aerodromes. The size of the RESA is determined by a number of interrelated factors including aircraft mix and activity levels for an airport. This area should be kept free of obstacles other than essential aerodrome lighting and navigational aids.

- 18.36. The nature of airport operations is such that inappropriate development close to, but not within the airports physical boundary can have potentially hazardous implications. Safeguarding zones around airports and aerodromes are established by the Secretary of State and defined on safeguarding maps issued by the Civil Aviation Authority and the Secretary of State for Defence. They define certain types of development which, by reason of their height, attraction to birds or inclusion of or effect on aviation activity require prior consultation with the airport or aerodrome operator. Safeguarding zones around air navigation facilities are established by National Air Traffic Services Ltd (NATS) and defined on safeguarding maps issued by them. They define certain types of development which because of their height or effect on aviation activity require prior consultation with NATS. Government advice in ODPM Circular 01/2003 sets out detailed guidance on how the safe and efficient operations can be secured.
- 18.37. The Council is notified by the Civil Aviation Authority that they wish to be consulted about certain types of development around airports to ensure that the safe passage of air traffic will not be interfered with by, for example, high buildings or waste facilities which might attract large populations of birds near airports. The varying height zones cover the Borough and are therefore not shown on the Policies Map but the Council does keep records of the appropriate Zones and Areas.
- 18.38. In accordance with policy C4: Parking Standards the development of airport car parks outside of the boundary of LJLA will not be permitted. Car parks outside of the boundary of the airport have the potential to undermine the Airport Surface Access Strategy and its principle objective of improving access to the Airport by sustainable transport modes.

## 19. Halton's Centres

Consultation Draft



## HCI: Vital and Viable Centres

- 19.1. High street shopping in town, district and local centres is under considerable pressure from the effects of the recession on consumer spending, and continuing growth in internet trading. Therefore this policy seeks to protect the centres and support an improvement in the vitality and viability of all the centres, and in line with national policy the policy also sets out how a sequential approach and impact assessment will be applied.

### Policy HCI: Vital and Viable Centres

#### Halton's Centres

1. Retail and other main town centre uses should be located within the centres identified in Table HCI.1 and as identified on the Policies Map.
2. Within Halton's centres, development proposals for retail and other main town centres uses will be supported where they:
  - a. Are of a size, scale and intensity appropriate to the position of the centre in the identified hierarchy
  - b. Retain or enhance the centre's character, appearance, vitality and viability;
  - c. Sustain or enhance diverse town centre uses and customer choice;
  - d. Do not detrimentally effect local amenity;
  - e. Capitalise on the Borough's natural assets and greenspaces;
  - f. Do not detrimentally effect Highway conditions; and
  - g. Are readily accessible by public transport, walking and cycling.
3. Within Halton's centres, the use of upper floors for non-retail uses will be supported, where appropriate.
4. Proposals for retail uses at edge of centre locations will be permitted where:
  - a. It is demonstrated through the sequential approach that there are no appropriate town centre sites available and that the proposed location is the most preferable in light of the alternatives considered; and
  - b. The proposal complied with the criteria set out in section 1 above.
5. Proposals for retail uses in out-of-centre locations will only be permitted where:
  - a. It is demonstrated through the sequential approach that there are no appropriate town centre or edge-of-centre sites available;
  - b. Consideration has given to reasonable alternatives in order to accommodate the use within the town centre or edge-of-centre sites;
  - c. The proposal has been subject to impact assessment, where required to by national policy, and will not demonstrably harm centres within its catchment.
6. Retail and leisure proposals in excess of the floorspace thresholds set out in table HCI.1 not located within a defined Primary Shopping Area, or allocated in a Local Plan, will be subject to sequential and impact assessments.

**Table HCI.1 Local Impact Thresholds**

Centre	Floorspace Threshold (sq m gross)	
	Convenience Goods	Comparison Goods
Widnes	1,500 sq m	1,500 sq m
Halton Lea	1,000 sq m	1,000 sq m
Runcorn	500 sq m	500 sq m

7. Retail and leisure proposals in excess of 200 sqm (gross) not within or adjacent to a defined centre, or allocated in a Local Plan will be subject to sequential assessment.
8. The retention and enhancement of the Borough's markets will be encouraged.

#### Local Centres

9. Within the Local Centres the primary retail role of the centre will be safeguarded. Other uses will be supported where they complement the existing role of these centres, provided that the proposal:
  - a. meets the needs of residents within the local neighbourhood; and
  - b. would not reduce the number of A1 retail units in any centre to below 50% of the units used for commercial purposes.
10. Additional or replacement convenience retail units (up to 280 sqm net<sup>33</sup>) within or immediately adjacent to a defined Local Centre will be supported.

#### Individual Shops

11. Individual shops, not specifically defined on the Policies Map, will be safeguarded for A1 retail purposes, unless it is demonstrated that the existing use and/or any other retail use is no longer viable within that specific location.

### Justification

- 19.2. This policy seeks to maintain the compactness, convenience and attractiveness of these centres to shoppers and thereby helping to sustain their vitality and viability and that of the centre as a whole. Whilst recognising that retail markets change quickly and ensuring that the policy is flexible enough to respond to change. This policy is considered to be in line with the NPPF, which states that *'planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period'*.
- 19.3. Main town centre uses are defined in the NPPF as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

<sup>33</sup> Consistent with provisions of the Sunday Trading Act 1994

- 19.4. When determining planning applications for development, the Council will, wherever appropriate, actively promote a high standard of building design and public realm, including the enhancement of landscaped areas, town centre linkages, community facilities and transport facilities.

Consultation Draft

## HC2: Retail Allocations

19.5. The NPPF states that Local Planning Authorities should allocate a range of suitable sites to meet the scale and type of town centre developments needed in town centres and that this need is met in full.

### Policy HC2: Allocations within Halton's Centres

1. The following sites, as detailed in the Section x Sites Allocations / Appendix x and identified on the Policies Map, will be allocated for retail / leisure / tourism / community purposes to deliver the Core Strategy requirements.

#### Runcorn

Ref	Site	Status	Brownfield/ Greenfield	Size	Proposed Use
251	Sandymoor Local Centre			1.35ha	Retail
	Daresbury Local Centre			tbc	Retail
461	Land to the north of the Brindley (former Brindley Mound), Runcorn Old Town		Brownfield	0.42ha	Retail & Leisure
462	Bus Interchange, Car Park and Former HDL, Runcorn Old Town		Brownfield	0.54ha	Retail
463	Former Job Centre and La Scala, Runcorn Old Town		Brownfield	0.24ha	Mixed (Retail & Residential)
489	Library, Grosvenor House, Former Magistrates Court, Police Station et al, Halton Lea		Brownfield	2.32ha	TBC

#### Widnes and Hale

Ref	Site	Status	Brownfield/ Greenfield	Size	Proposed Use
	Widnes Retail Park (Phase 2)	Extant Permission	Brownfield		Retail
	South Widnes Local Centre				Retail

### Justification

19.6. Policy Justification

[to be finalised]

19.7. Local Centres

[to be finalised]

19.8. Halton Lea

[to be finalised]

19.9. Runcorn Old Town

[to be finalised]

19.10. Widnes

[to be finalised]

Consultation Draft

## HC3: Primary Shopping Areas and Frontages

19.11. The NPPF provides for Local Plans to define Primary Shopping Areas that include a high proportion of retail uses, while providing for a more varied mix of uses elsewhere in the town centre area. The Primary Shopping Area for each of the centres will help to maintain a focussed and concentrated shopping core at the heart of each centre with uses to draw people into the centres.

### Policy HC3: Primary Shopping Areas and Frontages

#### Primary Shopping Areas

1. Within defined Primary Shopping Areas, the shopping function will be safeguarded and enhanced. Development at ground floor level to alternative uses will not be permitted where:
  - a. The proposed use would harm the vitality and viability of the primary shopping areas; or
  - b. The primary retail role and character is undermined, causing unacceptable fragmentation of the remaining shops; or
  - c. It would result in the loss of floorspace of a scale harmful to the shopping function of the centre; or
  - d. There would be a detrimental effect on the visual character and amenities of the surrounding area.

#### Primary Shopping Frontages

2. Within the defined Primary Shopping Frontages, the use of ground floor units<sup>34</sup> for A1 (retail) or A3 (food & drink) uses will generally be supported where they provide an active daytime frontage.
3. Within the defined Primary Shopping Frontages, the use of ground floor units for non-A1 and A3 uses will be permitted where:
  - a. The overall proportion of A1 and A3 retail uses will not fall below 60% of units, unless the unit has been shown to not be unviable for A1 or A3 use after sufficient effective marketing, and is currently vacant;
  - b. The continuity of the retail frontage is maintained, normally with no more than two adjacent non A1 or A3 retail frontages;
  - c. It can be demonstrated that the proposal would not reduce the pedestrian footfall; and
  - d. An active frontage is provided.

#### Secondary Shopping Frontages

4. Within Secondary Shopping Frontages the development of A1, A2 and A3 retail uses will generally be supported where they meet criteria a-d.  
Other main town centre uses will only be acceptable where they would help to maintain

<sup>34</sup> Ground floor units will be taken to include units on the upper ground floor and the basement / lower ground floor of Widnes Shopping Park and units on 'the mall level' (Level D) of Runcorn Shopping City.

or enhance the function of the centre and meet criteria a-d.

- a. Maintain an appropriate balance and diversity of uses in all parts of the Secondary Shopping Frontage; and
- b. Complement the retail function of the centre; and
- c. Generate a reasonable level of footfall; and
- d. They do not dominate or fragment the frontages.

### Justification

19.12. The Primary Shopping Area, identified within Halton Lea, Runcorn, and Widnes, is considered to be the 'centre' for the purposes of the sequential approach to retail developments (A1 uses). This means that locations within a centre but outside the Primary Shopping Area are considered to be edge of centre for this form of development.

19.13. The assessment of applications within the Primary and Secondary Shopping Frontages will consider:

- i. The location and prominence of the premises within the shopping frontage.
- ii. The floorspace and length of frontage of the premises.
- iii. The number, distribution and proximity to other premises within Use Classes A2 to A5, or with planning permissions for such uses.
- iv. The nature and character of the use proposed, including the level of pedestrian activity associated with it.
- v. The level of vacancies in ground floor properties.
- vi. Whether the proposed use would give rise to noise, smell or other environmental problems.

## HC4: Shop Fronts, Signage and Advertising

19.14. Shopfronts, signage and advertising can have a significant impact on the character of an area. It is important to ensure that these make a positive contribution to the building on which they are located and to the surrounding area.

### Policy HC4: Shop Fronts, Signage and Advertising

1. Proposals to alter an existing shop front or to create a new shop front, including the installation of external security measures, will only be permitted where they:
  - a. Protect any existing features of historic or architectural interest;
  - b. Are appropriate to the building, street scene and the character of the area; and
  - c. Have appropriate regard to design, security and safety, amenity and access.
2. Blinds, canopies or shutters, where acceptable in principle, must be appropriate to the character of the shop front and its setting. External grilles and solid shutters which present blank frontages will not be permitted.
3. Signage and advertisements will only be permitted where the size, design, positioning, materials and degree of illumination of the advertisement would not have an adverse visual impact or a detrimental effect on public safety. Advertisements unrelated to the site on which they are displayed will not normally be permitted.

### Justification

19.15. The quality and details of shop design are of significance in improving the attractiveness and maintaining the prosperity of shopping centres. Across Halton's network of centres the Council will require well designed shop fronts, signage and advertising that will enhance the area and add to its local distinctiveness.

19.16. Poorly placed and designed adverts and hoardings can also have a negative impact on the character of the area, visual amenity and raise issues of public and highway safety. The Council will assess all of these factors when determining advertising consents.



## HC5: Commercial Leisure Developments and Cultural Facilities

19.17. Leisure and cultural facilities can bring together members of the local community.

### Policy HC5: Commercial Leisure Developments and Cultural Facilities

1. The Council will support the retention and enhancement of existing Commercial Leisure Developments and Cultural Facilities.
2. Proposals involving the loss of Commercial Leisure Developments and Cultural Facilities will only be permitted where it can be justified.
3. The Council will support the development of new Commercial Leisure Developments and Cultural Facilities, within or adjacent to the town centres or district centre, or the enhancement, extension or refurbishment of an existing Commercial Leisure Development or Cultural Facility, provided that:
  - a. The facility is accessible by walking, cycling and public transport.
  - b. The proposal would not give rise to significant traffic congestion or road safety problems.
  - c. Any new buildings, extensions and structures are well designed, of an appropriate scale, in keeping with the character of the area and appropriately landscaped.
4. Outside of the town and district centres the Council will support the development of new Commercial Leisure Developments and Cultural Facilities, provided that:
  - a. The proposal is accompanied by a supporting statement which demonstrates the sustainability of the proposed location.
  - b. The facility is accessible by walking, cycling and public transport.
  - c. The proposal would not give rise to significant traffic congestion or road safety problems.
  - d. Any new buildings or structures are well designed and appropriately landscaped.
  - e. The proposal is of a design, character, type, size, scale and appearance appropriate to the location.

### Justification

19.18. Leisure development and cultural facilities are generally welcomed within the Borough, providing employment and entertainment for local people. However, it can have negative impacts on the surrounding area if located insensitively; is out of scale with its context; or does not take account of the local character and appearance.

19.19. The importance of planning for culture and cultural facilities is emphasised in the NPPF by being included as a core planning principle (item 17). This is supported by guidance in item 70 of the NPPF which states that to deliver the social, recreational and cultural facilities and services that the community needs, planning policies and decisions should guard against unnecessary loss of valued facilities. Also to ensure that established facilities and services are

retained and able to develop for the benefit of the community. Paragraph 156 also states local planning authorities should set out the strategic priorities in the Local Plan to deliver 'the provision of health, security, community and cultural infrastructure and other local facilities'.

Consultation Draft

## HC6: Community Facilities (including health facilities)

19.20. The term community facilities is wide-ranging and can include community centres and childcare facilities, cultural centres and venues, places of worship, education establishments and training centres, health and social care facilities, sport and recreation facilities and civic and administrative facilities. It may also include other uses whose primary function is commercial but perform a social or community role i.e. sport, recreational and leisure facilities including local pubs.

### Policy HC6: Community Facilities (including health facilities)

1. The Council will support the retention and enhancement of existing community facilities.
2. The Council will support and promote the provision of new community facilities, where there is a need for such facilities, in or adjacent to town, district or local centres. The Council will also take into consideration:
  - a. accessibility by public transport, walking and cycling;
  - b. the availability of parking;
  - c. the suitability of the building and outdoor space for the proposed use; and
  - d. the impact on the surrounding uses.
3. Proposals involving the loss of community facilities land or buildings will only be permitted where it is demonstrated that:
  - a. The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality; or
  - b. The building or site is no longer suitable or viable to accommodate the current community use, or the use has already ceased, and the building or site cannot viably be retained or sensitively adapted to accommodate other community facilities; or
  - c. In the case of commercial community facilities, whether the use is no longer viable (applicants will need to submit evidence to demonstrate that the site is no longer viable for that use and has been adequately marketed for community use on reasonable terms).
  - d. The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or site; or
  - e. Alternative replacement community facilities are provided in a suitable alternative location.

### Justification

19.21. The Council encourages the provision of new community facilities and protection of existing community facilities. They act as the focus of community activity and contribute towards community cohesion.

19.22. When making an assessment of the importance of the community facility consideration should be given to:

- i. Local need and demand for the existing community facility or other community facilities that are willing and able to make use of the building(s) or site;

- ii. The extent and quality of local provision of the existing community facility;
- iii. The nature, pattern and frequency of activities taking place at the site;
- iv. Its contribution to the diversity of community facilities in the locality;
- v. The accessibility of the site and other local community facilities by walking, cycling and public transport;
- vi. Whether the site or building has been listed as an asset of community value.

Consultation Draft

## HC7: Visitor Attractions

19.23. Tourism is an important cultural and economic driver for the Liverpool City Region economy and harnessed well it can provide additional facilities for local residents, a source of employment and a driver to enhance the sense of place. It can help to maintain heritage assets such as Norton Priory, or provide a look back at historic industry in the area such as the Catalyst Science Discovery Centre or make use of the Boroughs natural assets such as its greenspaces.

### Policy HC7: Visitor Attractions

1. The Council will protect and enhance the assets and attractions of Halton that attract visitors and investors to Halton. This will be achieved through:
  - a. The protection of visitor attractions and assets which are displayed within Appendix E;
  - b. Promoting the enhancement and expansion of existing visitor attractions and tourist accommodation;
  - c. Encouraging sustainable transport to visitor attractions, tourist and cultural sites; and
  - d. Not permitting development that would affect an existing visitor attraction if it would be likely to detract from the function, appearance, significance or setting of the attraction.
  
2. All visitor attractions located within or adjacent to Widnes Town Centre, Runcorn Town Centre, Runcorn Old Town District Centre or on the Borough's waterfronts will be considered acceptable where they:
  - a. Are accessible by a variety of modes of sustainable transport, including public transport, cycling and walking; and
  - b. Would not lead to unsatisfactory traffic conditions or other nuisance; and
  - c. Assist in delivering improvements to the green infrastructure within the local area; and
  - d. Are appropriate in size and do not result in an adverse impact on the visual amenity of the area.
  
3. Where a visitor attraction is not to be located within or adjacent to Widnes Town Centre, Runcorn Town Centre, Runcorn Old Town District Centre or on the Borough's waterfronts it must:
  - a. Be for the expansion of an existing visitor attraction or located within an existing building; and
  - b. Be of an appropriate scale and character for its location; and
  - c. Be accessible by a variety of modes of sustainable transport, including public transport, cycling and walking; and
  - d. Not lead to unsatisfactory traffic conditions or other nuisance; and
  - e. Assist in delivering improvements to the green infrastructure within the local area; and
  - f. Be visually unobtrusive and not result in an adverse impact on the visual amenity of the area.

4. The co-location of visitor attractions will be encouraged and where appropriate they should be used to create hubs.
5. Where appropriate the Council will generally support the development of small scale ancillary complementary services at existing or emerging visitor attractions within the Borough.
6. Developments which are likely to increase harm through visitor pressure within internationally designated sites will not be supported, unless it can be demonstrated that there are both no alternatives and imperative reasons of over-riding public interest.

### Justification

- 19.24. The visitor economy is one of the Liverpool City Region's great success stories. Overall, it contributes over £3.8bn to the local economy, provides 7% of overall GVA (£1.52bn out of a total £23bn) and supports over 49K jobs representing 8% of the employment base in the City Region.<sup>35</sup>
- 19.25. This policy is intended to protect and enhance the unique features of Halton, which help to attract visitors to the area, whilst encouraging investment. From abbeys to science, writers to waterways, Halton has something to offer everyone.
- 19.26. Ancillary complementary services could include catering facilities, small scale retail (up to 280 sqm net<sup>36</sup>) and Restaurants and Cafes.

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<sup>35</sup> Liverpool City Region Visitor Economy Board, Visitor Economy Investment Plan for Growth 2016 – 2025 (July 2016)

<sup>36</sup> Consistent with provisions of the Sunday Trading Act 1994

## HC8: Food and Drink

19.27. Town centres are generally more attractive and vibrant if people live, work, shop and participate in leisure activities. The food and drink economy is a fundamental part of this because it can extend the vitality of a centre beyond normal working hours. However, a balance needs to be found between residential amenity and a good night out; with a wide cross section of people attracted into the town and district centres in the evening.

### Policy HC8: Food and Drink

1. Development of food and drink uses (Use Classes A3-A4) including restaurants, late night bars or pubs and (Use Class A5) Hot Food Takeaways (subject to the additional criteria below), will be acceptable provided that they would not harm the character of the area, residential amenity and / or public safety, either individually or cumulatively. The following impacts will be taken into consideration:
  - a. noise, fumes, smells, litter and late night activity;
  - b. the availability of public transport and parking;
  - c. highway safety;
  - d. access for servicing;
  - e. storage for refuse and recycling;
  - f. the appearance of the building, frontage, flues and other installations;
  - g. the number, distribution and proximity of other existing, or proposed, restaurants, hot food takeaways and late night bars or pubs;
  - h. potential for crime and anti-social behaviour;
  - i. impact on the promotion of healthy lifestyles.
  
2. Hot Food Takeaways (Use Class A5) will only be supported where:
  - a. it is located within a designated town or district centre and will not result in;
    - i. A5 use being more than 5% of units in a primary frontage, or
    - ii. A5 use being more than 10% of units in a secondary frontage, or
    - iii. Less than two non-A5 units between hot food takeaways, or
  - b. it is located within a defined local centre, and it will not result in;
    - i. A5 becoming the dominant use, or more than two units or 10% of the total ground floor units (whichever is the greater) being a hot food takeaway, or
  - c. it is located more than 400m from primary or secondary schools, sixth form colleges, playing fields and children's play spaces, or
  - d. the premises are not open until after 1700 hours.

### Justification

19.28. Food and Drink businesses and the evening economy can make an important contribution to the economy of a centre. A successful evening economy needs: accessibility, cleanliness, safety, ambience, choice and a 'unique experience', as does a successful daytime economy. If it is well managed and appropriately controlled it can improve a centre and add to its vitality and viability rather than detract. For example appropriate food, drink and night-time economy-related uses may contribute to the vibrancy of an area. However, the over-

concentration and clustering of these uses can impact on the amenity of neighbouring properties and the vitality and viability of the centre.

19.29. The following should be submitted with planning applications to show how the proposal addresses this policy:

- i. Hours of opening - including both the closing time to public and vacating premises time.
- ii. Capacity in relation to numbers of customers.
- iii. Parking and servicing details, including timing of deliveries and sizes of vehicles.
- iv. Refuse and recycling provisions and layout.
- v. Types of license required.
- vi. Details of any plant and equipment required i.e. size, location, appearance and technical specification.
- vii. Internal layout details i.e. seating, kitchen location, toilets, including disabled facilities, dancefloor etc.

19.30. Planning conditions will be used, where appropriate, to mitigate any potential harmful effects of proposals, including the restriction of permitted development rights, installation of ventilation system, the incorporation of sound insulation and the control of opening hours.

19.31. Halton has over many years, had below average health outcomes. Previous research has indicated that many problems are associated with poor lifestyle, often associated with worklessness. Health data suggest that these impacts are being reflected in children, with Halton having a significantly higher percentage of reception class children classed as obese compared to England during 2014/15, with the proportion of year 6 children in Halton classed as obese also higher than England and the North West.

19.32. In 2012 the Council worked with St. Helens Council to prepare and adopt a Hot Food Takeaway SPD.



## HC9: Mixed Use Area

19.33. Some parts of the Borough do not have a single dominant land use, with a variety of development having grown up often including businesses, shops, houses and community facilities. This can give these areas individual character.

### Policy HC9: Mixed Use Areas

1. Within a Mixed Use Area any proposed development will be expected to:
  - a. Promote the vitality and viability of the area.
  - b. Be of a quality of design that enhances the character and appearance of the local environment.
  - c. Contribute to the:
    - i. Creation of jobs for local people; or
    - ii. Provision of housing to meet local needs; or
    - iii. Provision of local facilities for the community; or
    - iv. Quality of the visitor attraction of the Borough.
2. The Council may require a masterplan or development brief to be prepared demonstrating that the proposals will positively support and complement the comprehensive wider development of the area.
3. Within the Widnes Civic Quarter Mixed Use Area (MUA1) the following uses are considered appropriate:
  - a. Leisure (Use Class D2);
  - b. Residential (Use Class C3);
  - c. Office (Use Class B1);
  - d. Restaurants (Use Class A3);
  - e. Hotel (Use Class C1);
  - f. Education; and
  - g. Health.
4. Within the Victoria Square and Victoria Road Mixed Use Area (MUA2) the following uses are considered appropriate:
  - a. Small Scale Retail (up to 280 sqm net<sup>37</sup>) (Use Class A1);
  - b. Restaurants and cafés (Use Class A3);
  - c. Residential (Use Class C3); and
  - d. Drinking Establishments (A4).
5. Within Earle Road Mixed Use Area (MUA3) the following uses are considered appropriate:
  - a. Retail (Use Class A1);
  - b. Restaurants and cafés (Use Class A3);
  - c. Leisure uses (Use Class D2);
  - d. Use Class D1<sup>38</sup>;

<sup>37</sup> Consistent with provisions of the Sunday Trading Act 1994

- e. Hotel (Use Class C1);
  - f. Office (Use Class B1); and
  - g. Residential (Use Class C3).
6. Within the Lugsdale Road Mixed Use Area (MUA4) the following uses are considered appropriate:
- a. Residential (Use Class C3); and
  - b. Office (Use Class B1).
7. Within the Runcorn Station Mixed Use Area (MUA5) the following uses are considered appropriate:
- a. Small Scale Retail (up to 280 sqm net<sup>39</sup>) (Use Class A1);
  - b. Restaurants and cafés (Use Class A3);
  - c. Leisure uses (Use Class D2);
  - d. Use Class D1<sup>40</sup>;
  - e. Hotel (Use Class C1); and
  - f. Office (B1).
8. Within the Halton Road Mixed Use Area (MUA6) the following uses are considered appropriate:
- a. Small Scale Retail (up to 280 sqm net<sup>41</sup>) (Use Class A1);
  - b. Restaurants and cafés (Use Class A3);
  - c. Leisure uses (Use Class D2); and
  - d. Residential (Use Class C3).
9. Within the Bridge Retail Mixed Use Area (MUA7) the following uses are considered appropriate:
- a. Retail Warehousing (non-food) (Use Class A1);
  - b. Restaurants and cafés (Use Class A3);
  - c. Drinking establishments (Use Class A4); and
  - d. Leisure uses (Use Class D2).
10. Within Daresbury Firs Mixed Use Area (MUA8) the following uses are considered appropriate:
- a. Residential (Use Class C3);
  - b. Hotel (Use Class C1); and
  - c. Conference Centre.
11. Within Moor Lane Mixed Use Area (MUA9) the following uses are considered appropriate:

<sup>38</sup> Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.

<sup>39</sup> Consistent with provisions of the Sunday Trading Act 1994

<sup>40</sup> Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.

<sup>41</sup> Consistent with provisions of the Sunday Trading Act 1994

- a. Retail (Use Class A1);
- b. Use Class D1<sup>42</sup>;
- c. Hotel (Use Class C1);
- d. Employment (Use Class B1 and B2); and
- e. Residential (Use Class C3).

12. Within the 'Mersey Edge' Mixed Use Area (MUA10) the following uses are considered appropriate (subject to delivery of the Eastern Access Transport Corridor):

- a. Employment (Use Class B1 and B2); and
- b. Residential (Use Class C3).

13. Within each of these Mixed Use Areas development proposals for uses not listed will be decided on their individual merits.

### Justification

19.34. The concentration of a mixture of business, housing and supporting uses such as restaurants, local shops and services increases activity and adds vibrancy and vitality. This policy aims to maintain this mixed use character and to make the most of the opportunities which arise when a range of uses exist together.

19.35. The Council has also identified other areas which it considers may offer opportunities for a range of land uses and these have been designated as Mixed Use Areas to encourage varied development and to allow flexibility.

19.36. The Mersey Edge Mixed Use Area (MUA10) is defined by, and dependent upon the delivery of the Liverpool John Lennon Airport Eastern Access Corridor. The airport is forecasting a period of significantly increasing passenger numbers [ see CS(R)17 ]. The Airport Surface Access Strategy identifies the need for a new access road known as the 'Eastern Access Transport Corridor' to improve access to the airport. An indicative line for this road was previously identified in policy CS17 and on the Key Diagram in the Core Strategy Local Plan (2013).

19.37. To date the precise alignment of, and delivery mechanism for, the road had not been confirmed, but it is identified as a priority for the City Region and delivery options are being explored. The green belt gap between Liverpool / Speke and Hale is narrow, and the land to the west of the proposed access road has been assessed as performing a "significant contribution to green belt function". Against this, the new road will create a strong, defensible, green belt edge and the land to the west has potential to meet locally arising employment demand (JLR supply chain / SuperPort) and/or housing requirements.

<sup>42</sup> Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court, non-residential education and training centres.

Consultation Draft

## 20. Halton's Environment

Consultation Draft

## HEI: Natural Environment and Nature Conservation

- 20.1. Halton benefits from a range and diversity in landscapes and townscapes which identify the area's unique and beautiful natural environment. There are also a number of designated areas, identified for their unique landscape or rare habitats and species, which require protection from development which would be damaging and harmful. The council recognises the importance of these features and assets and the planning policies contained within this document provide the opportunity to ensure that not only are these features and assets protected, but where possible enhanced for the enjoyment of current and future generations.

### Policy HEI: Natural Environment and Nature Conservation

1. Halton's natural environment will be protected, conserved and enhanced, to:
  - a. Protect and conserve the visual amenity, local character and distinctiveness of Halton; and
  - b. To conserve, manage and enhance the Borough's biodiversity and natural assets.

#### Designated Sites, Priority Habitats and Priority Species

2. Any development which may affect one of Halton's natural assets will be considered in line with the mitigation hierarchy:
  - a. Avoidance
  - b. Minimisation
  - c. Restoration
  - d. Offset
3. Development which may adversely affect the integrity of internationally important sites will only be permitted where there are no alternative solutions and there are imperative reasons of overriding public interest. This also applies to sites and habitats outside the designated boundaries that support priority species listed as being important in the designations of the internationally important sites.
4. Development which may cause significant harm will only be permitted for:
  - a. **Sites of National Importance** (including Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs)): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the national network;
  - b. **Sites of Local Importance** (including Local Nature Reserves (LNRs), Local Wildlife Site (LWS) and Local Geological Sites (LGS)): where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the site and its broader contribution to the LCR Ecological Network; and
  - c. **Priority Habitats**: where the reasons for and the benefits of development clearly outweigh the impact on the nature conservation value of the habitat and its broader contribution to the LCR Ecological Network.
  - d. **Priority Species**: where it is demonstrated that no significant harm will result.
5. Where it has been demonstrated that significant harm cannot be avoided, appropriate mitigation, replacement or other compensatory measures will be required. For priority habitats, appropriate measures, informed by habitat type affected, will be required. The

location of appropriate mitigation, replacement or other compensatory measures will be targeted as follows:

- On site;
  - Immediate locality and / or within the Core Biodiversity Area;
  - LCR Nature Improvement Area within the Borough; and lastly
  - LCR Nature Improvement Area outside the Borough
6. Where significant harm resulting from development cannot be avoided, adequately mitigated or, as a last resort, compensated, then planning permission will be refused.
7. Development proposals which affect sites of nature conservation importance and / or priority habitats must be supported by an Ecological Appraisal including an Ecological Constraints and Opportunities plan showing details of avoidance, mitigation and /or compensation.

#### **Non-Designated Sites and Habitats**

8. To ensure the protection, conservation and enhancement of Halton's natural environment in accordance with **Core Strategy policy CS20**, development will be permitted provided that:
- a) It does not have a detrimental impact on the immediate area and the landscape character of the area within which it is located
  - b) Arrangements for the long term management and maintenance of any existing and proposed landscaping have been made
  - c) It does not result in the loss of important features such as trees, woodlands, walls, hedgerows, ponds or watercourses

#### **Ecological Network**

8. Priority should be given to improving the quality, linkages and habitat within the Liverpool City Region Ecological Network, including the Liverpool City Region Nature Improvement Area.
9. Development proposals within the Nature Improvement Area will be permitted where they complement the identified opportunities for habitat creation and / or habitat management, and are consistent with other policies in the Plan.

### **Justification**

- 20.2. The Core Strategy sets out the hierarchical approach that will be used:
1. Sites of international importance including the Mersey Estuary Special Protection Area (SPA) and Ramsar site;
  2. Sites of national importance including Sites of Special Scientific Interest (SSSI) namely: the Mersey Estuary; Flood Brook Clough and Red Brow Cutting; and
  3. Sites of local importance including Local Nature Reserves (LNRs), Local Geological Sites, Local Wildlife Sites, Ancient Woodland, and habitats and species identified in Halton's Biodiversity Action Plan (BAP).

- 20.3. Smaller individual features can combine to establish a character and identity of an area. These elements, such as trees, hedgerows and water courses often provide recognisable boundaries to settlements help establish an identity of that area. These features should be protected as their loss, either individually or cumulatively, could have a potential impact on both the immediate and wider character of the landscape. Each of these natural assets contributes to part of the wider ecological network.
- 20.4. Paragraph 9 of NPPF recognises that pursuing sustainable development includes moving from a net loss of biodiversity to achieving net gains for nature, in line with wider Government policy set out in 'Biodiversity 2020: A strategy for England's wildlife and ecosystem services' (2011). Other national policy for nature conservation is set out in paragraphs 109 to 119 of NPPF. This complements legal duties and requirements for nature conservation set out in a range of legislation including the Natural Environment and Rural Communities (NERC) Act 2006 and the Habitats Regulations 2010 (as amended).
- 20.5. Priority habitats are 'habitats of principal importance' for the conservation of biodiversity in England. They are identified as being the most threatened and in need of conservation action. The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities Act (NERC) Act 2006 to conserve biodiversity when carrying out its normal functions. This 'biodiversity duty' includes priority habitats. Priority habitats sit outside the designated site hierarchy and may be of national (e.g. Ancient woodlands) or, sometimes, local importance.
- 20.6. Priority species are 'species of principal importance' for the conservation of biodiversity in England. The Council, together with other public bodies (such as the Environment Agency), has a duty under section 40 of the Natural Environment and Rural Communities (NERC) Act (2006) to conserve biodiversity when carrying out its normal functions, and this 'biodiversity duty' encompasses priority species.
- 20.7. An Ecological Appraisal, which should be carried out by a suitably competent ecologist must support planning applications which affect sites of nature importance and / or priority habitats and species. The Ecological Appraisal must:
- i. Include a desktop study and consultation with rECORd to identify any records for protected and/or notable species, sites and habitats on, or within 1km of, the site boundary;
  - ii. Include an Extended Phase I Habitat survey to identify the habitats present on and adjoining the site, with maps and target notes appended to the report, in accordance with methods set out in the JNCC Handbook for Phase I Habitat Survey;
  - iii. Identify the potential for protected and/or notable species and any requirements for specialist surveys e.g. breeding birds, bats, water vole. Where specialist surveys are required, the report should identify when these surveys will be undertaken;
  - iv. Identify any ecological impacts, notably on for designation of the internationally important sites, as a result of construction work or future site use and suggest measures for avoidance and/or mitigation – an Ecological Constraints and Opportunities plan.
  - v. Identify opportunities to make the most of the contribution of the proposed development to biodiversity in line with the requirements of NPPF paragraphs 117 and 118 and would contribute towards the biodiversity duty set out in Sections 40 and 41 of



the Natural Environment and Rural Communities Act (NERC) 2006. (Merseyside Environmental Advisory Service may be able to provide further information to the applicant as the scheme progresses.)

- vi. Identify any invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 as amended, present on the site or within 7m of the site boundary. The location and extent of any invasive species should be shown on a scaled plan included with the survey report.
- 20.8. Development should be designed to ensure the health and future retention of existing trees, including veteran trees, and hedgerows are not compromised.
  - 20.9. The provision of landscaping can visually enhance an area and support local biodiversity. In considering any proposals, the Council will need to be satisfied that they have been informed by and taken into account the current Halton Biodiversity Action Plan and Landscape Character Assessment.
  - 20.10. The local authorities in the city region have worked together to prepare the Ecological Network as a joint evidence base and to help plan for biodiversity at a landscape-scale. The Liverpool City Region (LCR) Ecological Network draws together the evidence (for example, nature site designations and priority habitats) and indicates strategic priorities and opportunities in Halton and across the city region.
  - 20.11. The LCR Ecological Network includes a Core Biodiversity Area of designated nature and geological sites and priority habitats. It also includes linking networks and strategic and district priorities for habitat creation and enhancement. The strategic priorities are set out in sixteen Nature Improvement Focus Areas which together make up the LCR Nature Improvement Area.
  - 20.12. The local authorities in the City Region also continue to work together, and are committed, to helping manage visitor pressure on the internationally important designated sites.

## HE2: Heritage Assets and the Historic Environment

- 20.13. Halton's historic environment provides the Borough with a range of heritage assets which are not only of historical value but provide a social and economic resource and ultimately contribute to the character of the Borough. These assets should therefore be conserved and where possible enhanced for current and future generations and to ensure a strong sense of place and improve local distinctiveness.
- 20.14. Halton Borough Council has a duty to conserve and enhance the significance, character and appearance of the Borough's historic environment when carrying out its statutory functions and through the planning system.

### Policy HE2: Heritage Assets and the Historic Environment

1. Heritage Assets and their settings are an irreplaceable resource. Heritage assets in Halton which are recognised as being of special historic, archaeological, architectural, artistic, landscape or townscape significance will be preserved. Accordingly the Council will apply a presumption in favour of their preservation.
2. These Heritage Assets include:
  - a. Listed Buildings and Locally Listed buildings;
  - b. Conservation Areas;
  - c. Scheduled Ancient Monuments and Archaeological sites; and
  - d. Other places, spaces, structures and features which may not be formally designated but are recognised as significant elements of Halton's heritage.

#### Designated Heritage Assets

3. Development of designated heritage assets and their settings must:
  - a. Be based on an analysis of their significance and the impact of proposals upon that significance;
  - b. Conserve, or where possible enhance, the asset or its setting;
  - c. Ensure that significance of the asset is not compromised;
  - d. Protect, or where appropriate, restore original or historic fabric;
  - e. Enhance or better reveal the significance of assets;
  - f. Take account of:
    - i. Topography, landscape, setting and natural features;
    - ii. Existing townscapes, local landmarks, views and vistas;
    - iii. The architecture of surrounding buildings;
    - iv. The quality and nature of materials;
    - v. Established layout and spatial character;
    - vi. The scale, height, bulk and massing of adjacent townscape;
    - vii. Architectural, historical and archaeological features and their settings; and
  - g. Be accompanied by a Heritage Statement.
4. Where it has been demonstrated that potential harm to, or the loss of, a designated heritage asset, including its setting cannot be avoided, the Council will expect the

development proposal to:

- a. Demonstrate that, firstly, all reasonable efforts have been made to sustain the heritage asset and secondly, to mitigate the extent of the harm to the significance of the asset;
- b. Provide a clear and convincing justification as to why that harm is considered acceptable. Where that case cannot be demonstrated, proposals will not be supported.
- c. Justify the level of harm in relation to the public benefits that may be gained by the proposal.
- d. Include appropriate legal agreements or planning obligations to secure the benefits arising from a development proposal where the loss, in whole or in part, of a heritage asset is accepted.
- e. Appropriately record the asset.

### **Listed Buildings**

5. Development proposals will be required to safeguard or enhance listed buildings.
  - a. The demolition of any listed building will only be permitted in exceptional circumstances, which outweigh the case for retention.
  - b. The Council will not permit uses, alterations or extensions that would be detrimental to the significance of the Listed Building including fabric, appearance, historic interest or setting.
  - c. The rehabilitation, maintenance repair and enhancement of listed buildings will be encouraged.

### **Conservation Areas**

6. Development within or affecting the setting of Conservation Areas as illustrated on the policies map must:
  - a. Retain and enhance characteristic features and detailing, and avoid the introduction of design and materials, that may undermine the significance of the Conservation Area;
  - b. Retain elements identified as contributing positively to, and seek to improve or replace elements identified as detracting from, the Conservation Area;
  - c. Ensure the significance of heritage assets is understood and conserved;
  - d. Avoid harm to any heritage asset. Proposals that may cause harm must be exceptional in relation to the significance of the asset, and be clearly and convincingly justified in line with national policy; and
  - e. Be supported by Conservation Area Appraisals, where appropriate, to help increase understanding and respect the significance, special character, context, appearance and historical importance.

### **Scheduled Monuments**

7. Planning permission will be refused for development proposals that would have an adverse impact upon a Scheduled Monument or its setting, or unscheduled site of local, regional or national importance or their settings.

**Archaeology**

8. Development within sites of known or potential archaeological interest applications must be accompanied by an appropriate assessment of the archaeological impact of the development. A field evaluation prior to the determination of the planning applications may also be required.
9. Where development is proposed affecting an unscheduled site of known archaeological interest then archaeological investigations will need to be carried out to establish a mitigation and/or excavation strategy prior to development being permitted.
10. Where necessary to secure the protection of the heritage asset or a programme of archaeological mitigation, conditions will be attached to permissions. These may include requirements for detailed agreement on ground impacts and programmes of archaeological investigation, building recording, reporting and archiving.

**Non-designated Heritage Assets**

11. The Council will seek to conserve non-designated heritage assets including those on the Halton Local List of buildings of architectural / historic interest and encourage their sympathetic maintenance and enhancement. Alterations or extensions to non-designated heritage assets will be expected to achieve a high standard of design.

**Justification**

- 20.15. Heritage assets are defined as buildings, monuments, sites, places, areas and landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. Many of the Borough's heritage assets are undesignated but warrant no less consideration as such. The Council will expect all proposals affecting heritage assets to be designed to a high standard, taking into account the relevant individual characteristics.
- 20.16. Designated heritage assets are those that are recognised as having national heritage significance and/or benefiting from statutory protection and comprise:
  - i. Conservation Areas
  - ii. Listed Buildings
  - iii. Scheduled Monuments
  - iv. Registered Parks and Gardens<sup>43</sup>
  - v. Registered Battlefields<sup>44</sup>
  - vi. World Heritage Sites<sup>45</sup>
- 20.17. Non-designated heritage assets are locally important heritage assets which often have a strong local affinity or association and comprise:
  - i. Areas of Archaeological interest (including Areas of Archaeological Potential and Sites of Archaeological Importance)
  - ii. Buildings of local architectural or historic interest (Local List)

<sup>43</sup> None located in Halton

<sup>44</sup> None located in Halton

<sup>45</sup> None located in Halton

- iii. Locally important assets not on the Local List
  - iv. Locally significant historic parks and gardens
  - v. Other locally important heritage landscapes
- 20.18. Some heritage assets are only revealed through the development process and where this is the case, proposals may need to be amended to take account of their presence.
- 20.19. All applications that are considered to affect a heritage asset (both designated and non-designated assets) are required to include an assessment of significance of any heritage assets affected. This should involve an assessment of any contribution made by their setting. The level of detail should be proportionate to the asset's importance, and sufficient to understand the potential impact of the development on that significance.
- 20.20. A Heritage Statement is required under paragraph 128 of the NPPF and should accompany all applications that affect heritage assets.
- 20.21. The Council maintains a list of buildings of local architectural / historic interest separate to those statutorily listed for the Borough. These buildings are not subject to additional statutory controls, but the Council will encourage their preservation.
- 20.22. In judging the impact of any alterations on a Listed Building, it is essential that there is a thorough understanding of the elements that contribute toward the significance of the asset, which may comprise a variety of features including windows, staircases internal layouts and external landscaping, which make up the special interest of the building in question. Many Listed Buildings can sustain some degree of sensitive alterations; however this can vary and is greatly dependent on the significance of the asset.
- 20.23. Conservation Areas are about the quality and interest of the areas, and not just the individual buildings. Therefore, particular attention must be given to the details such as the floorspace, street furniture, street lighting and public spaces. The council will encourage proposals which seek to enhance these features. When determining any development proposals affecting a Conservation Area, the council will take into account the impact on views into and across the area, important greenspaces either within or near to the area and its wider landscape setting.
- 20.24. A setting is the surroundings around a heritage asset. All heritage assets have a setting, whether they are designated or not. Settings are generally more extensive than a curtilage, and its perceived extent may change as an asset and its surroundings evolve or as an understanding of an asset improves.
- 20.25. In making its assessment the Council will require evidence of an appropriate scale to be provided setting out:
- i. the significance of the heritage asset, in isolation and as part of a group as appropriate, and its contribution to the character or appearance of the area;
  - ii. the degree of harm to the Borough's overall heritage that would result from the loss of this heritage asset;
  - iii. the public benefit arising from the alternative proposals for the site;

- iv. the condition of the asset and the cost of any repairs and enhancement works that need to be undertaken; and
- v. the adequacy of efforts made to sustain existing uses or find viable new uses.

Consultation Draft

## HE3: Halton's Waterways and Waterfronts

20.26. One of the defining characteristics of the Borough of Halton are its unique waterways and waterfronts. This includes the Mersey Estuary which both divides and unites the principal towns of Runcorn and Widnes, the Manchester Ship Canal, the Bridgewater Canal, St Helens Canal and the Weaver Navigation. Halton's waterways provide an attractive setting for waterside development, are a recreational resource and contribute to the Borough's 'sense of place'.

### Policy HE3: Halton's Waterways and Waterfronts

1. The natural habitat and setting of the waterways and associated banks will be protected and enhanced. Where appropriate, public access, continuous green infrastructure links, towpaths and heritage value along the waterfront should be maintained, improved and extended for the purposes of nature conservation, leisure, recreation, education and economic activity.
2. To protect the benefits the water environment provides, it is essential to prevent it deteriorating. This will help to protect both wildlife and people's health and well-being. Therefore the Council will expect all development to take into consideration the objectives of the Water Framework Directive and the relevant River Basin Management Plan.

#### Waterside Development

3. Development alongside Halton's waterfronts should ensure that:
  - a. Public access to the waterway is improved, including those with impaired mobility;
  - b. Natural habitats are protected and enhanced;
  - c. Habitat creation is considered throughout the design stage;
  - d. Opportunities to connect identified habitats, species or features are taken;
  - e. Significant waterside buildings and their settings are retained and enhanced;
  - f. New development presents a public face to the waterway and is in keeping with local character in terms of scale, design and materials;
  - g. Proposals contribute to environmental enhancements including lighting, signage and landscaping;
  - h. Proposals in the vicinity of Halton's waterfront take into account the potential for localised flooding; and
  - i. Conflicts or issues relating to public safety would not be caused.
4. Proposals which reuse brownfield land and make a positive contribution to the character and appearance of the waterfront area will generally be supported.
5. The unique natural habitats of Halton's waterways and their waterfronts should be considered at an early stage in the development process. Where loss of habitat is unavoidable, mitigation measures will be required in accordance with HE2: Nature Conservation.
6. Proposals (where appropriate) for recreation and tourism involving Halton's waterways

and waterfronts will generally be supported, particularly where they enhance the character and accessibility of waterfront areas and do not prejudice operational requirements.

7. Waterfront areas in Halton's Key Areas of Change should support planned development and regeneration opportunities in these areas. In the Key Areas of Change there will be a particular emphasis on enhancing the character and accessibility of waterfront areas.
8. Waterside development will not be permitted should it have an unacceptable effect on water quality or cause significant run-off.
9. Ecological assessments will be required for development along waterfronts where sensitive habitats, protected species or the function of waterways may be affected.
10. Developers (where appropriate) will be required to consult the owners of any waterways for any works that might affect the integrity of the waterway or linkages (for instance to towpaths).
11. The Council supports the reinstatement of the Runcorn Locks (as shown in the indicative alignment on the Policies Map) and as such will protect the alignment from inappropriate development.

#### **Coastal Change Management Areas**

12. Proposals within or adjacent to Coastal Change Management Areas (as shown on the Policies Map) will be supported where the proposal requires a coastal location and:
  - a. The proposal relates to the recreational use of the area and is of a scale and nature which will not adversely affect the landscape quality, nature conservation, and archaeological value of the coast; or
  - b. The proposal is necessary for reasons of human health or public safety or for beneficial consequences of primary importance for nature conservation.

#### **Justification**

20.27. The Borough's waterways provide an attractive waterfront setting and support a range of potential benefits and opportunities for employment, leisure and recreation. The Council supports development and projects along Halton's waterfronts which will deliver enhancements to this important natural environment as well as ensuring that development benefits from this unique and high quality environment.

20.28. The environmental objectives of the Water Framework Directive are:

- to prevent deterioration of the status of surface waters and groundwater
- to achieve objectives and standards for protected areas
- to aim to achieve good status for all water bodies or, for heavily modified water bodies and artificial water bodies, good ecological potential and good surface water chemical status
- to reverse any significant and sustained upward trends in pollutant concentrations in groundwater



- the cessation of discharges, emissions and losses of priority hazardous substances into surface waters
- progressively reduce the pollution of groundwater and prevent or limit the entry of pollutants

- 20.29. Waterways and waterfront areas are particularly important for their biodiversity and natural habitats. They provide important wildlife corridors, enabling the movement of wildlife through the Borough. All new development should consider the potential for habitat creation and ensure that existing wildlife habitats are retained and enhanced. Ecological assessments for individual development sites will be necessary to provide a detailed description of the habitats, features and species present and to identify key issues for consideration. Where existing habitats and features of value are present, provision should be made for their retention and enhancement as part of the site layout. This will require consideration at an early stage in the design process. Development should also ensure that, where appropriate and where loss of habitat is unavoidable, mitigation measures are taken for protected species, biodiversity and geodiversity. This should be in accordance with policy NH2: Natural Environment.
- 20.30. Waterways and their waterfronts also have a considerable potential as a resource for recreation and tourism. They can provide linear recreation routes for walkers, cyclists and horse-riders, they provide opportunities for water-based recreation, such as fishing, canoeing and pleasure boating, and provide a pleasant environment for both active and passive recreational pursuits. Opportunities to support Halton's recreation and tourism offer through waterfront development will be supported. However, consideration should also be given to commercial uses and operational issues. This will be particularly important for the Manchester Ship Canal.
- 20.31. Opportunities to enhance the character and accessibility of waterfront areas should be taken. This will be particularly important in the Key Areas of Change where there is a large impetus for change. Further information relating to opportunities along waterfront areas within the Key Areas of Change can be found in the appropriate Key Areas of Change policies.
- 20.32. Development will also be expected to contribute to environmental enhancements along waterfronts, this should include enhanced lighting, signage and planting. Environmental enhancements may also include gateway features and public art at key sections / nodes or to highlight landmark buildings along the waterfront.
- 20.33. The re-instatement of the Runcorn Locks on the previous alignment is supported in principle. The route is currently severed by road infrastructure linking the Silver Jubilee Bridge, which would have to be removed as part of a wider de-linking scheme before the former canal locks could be reinstated. This would allow the linking of the Bridgewater Canal between Runcorn Old Town and Runcorn Waterfront and onto the Manchester Ship Canal. Access to the Manchester Ship Canal by leisure traffic is likely to be subject to special restrictions, however, this has the potential to create a second Cheshire Canal Ring further encouraging and supporting the leisure and recreational potential of the Bridgewater Canal.

## HE4: Green Infrastructure

20.34. Green Infrastructure is a network of multi-functional green spaces, urban and rural, which are capable of delivering a wide range of environmental, economic and quality of life benefits for local communities. Therefore Green Infrastructure is considered a key part of our infrastructure, similar to water, waste, transport and energy infrastructure.

### Policy HE4: Green Infrastructure

1. All development will be expected to incorporate high quality green infrastructure that:
  - a. Creates and/or enhances green infrastructure networks and provides links to green infrastructure assets;
  - b. Addresses climate change and reduces the risk of flooding through the provision of sustainable urban drainage systems where appropriate and measures to address surface water run off;
  - c. Protects and enhances biodiversity and heritage assets;
  - d. Encourages physical activity, enjoyment, education and social interaction;
  - e. Improves access for pedestrians, cyclists and horse-riders;
  - f. Encourages local food production; and
  - g. Increases investors and visitors by enhancing the quality of the landscape and townscape.
  
2. Development within a designated, or proposed, Green Infrastructure asset (including Nature Conservation Sites, Greenspaces, the Greenway Network and LCR Ecological Networks), as defined on the Policies Map, will be permitted where:
  - a. it is ancillary to the enjoyment of the asset and does not compromise the integrity or potential value of the asset; or
  - b. the development does not compromise the integrity or potential value of the asset and it is of a scale, form, layout and design which respects the character of the Borough's green infrastructure network and it would maintain the linkages without compromising the integrity or potential value of the asset; or
  - c. the loss of the asset is appropriately compensated for.
  
3. Appropriate compensation may include:
  - a. Suitable replacement of the asset, in terms of size, linkages to the green infrastructure network, amenity value, quality and accessibility; or
  - b. Improvement or enhancements that would raise the overall amenity value, quality, use and multi-functionality of the greenspace.

Normally, these compensatory measures would be expected to be delivered as part of the proposed development, financial contributions would need to be justified.
  
4. The Council will normally support opportunities to add to the green infrastructure network, particularly through partnership and cross boundary working.

### Justification

- 20.35. Planned, implemented and managed appropriately, our natural environment can provide a range of benefits to support our economy and improve quality of place and life.
- 20.36. Green Infrastructure has a potentially important role to play in mitigating the impacts of extreme weather events, particularly extended heat waves. In addition, Green Infrastructure helps support biodiversity and makes an important contribution to the quality of the environment. Access to beautiful and well-maintained green spaces such as parks and gardens, country parks and wildlife areas, supports both physical and mental health and well-being.
- 20.37. For the purposes of Halton's Local Plan, Green Infrastructure is defined as:
- a. **Parks and Gardens** – including parks and regional parks
  - b. **Amenity Green Space** – including informal recreation spaces, greenspaces in and around housing
  - c. **Outdoor Sports Facilities** – including formal playing fields, golf courses and other outdoor sports areas
  - d. **Natural and semi-natural Greenspaces** – including woodlands, scrub, grassland, heath or moor, wetlands, open and running water and bare rock habitats
  - e. **Green Corridors** – including rivers and canal banks, road and rail corridors, bridleways, cycling routes, pedestrian paths, the Greenway Network and rights of way
  - f. **Other** – including agricultural land, allotments, community gardens, cemeteries and church yards
- 20.38. Provision of multi-functional Green Infrastructure should create: places for outdoor relaxation and play; space and habitat for wildlife; opportunities to access nature; climate change adaptation; opportunities for environmental education; space for local food production; improved health and wellbeing; reduced air, water and noise pollution; green transport routes to promote walking and cycling; and improved quality of place. It can also play a major role in attracting economic growth and investment, increasing land and property benefits, promoting tourism, and increasing business productivity.
- 20.39. Better links between green infrastructure assets can increase accessibility, leisure and recreation opportunities, improve links for biodiversity, increase tourism and make better use of urban green spaces. Improved access for pedestrians, cyclists and horse riders can help to reduce the need to travel by car and improve links for tourism, recreation, leisure and employment. Benefits can be achieved through:
- i. Physical connections;
  - ii. Visual connections;
  - iii. Pleasant and safe pedestrian and cycle routes;
  - iv. Improvements to rights of way network;
  - v. Use of shared spaces;
  - vi. Tree lined streets;
  - vii. Landscape buffer zones; and
  - viii. New parks and Greenspaces.

## HE5: Trees and Landscaping

20.40. Woodlands, Trees and Hedgerows are an important visual and ecological asset, they provide a significant contribution to an areas distinctiveness as well as playing an important role in mitigating and addressing climate change. Whilst the landscape of Halton encompasses all outdoor space, from town centre squares and pedestrian precincts, to the Green Belt and open countryside, each playing a key part in creating a distinct local character.

### Policy HE5: Trees and Landscaping

#### Woodlands, Trees and Hedgerows

1. Tree Survey information must be submitted with all planning applications where trees are present on site. The Survey should include information in relation to protection, mitigation and management measures.
2. Planning permission will not normally be permitted where the proposal adversely effects trees, woodlands and hedgerows which are:
  - a. Protected by a Tree Preservation Order (TPO);
  - b. Ancient woodlands or veteran trees;
  - c. In a Conservation Area; or
  - d. Within a recognised Nature Conservation Asset<sup>46</sup>.
3. There will be a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site.
4. Where development is likely to result in the unavoidable loss of, or threat to, the continued health and life expectancy of, woodlands, trees or hedgerows the Council will require the impacts to be satisfactorily addressed through appropriate mitigation, or where this can be demonstrated to be not feasible, compensation or offsetting.

#### Landscaping

5. All development will be required to conserve the character and quality of the local landscape, and enhance and effectively manage the historic, natural and man-made landscape features that contribute to local distinctiveness of the landscapes.
6. Development proposals will be required to include hard and soft landscaping that:
  - a. reflects the character of the area through appropriate design and management;
  - b. is well laid out in terms of access, car parking and the living conditions of future occupiers and neighbours;
  - c. achieves a suitable visual setting for the development;
  - d. provides sufficient space for new, or existing, trees and planting to grow;
  - e. supports biodiversity; and

<sup>46</sup> Including but not limited to Ramsar sites, Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Local Wildlife Sites (LWSs), Local Geological Sites (LGSs), Priority Habitats and Core Biodiversity Areas identified in the LCR Ecological Network.

- f. where appropriate, provides suitable and appropriate mitigation for the restoration of damaged landscape areas.

## Justification

- 20.41. The Government's Forestry and Woodlands Policy Statement 2013 states that 'the protection of the UK's trees, woods and forests, especially ancient woodland is a top priority' and 'new and better managed woodland also has a role in making our rural and urban landscapes more resilient to the effects of climate change'. Therefore the Council will operate a presumption in favour of retaining and enhancing all existing tree, woodlands and hedgerow cover. Where there is an unavoidable loss of trees, woodlands and/or hedgerows, the Council will encourage a replacement, ideally to be located on site or in the vicinity of the site or local area. Where this is not possible it will be sought for off-site provision to be located where the Council sees fit. The type of tree, woodland and/or hedgerow to be provided will be decided in discussion with the Council and trees will be expected to be of semi-maturity. Where the proposal affects ancient woodland or veteran trees the Council will follow the Standing Advice from Natural England.
- 20.42. A Tree Survey should be undertaken by a competent arboriculturalist. It should record information about trees on and adjacent the site. The purpose of the tree survey is to identify the quality and (non-fiscal) value of the existing tree stock, allowing informed decisions to be made concerning which trees should be removed or retained as a result of any proposed development. The completed tree survey should be made available to designers prior to and / or independently of any specific development proposals, so as to inform sustainable site layout from the start.
- 20.43. Developers will also be required to provide appropriate management measures and implementation to protect newly planted trees. Where construction works are permitted on sites with existing tree, woodlands and/or hedgerow cover then appropriate management measures will be required to be implemented to safeguard existing cover.
- 20.44. Landscape encompasses all outdoor space, from town centre squares and pedestrian precincts, to the Green Belt and open countryside: all forms of development impact upon the landscape to some degree and this needs to be assessed to determine its significance, ensure development is designed to integrate into its setting and to identify possible mitigation.
- 20.45. The impacts of proposed developments upon existing landscape and views of the surrounding area should be assessed as part of the planning process. This can include assessing the suitability of landscape schemes (often submitted as part of a planning application), and negotiating any improvements.
- 20.46. Landscape proposals will usually be required for most developments, ranging from residential proposals, retail schemes, commercial and mixed-use sites. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of the area. Landscaping schemes will be especially important sites in prominent locations such as along

main road frontages, important transport corridors, Key Areas of Change, redevelopment sites and areas of high townscape or landscape quality.

- 20.47. Careful consideration should be given to the existing character of a site, its topography and how any features such as surface treatments, furniture, lighting, boundary treatments, and other structures are to be appropriately used and how planting and trees may mature over time. In line with Core Strategy Policy CS20, developments will be expected to have particular regard to the landscape character and provided guidelines as set out in Halton's Landscape Character Assessment, including any future updates.

Consultation Draft

## HE6: Greenspace and Outdoor Sports Provision

### Policy HE6: Greenspace and Outdoor Sports Provision

1. Proposals for the provision, enhancement and / or expansion of amenity or recreational Greenspace (including outdoor sports facilities, amenity greenspace, provision for Children and Young People, Parks and Gardens, Allotments & Community Gardens) will generally be supported where they are accessible by public transport, walking and cycling.
2. Any ancillary facilities such as club houses, changing facilities, car parking, fencing or lighting must be of a high standard of design, of an appropriate material and must have a suitable layout. The location of such facilities must be well related and sensitive to the topography, character, uses of the surrounding area and, where appropriate, the openness of the Green Belt.
3. Development that would result in the loss of an existing amenity or recreational Greenspace will only be permitted where the following criteria can be met:
  - a. It can be demonstrated that the Greenspace or outdoor sports facilities is surplus to requirements against the Council standards, and the proposed loss will not result in a likely shortfall during the plan period; or a
  - b. Replacement Greenspace or outdoor sports facilities are provided of at least equivalent quality and quantity, and in a suitable location to meet the needs of users of the existing Greenspace or outdoor sports facility; and in all cases
  - c. The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area.
4. Standards for Outdoor Sports Facilities and Playing Pitches will be set out in the latest Playing Pitch Strategy, and will be taken into consideration when assessing development proposals for sport and recreation facilities.

### Justification

20.48. Publicly accessible Greenspace and outdoor sports provision have a vital role to play in helping to promote more healthy lifestyles.

20.49. The NPPF clearly recognises the role of sport and recreation as a fundamental part of sustainable development, and expects local authorities to plan positively for these needs and demands accordingly. The protection and provision of opportunities to participate in sport is seen as fundamental to the health and well-being of communities (NPPF, section 8), meaning that local authorities must plan and provide accordingly through policy.

20.50. When considering proposals for the provision, enhancement and / or expansion of amenity or recreational Greenspace or an outdoor sports facility the following considerations will be taken into account:

- i. The benefit of the proposal to sport and how it meets the sporting needs of the area;
- ii. Good design, which ensure that any facility is fit for purpose; and

- iii. The benefit to sport of maximising the use of existing provision by enhancing ancillary facilities.

Consultation Draft



## HE7: Pollution and Nuisance

20.51. This policy together with CS23: Managing Pollution and Risk looks to ensure that development takes into account the potential environmental impacts on people, buildings, land, air and water arising from the development itself and any former use of the site, including, in particular, adverse effects arising from pollution and nuisance.

### Policy HE7: Pollution and Nuisance

1. Applications for development that risks negatively impacting on the quality of the environment through:
  - a. air pollution;
  - b. noise nuisance;
  - c. odour nuisance;
  - d. light pollution and nuisance;
  - e. land and soil contamination;
  - f. water pollution; and
  - g. other forms of pollution and nuisance,must be accompanied by an appropriate impact assessment and, where necessary, demonstrate that mitigation measures have been incorporated through a mitigation scheme.
2. Where risks for pollution and nuisance are identified, planning permission will be granted for development providing:
  - a. The level of air borne pollutants caused by the proposed development does not exceed statutory guidelines, unless appropriate mitigation measures are agreed.
  - b. Noise nuisance is not likely to cause a significant increase in ambient noise levels for either day or night time conditions.
  - c. Odour which can be detected beyond the boundary of the site and that is detrimental to neighbouring and / or local amenity is kept to a practical minimum.
  - d. External lighting proposals avoid unnecessary light pollution beyond the specific area intended to be lit.
  - e. Appropriate pollution control measures are incorporated where necessary to protect both ground and surface waters.
3. In addition to the above, development should ensure that the direct, indirect and cumulative effects of pollution and nuisance will not have an unacceptable negative impact on:
  - a. health;
  - b. public safety;
  - c. quality standards;
  - d. investment confidence;
  - e. visual obtrusion;
  - f. the natural environment;
  - g. general amenity; and
  - h. proposed land allocations shown on the Policies Map

4. Development near to existing sources of pollution or nuisance will not be permitted if it is likely that those existing sources of pollution will have an unacceptable impact on the proposed development and it is considered to be in the public interests that the existing sources of pollution should prevail over the proposed development. Exceptions may be permitted where the applicant submits satisfactory proposals to substantially mitigate the effects of existing sources of pollution on the development proposals.

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

5. Development should contribute to the reduction in air pollutants as specified by an AQMA.
6. 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.

### **Justification**

- 20.52. When the location or characteristics of a proposed development give rise to concern that the development would cause pollution or nuisance to surrounding people, properties or the environment, the Council will require an appropriate impact assessment to be undertaken by a suitably qualified person so that the potential effects can be properly understood. The subject and scope of these assessments will vary depending on the scale and type of development being proposed. Assessments that may be required under this policy include:
- i. Noise Assessments
  - ii. Low Emission Assessment
  - iii. Hydrological or drainage reports
- 20.53. Unacceptable levels of pollution include emissions that are in excess of those set by regulatory authorities. It should be taken into consideration that levels set by regulatory authorities may change over the lifetime of the plan and it is the responsibility of the applicant to ensure that the current guidance is taken into consideration in any development application.
- 20.54. Any development which has the potential to pollute or cause nuisance must demonstrate that appropriate mitigation measures have been incorporated. Where proposals are considered acceptable in principle, conditions may be attached to the planning permission, for instance in relation to the hours of operation and the nature of activities in order to mitigate any adverse effects.
- 20.55. The policy also aims to ensure that development near to established pollution sources will not be supported if it is likely that those existing sources of pollution will have an unacceptable effect on proposed development. However, it should be noted that the Local Plan allocates land in such a way as to generally minimise unnecessary conflict between different land uses.

## HE8: Contaminated Land

20.56. The domination of Halton's past and current economy by industry has left a legacy of pollution, particularly ground contamination which presents a physical and financial barrier for development to overcome. This policy aims to implement the planning requirements of the Environmental Protection Act 1990 and the Contaminated Land (England) Regulations 2000.

### Policy HE8: Contaminated Land

1. An applicant proposing development on, or near a site, where contamination may potentially exist, should carry out sufficient investigation, so as to establish the nature and extent of the contamination and should have regard to:
  - a. Findings of a preliminary land contamination risk assessment (including a desk study, conceptual model and initial assessment of risk);
  - b. Compatibility of the intended use with condition of land;
  - c. The environment sensitivity of the site; and
  - d. After-care measures where appropriate should include details of a programme of implementation.

Results of this investigation should be submitted to the Council as part of the planning application.
2. Development will not be permitted unless practicable and effective measures are taken to treat, contain or control any contamination so as not to:
  - a. Cause contamination of the soil or sub-soil;
  - b. Expose the occupiers of the development and neighbouring land uses, including in the case of housing, the users of gardens, to unacceptable risk;
  - c. Threaten the structural integrity of any building built, or to be built on or adjoining the site;
  - d. Lead to contamination of any watercourse, water body or aquifer;
  - e. Cause the contamination of adjoining land, or allow such contamination to continue;
  - f. Have an adverse effect upon natural habitats and ecosystems;
  - g. Have an adverse effect upon protection of heritage assets, above or below ground.
4. Where possible, contamination should be treated on site utilising sustainable remediation technologies.
5. Any permission for development will require that the remedial measures explain how and when they will be implemented and any arrangements for monitoring the effectiveness of the required actions. Requirement to undertake work associated with contaminated land will be controlled by either planning conditions or where necessary by planning obligations.

### Justification

20.57. The term 'Contaminated land' describes land polluted by, for example: heavy metals like arsenic, cadmium and lead; oils, tars and their derivatives; chemical substances and

preparations such as solvents; gases, particularly methane and carbon dioxide; asbestos; and radioactive material; all of which may harm fauna, flora, water resources and construction components. Contaminated land is defined in section 78(A) of the Environmental Protection Act 1990 as any land which appears to the local Authority in whose area it is situated to be in such condition by reason of substances in, on or under the land that:

- i. Significant harm is being caused, or there is a significant possibility of such harm being caused or
- ii. Pollution of controlled waters is being, or is likely to be caused.

20.58. Redeveloping such land provides an opportunity to remediate the site of any contamination so that any threat to health, the environment and the structure itself is negated. Therefore the Council wishes to encourage the use of previously developed land and seeks to ensure appropriate uses of such sites and secure appropriate treatment of sites affected by contamination.

20.59. Development on or near to contaminated land can cause the release of contaminants which may result in significant harm to the local environment, and population, It is therefore necessary to assess any risk and identify appropriate remediation measures necessary to make the land developable or to reduce harm to the existing environment and to ensure that potential sources, new receptors and pathways ('pollutant linkages') are not introduced. It is advisable to liaise and discuss proposals as early as possible with the Council and other appropriate bodies so that a clear understanding of the implications and requirements of the agreed mitigation measures is known.

## HE9: Water Management and Flood Risk

20.60. In recent years, planning policy relating to flood risk has evolved to reflect the greater concern and awareness of the consequences of flooding has to the health and safety of the general public. Parts of Halton are at risk from different sources of flooding including, main rivers, ordinary watercourses, surface water runoff, sewer flooding and the residual risks associated with artificial water bodies such as the Bridgewater Canal, the Manchester Ship Canal and reservoirs.

### Policy HE9: Water Management and Flood Risk

#### Flood Risk and Management

1. Development will only be permitted where it would not be subject to unacceptable risk of flooding; and would not unacceptably exacerbate risk of flooding elsewhere. Where it is practicable existing flood risks should be reduced.
  - a. Within Flood Zone 3b
    - i. New development will not be permitted, unless in exceptional circumstances such as for essential infrastructure or where development is water compatible.
    - ii. Redevelopment of existing built development will only be permitted if the proposals are of a compatible use class and would not result in loss of flood plain or increase flood risk elsewhere.
  - b. Within Flood Zone 2, 3a and 3b
    - i. Sites within these categories will be subject to the sequential test and if there are no alternative locations for the development the exception test must be applied.
    - ii. If development is permitted within these zones, floor levels of development should be situated above the 1% (1 in 100yrs) event levels (adjusted for climate change)
    - iii. A Flood Risk Assessment will be required.
  - c. Within Flood Zone 1
    - i. A Flood Risk Assessment will be required for development proposals of 1ha or more
2. Development in an area susceptible to flooding should include flood resistant and / or resilient measures to mitigate potential flood risks, including safe access and escape routes where required; and it should be demonstrated that residual risks can be safely managed.
3. Within sites at risk of flooding the most vulnerable parts of proposed development should be located in areas of lowest risk unless there are overriding reasons to prefer different locations.
4. In locations where strategic flood defence or adaptation measures are necessary within the site itself, proposals will be required to demonstrate how measures have been incorporated as an intrinsic part of the scheme in a manner which meets the requirements flood risk.

5. All development, including that on open land that is not part of a defined floodplain, must ensure that it is not vulnerable to surface water, sewer and groundwater flooding.
6. All development proposals must take account of relevant Surface Water Management Plans, Catchment Flood Management Plans, related flood defence plans and strategies including the Local Flood Risk Management Strategy, the Strategic Flood Risk Assessments (SFRA) and the Halton Sustainable Urban Drainage Guidance.

### **Flood Water Storage**

7. The Council will work with appropriate stakeholders, landowners and developers to identify land to be safeguarded from development to provide for appropriate flood management measures.
8. Development within or adjacent to a flood water storage area or balancing pond which would have a negative impact on its function will not be permitted.

### **Sustainable Drainage**

9. All development proposals must demonstrate how they will manage surface water run-off as close to its source as possible. Consideration will be given to the following drainage hierarchy:
  - a. store rainwater for later use;
  - b. maintain the sites natural discharge process;
  - c. use infiltration techniques, such as porous surfaces in non-clay areas;
  - d. attenuate rainwater in ponds or open water features for gradual release to a watercourse;
  - e. attenuate rainwater by storing in tanks or sealed water features for gradual release to a watercourse;

Where detailed evidence demonstrates that the above measures are not feasible or would directly affect viability then the following additional elements of the hierarchy will be considered:

- f. discharge rainwater direct to a watercourse;
  - g. discharge rainwater to a surface water drain; and finally
  - h. discharge rainwater to the combined sewer.
10. There is a general presumption against the use of treatments that do not take a sustainable approach to drainage in domestic gardens and Greenspace.
11. Any development of 10 or more homes or 1,000 sqm of non-residential floorspace, or with a site area of 1 Ha. or greater should provide sustainable drainage that maintains or reduces discharge run-off rates to green field levels.
12. The sustainable drainage system should treat any discharge at source to avoid pollutants being discharged into watercourses, surface drains or combined sewers.

### **Protecting Water Resources**

13. Water resources and supplies will be protected by resisting development proposals that

would pose an unacceptable threat to surface water and groundwater quantity and quality.

### **Water Management**

14. New development will need to ensure that there is adequate water supply, surface water, foul drainage and sewerage or waste water treatment capacity to serve the development.
15. The development or expansion of water supply or waste water facilities will normally be permitted, either where needed to serve existing or proposed development, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land-use or environmental impact.

### **Justification**

20.61. The National Planning Policy Framework aims to ensure that flood risk is taken into account at all stages of the planning process and to avoid inappropriate development in areas at risk from flooding by directing development away from areas at highest risk or where development is necessary, making it safe without increasing flood risk elsewhere. Areas can be mapped according to the level of flood risk:

- Zone 1 (Low probability – less than a 1 in 1000 annual probability of flood)
- Zone 2 (Medium probability – between a 1 in 100 and a 1 in 1000 probability)
- Zone 3a (High probability – a 1 in 100 or greater probability)
- Zone 3b (Functional floodplain – area providing flood storage)

20.62. Through a 'sequential approach', the overall aim should be to steer new development to Flood Zone 1 (Low risk) in the first instance: development in Zone 2 and Zone 3a may be considered if no other reasonably sequentially preferable available sites exist and an 'Exception Test' is satisfied.

20.63. The integration of surface water flood risk management measures will influence the design of all development proposals. The installation and management of surface water measure will ensure that development proposals are potentially capable of reducing the level of surface water flooding to surrounding areas as well as being as resilient as possible to the impact of flooding. The Council, Lead Local Flood Authority and United Utilities, will expect applicants to clearly demonstrate with evidence, how they have applied the drainage hierarchy as part of the design process for the development site.

20.64. Sustainable Drainage Systems (SuDS) seek to mimic natural drainage systems and retain water on or near to the site when rain falls in contrast to traditional drainage approaches, which tend to pipe water off site as quickly as possible. SuDs offer significant advantages over conventional piped drainage systems in reducing flood risk by reducing the quantity of surface water run-off from a site, the speed at which it reaches water courses whilst improving water quality by reducing the amount of pollutants and improving amenity amenity.

20.65. United Utilities and the Lead Local Flood Authority request that applicants engage with them at an early stage to understand the impact of development on existing infrastructure with

details of their drainage strategy for development sites. The Council consider that it is prudent that developers and landowners keep United Utilities and the Lead Local Flood Authority informed of realistic and achievable delivery timescales for development and approach infrastructure in a co-ordinated manner.

- 20.66. Developers will be required to produce drainage strategies for each phase of development in agreement with the Council, Lead Local Flood Authority, United Utilities and the Environment Agency. It will be necessary to ensure drainage infrastructure is delivered in a holistic and co-ordinated manner as part of an overall strategy between phases of development and between developers.
- 20.67. Developers will be required to demonstrate that appropriate measures will be put in place to ensure ongoing management and maintenance of SuDSs. The Council will not normally adopt SuDS. Permission may be subject to appropriate conditions or a legal agreement to secure the implementation of SuDS and to secure appropriate management and maintenance measures.
- 20.68. New development should consider the impact on wastewater infrastructure, it should be taken into consideration that there may be a need to co-ordinate new development through a phased approach to allow improvements to wastewater infrastructure. The location of the point of connection to the wastewater infrastructure for new development should be placed to minimise flood risk, pollution and impact on watercourses.
- 20.69. It is important to make sure that water and waste infrastructure is in place ahead of development to avoid unacceptable impacts on the environment: such as sewage flooding of residential and commercial property; pollution of land and watercourses; and water shortages with associated low-pressure water supply problems. Consequently, development should only take place where the new demand upon existing infrastructure is taken into account.
- 20.70. Applicants are advised to contact the Environment Agency and Lead Local Flood Authority for information on Critical Drainage Areas and specific areas which are at risk from flooding.



## HE10: Minerals Allocations (Mineral Safeguarding Areas)

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

### Policy HE10: Minerals Allocations

1. Mineral Safeguarding Areas have been identified and are defined in the accompanying policies map in the following locations
  - a. Warrington Road and Haddocks Wood, Runcorn
  - b. Cholmondeley Road, Clifton, Runcorn
  - c. Ashville Point, Runcorn
  - d. Land adjoining the M56 and north of Summer Lane, Preston on the Hill (Area of Search)
2. Within Mineral Safeguarding Areas, as shown on the Policies Map, planning permission will be protected from sterilisation by other forms of development, unless the applicant makes provision for the prior extraction of the mineral. Planning permission for other development that would result in the direct or indirect sterilisation of the identified mineral resources in a defined MSA will not be permitted unless:
  - a. it is demonstrated by way of a minerals assessment (MA) that the resource is not of economic value; or
  - b. the mineral can be extracted without unacceptable community or environmental impacts prior to the development taking place; or
  - c. the development is of a temporary nature and can be completed and the site left in a condition that does not inhibit later mineral extraction or mineral extraction elsewhere within the MSA; or
  - d. there is an overriding need for the development that outweighs the need for the mineral.
3. Sites for aggregates will be safeguarded from development that could adversely affect their operation. Planning permission will be resisted unless it can be clearly demonstrated that there will be no incompatibility between the two uses or that adequate controls can be implemented to ensure this to be the case.

### Justification

- 20.74. Minerals are essential to support sustainable economic growth and our quality of life. It is therefore important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation.
- 20.75. Policies are also required to safeguard minerals from development that may sterilise important resources. It is also considered appropriate to consider extraction of minerals prior to a development that would otherwise sterilise them.
- 20.76. As well as safeguarding mineral resource areas from sterilisation, mineral infrastructure also need to be safeguarded. This is outlined in Paragraph 143 of the NPPF. "Safeguard: Existing, planned and potential sites for concrete batching, the manufacture of coated materials, other concrete products and the handling, processing and distribution of substitute, recycled and secondary aggregate material".
- 20.77. There are currently no operational mineral extraction sites in Halton and limited evidence of previous activity. The following are currently operational secondary aggregate sites:

## HEI I: Minerals

20.78. In considering proposals for mineral development the key aim of the Council will be to ensure that proposals do not have unacceptable harm on interests of acknowledged importance as defined by the policies of this Local Plan. This includes protecting the natural and built environment as well as the amenity and wellbeing of residents and visitors to the Borough.

### Policy HEI I: Subterranean Resource Extraction

1. In line with Policy CS25, to minimise the need for the extraction of minerals and other earth bound resources, the use of recycled and secondary aggregates across the Borough will be encouraged.
2. In assessing proposals for the exploration, appraisal, and production of minerals and all other subterranean resources, particular consideration will be given to impacts on sensitive uses, water resources, seismicity, local air quality, landscape, noise and lighting impacts. Such development will not be supported within protected groundwater source protection zones or where it might adversely affect or be affected by flood risk or within Air Quality Management Areas or protected areas for the purposes of the Infrastructure Act 2015, section 50.
3. Proposals will be assessed with regard to the extent to which they meet all of the following criteria:
  - a) Sites and associated facilities being located to minimise impacts on the environment and communities.
  - b) Developments to be located outside Protected Groundwater Source Areas.
  - c) There being no unacceptable adverse impacts (in terms of quantity and quality) upon sensitive water receptors including groundwater, water bodies and wetland habitats.
  - d) All other environmental and amenity impacts being mitigated to ensure that there is no unacceptable adverse impact on the local environment or communities.
  - e) Exploration and appraisal operations being for an agreed, temporary length of time.
  - f) The immediate site and any associated land being restored to a high quality standard in accordance with an agreed restoration plan and appropriate after-use that reflects the local landscape character at the earliest practicable opportunity
  - g) It being demonstrated that greenhouse gases associated with fugitive emissions from the exploration, testing and production activities will not lead to unacceptable adverse environmental impacts.
4. Development proposals for resource extraction will be required to provide details of community liaison measures to be put in place during the operation of the site, including, restoration and final land use.

### Aggregate Minerals

5. Development for the extraction of aggregate minerals, regard will be given to all of the following:

- a. The contribution the proposal may make toward maintaining the sub regional apportionment of the regional production of aggregates, as expressed in Government guidance; and
- b. The need to maintain a land bank of reserves with permissions within the sub-regional area.

### **Restoration and Aftercare**

6. All developments involving resource extraction will require a restoration plan for the reclamation of the site to an appropriate after use, or to a state capable of beneficial after use within a suitable and reasonable timeframe. The plan should include:
  - a. Details of the final restoration scheme and the proposed future land use;
  - b. Details of the timescales for completion of the restoration scheme; and
  - c. Details of aftercare arrangements that are to be put in place to ensure the maintenance and management of the site once restoration is complete.
  
7. In defining the future land use for the site, the Council will expect the restoration to:
  - a. Take into account the pre-working character of the site and its landscape;
  - b. Provide for the enhancement of the:
    - i. quality of the landscape;
    - ii. green infrastructure network;
    - iii. biodiversity assets and habitats;
    - iv. local environment;
    - v. ecological value of the site; and/or
    - vi. the setting of historic assets
 to the benefit of the local or wider community; and
  - c. Where land is to be restored for agricultural or forestry, use appropriate restoration techniques to ensure that the land is capable of securing such use in the long term.
  
8. Where appropriate, proposals for the exploration, appraisal, and production of minerals and all other subterranean resources will be required to be subject to a programme of aftercare management for a period of five years from restoration. An extension of the period of aftercare beyond 5 years should be considered where this is necessary to enable reclamation objectives to be met. Schemes will be required to provide for the highest practicable aftercare standards and the Council will require an outline scheme to be submitted as part of the initial planning application.

### **Justification**

20.79. In considering proposals for minerals and aggregate mineral developments the key aim of the Council will be to ensure that proposals do not have unacceptable harm on interests of acknowledged importance as defined by the policies of the Local Plan. The Council will wish to ensure that potential environmental, social and economic impacts can be fully assessed when planning applications are submitted in line with the principals of sustainable development.

20.80. The potential environmental impacts of minerals can be significant and the Council wishes to ensure that those impacts can be fully assessed when development proposals are submitted.

While some proposals may fall within the scope of the Town and Country Planning (Environmental Impact Assessment) Regulations and require a formal Environmental Impact Assessment (EIA) it is considered that those cases where regulations do not require EIA sufficient information should be provided with the application to enable the Council to fully consider the proposals.

- 20.81. Hydrocarbon minerals comprising oil and gas are the most important energy minerals produced and consumed in the UK. Oil and gas produced from shale is often referred to as 'unconventional' and refers to the type of rock in which it is found. In short, 'unconventional hydrocarbons' are hydrocarbons such as oil and gas from unconventional sources. It is found where oil and gas has become trapped within the shale rock itself and did not form traditional conventional reservoirs.
- 20.82. As shale is less permeable, it requires a lot more effort to extract the hydrocarbons from the rock. However, recent technological advancements have resulted in horizontal drilling which has made tapping into shale deposits more financially viable. Hydraulic fracturing is a technique used in the extraction of oil or gas from 'shale' rock formations by injecting water at high pressure. The technique uses fluid, usually water, which is pumped at high pressure into the rock to create narrow fractures.
- 20.83. Planning permission is one of the main regulatory requirements that operators must meet before drilling a well for both conventional and unconventional hydrocarbons. The Council is responsible for granting permission for the location of any wells and well pads, and will impose conditions to ensure that the impact on the land is acceptable. However it is not the only regulatory body that permission for extraction is required from. They include:
- a. Department for Energy and Climate Change
  - b. The Oil and Gas Authority
  - c. Environment Agency (EA)
  - d. Health and Safety Executive (HSE)
- 20.84. A hydrological assessment will be required in support of any planning application and water availability may be a limiting factor in any proposal.
- 20.85. The acceptability of initial, exploratory drilling to establish the presence of hydrocarbon resources will not automatically mean proposals for future phases of oil and gas development (e.g. testing or appraising and production) will be granted permission.
- 20.86. The requirement to provide a restoration plan will not be applicable to all proposals. Temporary developments such as quarries would be required to provide a restoration plan, whereas built facilities such as Minerals Recycling Facilities (MRF's) are usually more permanent in nature and as such would not be expected to make provision for site restoration.
- 20.87. The need for aftercare stems from the recognition that land which is to be fully reclaimed needs not only the replacement of subsoils and topsoils, but also to be cultivated and managed for a number of years in order to bring it to a satisfactory standard and condition. The ultimate aim of after care is that over time the land will not have to be treated any differently than undisturbed land. Aftercare may also require habitat creation and management.

20.88. Legislation allows the Council to impose aftercare conditions through agreements under section 106 of the Town and country Planning Act 1990.

Consultation Draft

## 21. General Requirements

Consultation Draft

## GRI: Design of Development

- 21.1. In accordance with CS18 High Quality Design all development will be required to incorporate the principles of appropriate high quality design. Design is not just about how a development looks but also whether it is successful in its context, whether it functions well, whether it is enduring and of high quality, and lastly, whether it contributes toward broader sustainability objectives.
- 21.2. Achieving appropriate high quality design should be a key objective of all those involved in delivering sustainable development. Development should take the opportunities available to improve the quality and appearance of an area and the way it functions.

### Policy GRI: Design of Development

1. The design of all development must be of an appropriate 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;
  - c. Adaptability and flexibility; and
  - d. 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, frontage design and fenestration;
  - e. Materials, landscaping and green infrastructure; and
  - f. The relationship to neighbouring properties, street scene and the wider neighbourhood.
3. New development must enhance and reinforce the established character of the locality; or where the character of a place has been compromised by previous change, the development must assist in re-establishing a strong character, taking references from positive character elements in the wider area and applying them.
4. 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:
  - a. Provide welcoming routes that are easy to use, well-lit and overlooked;
  - b. Create a logical hierarchy of well-defined streets and spaces with local landmarks and features to aid way finding;
  - 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.
5. All major<sup>47</sup> 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.

## Justification

- 21.3. High quality, innovative design is essential in creating and maintaining successful and sustainable places that are safe, attractive, and distinctive and where people will want to live, work, visit and enjoy. It is therefore necessary that this is at the forefront of all planning applications and the Council will require all new development to achieve a high design standard that contributes positively to the local distinctiveness and characteristics of places, spaces and neighbourhoods within the Borough.
- 21.4. To ensure that new development is sympathetic to its surroundings and responds positively to local character, a comprehensive context appraisal should inform the design process. All development proposals should seek to successfully integrate into the existing built fabric by ensuring a positive relationship with their surroundings with respect to: layout, density, form, scale, massing, height, landscaping, access arrangements, elevational design and by drawing reference from local materials. Further guidance can be found in the Design of Residential Development SPD and the Design for Industrial and Commercial Development SPD.
- 21.5. The design of the spaces between buildings, both private and public, is a fundamental component in contributing to successful place-shaping. This includes hard and soft landscaping, art and sculpture, as well as boundary treatments, bin and cycle stores, use of materials and lighting. Landscape design and the intended use of any Greenspaces must form an integral part of any proposal, and should be considered from the outset to inform the design process and the creation of successful, inclusive places. Particular attention needs to be given to the interface between the public and private space and how an area will connect or relate to the wider Greenspace network. The Council expects all development to contribute to achieving high quality networks of green infrastructure in accordance with Policy HE4. The design of a development should also seek to encourage walking and cycling and use of public transport by creating attractive, safe and accessible entrances and routes.

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<sup>47</sup> As defined in the Glossary

## GR2: Amenity

- 21.6. A core function of planning is to ensure a good standard of amenity for all existing and future occupants of all types of land and buildings, particularly residential properties.

### Policy GR2: Amenity

1. All new development must be sited, designed and laid out:
  - a. To avoid detriment to the living environment of existing or planned residential properties;
  - b. Ensure that existing or planned residential development achieve and maintain the expected levels of privacy and outlook;
  - c. Retain the character of existing buildings and spaces;
  - d. Ensure that appropriate storage space is provided, in particular for waste and recycling;
  - e. Maintain safe highway conditions for pedestrians, cyclists and motor vehicles, including ensuring there is appropriate parking and access; and
  - f. Avoid unreasonably restricting the continued operation of established authorised uses and activities on adjacent sites.
2. In addition all new residential development must:
  - a. Consider the orientation and design of buildings to maximise daylight and sunlight; and
  - b. Ensure that adequate amenity space is provided.
3. Development must not prejudice the planned development of a larger site or area for which comprehensive proposals have been approved or are in preparation. A development proposal will generally be supported if, through its design and layout, it does not:
  - a. preclude the development of adjoining land with longer term potential;
  - b. lead to piecemeal forms of development;
  - c. seek to avoid planning contributions by limiting the size of the development to avoid relevant thresholds.
4. The redevelopment of residential areas will be supported where it would improve amenity, quality and the local environment.

### Justification

- 21.7. One of the Core Planning Principles of the NPPF states that planning should 'always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings'. Without appropriate controls, new development could result in unacceptable environments for its occupants, reduce the quality of life for the occupants of neighbouring buildings, and result in poor quality neighbourhoods overall.
- 21.8. Any new development scheme should be underpinned by a robust analytical and contextual base. This will require a thorough understanding of a site and its surroundings together with an

appreciation of all relevant design issues including the amenity of the development and the uses around it.

- 21.9. High quality development by definition should provide a positive living environment for its occupiers whilst not having an adverse impact on the amenity of neighbours. Protection and enhancement of amenity is essential to maintaining people's quality of life and ensuring the successful integration of proposed development into existing neighbourhoods. Amenity refers to well-being and takes account of factors such as privacy, overlooking, outlook, noise and disturbance, the sense of overbearing, pollution and daylight and sunlight. A proposed development will need to consider its potential impact upon neighbouring properties and the surrounding area. Such considerations apply equally to proposals to extend and alter existing buildings as they do to new developments
- 21.10. Privacy and outlook within the home and adequate levels of daylight are important to enable residents to feel comfortable in their homes. As such developments will be required to satisfy minimum standards for separation between properties<sup>48</sup>.
- 21.11. Providing good daylight and sunlight to the home not only contributes to a more pleasant environment, but also has the potential to reduce energy requirements with the home. Careful orientation can ensure daylight and sunlight levels are maximised, without compromising level of privacy.
- 21.12. Further detail on the provision of adequate residential garden and amenity space acceptable to the Council is provided in the Design for Residential Development SPD.

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<sup>48</sup> As set out in the Design of Residential Development SPD

## GR3: Boundary Fences and Walls

21.13. This policy aims to ensure that proposals for boundary treatments consider both the importance of the appearance of the boundary and its impact on the character of a street scene, together with the need to provide a secure boundary for land and properties.

### Policy GR3: Boundary Fences and Walls

1. Boundary fences and walls that require planning permission will be required to be:
  - a. visually attractive;
  - b. constructed of high quality and durable materials; and
  - c. appropriate to the character and appearance of the area in which they are located.
2. Where fences or walls are to be erected forward of the established 'building lines' or in areas that are particularly open, no structures above 1 metre in height will be permitted, unless overriding security, highway safety or other such circumstances are satisfactorily demonstrated.
3. Unless special circumstances exist fences or walls above 2 metres in height will not be permitted in any location.

### Justification

21.14. The Council will have regard to the amenity and visual impact of all proposed boundary treatments and will also have regard to security considerations.

21.15. As set out in Policy ED2: Employment Development, employment sites will be expected to locate security fencing, where required, to the internal edge of any perimeter landscaping.

## GR4: Temporary Buildings

21.16. Circumstances can arise where a temporary building may be appropriate even though this is not the same use as the Local Plan allocation. The Council will adopt a positive and flexible approach to such circumstances, so long as the proposal is consistent with Halton's Local Plan objectives and policies.

### Policy GR4: Temporary Buildings

1. Planning permission will only be granted for temporary buildings to meet demonstrated essential short-term need provided that its location or appearance would not create an unacceptable impact on the visual amenities of the site or surrounding area.
2. In assessing the need for temporary buildings the Council will grant planning permission where it would not prejudice the long term after-use of the site.
3. Consent for a temporary building will be for a specified period commensurate with the quality and life-span of the building.
4. Where it is considered that temporary buildings would create an unacceptable impact on the visual amenities of the site or surrounding area, planning permission may be granted where all of the following criteria are satisfied:
  - a. The applicant proves a case of overriding short-term need for the building;
  - b. The permission is for a maximum temporary period of 3 years, and the building is thereafter removed;
  - c. The building is of superior quality; and
  - d. The site and buildings are adequately landscaped to mitigate the effects on visual amenity.

### Justification

21.17. The term 'temporary building' is often applied to a prefabricated building of relatively low capital cost, which because it is designed to have a short life, does not use durable materials or methods of construction. These buildings can be useful where there is a genuine short term need but where they are used as a cheap solution for a prolonged period, they are unsatisfactory. Often in these circumstances a lack of maintenance leads to rapid dilapidation. In order to limit the detrimental effect on the environment that can arise from the long term use of such buildings, their use will be restricted.

## GR5: Renewable and Low Carbon Energy

### Policy GR5: Renewable and Low Carbon Energy

1. Development proposals for renewable energy developments will need to take into account, and minimise where appropriate, the potential environmental effects of the development on:
  - a. Residential / workplace amenity
  - b. The visual amenity of the local area, including landscape character
  - c. Local nature resources, including air and water quality
  - d. The natural and built environments
  - e. Any heritage assets and their settings
  - f. Biodiversity
  - g. The openness and visual amenity of the Green Belt
  - h. The amenities of sensitive neighbouring uses (including by virtue of noise, dust, odour or traffic)
  - i. Other site constraints
2. Applications for all major renewable and low carbon energy proposals will need to be accompanied by an Energy Statement (as part of the Design and Access Statement) which includes:
  - a. The environmental effects of the development;
  - b. A landscape and visual assessment;
  - c. An ecological assessment;
  - d. The proposals benefits in terms of the amount of energy it is expected to generate; and
  - e. Any unavoidable damage that would be caused during installation, operation or decommissioning, and how this will be minimised and mitigated, or compensated for.
3. The Council will take into account the individual and cumulative impacts of applications for renewable and low carbon energy developments on the above. Where significant impacts are identified, particularly through a landscape, visual or ecological assessment, the Council will balance the impact against the wider benefits of delivering renewable and low carbon energy.
4. The incorporation of renewable and low carbon energy into developments will be encouraged, particularly as part of major schemes.
5. The retrofit of renewable energy and use of micro-renewables will be supported in appropriate buildings and locations.
6. Proposals for decentralised energy networks will be supported, particularly those located in Energy Priority Zones in the Key Areas of Change. Within these areas, development proposals will be expected to connect to, or make provisions for future connections, to existing or proposed decentralised energy networks where feasible.

7. Other opportunities for renewable and low carbon energy within Energy Priority Zones will be supported.
8. The Council will support community based renewable energy schemes which can help to deliver cheap energy sources to local communities through a local supply network.
9. Developments for wind turbines must be located in areas with potential for wind generation as shown in Figure 20.1. Development will only be granted where it can be demonstrated that, following consultation, the planning impacts identified by the local community have been fully addressed and that the proposal has their backing.
10. When a wind turbine is decommissioned or no longer in use it is expected that the turbine will be removed and the area restored to an appropriate use at the earliest opportunity.

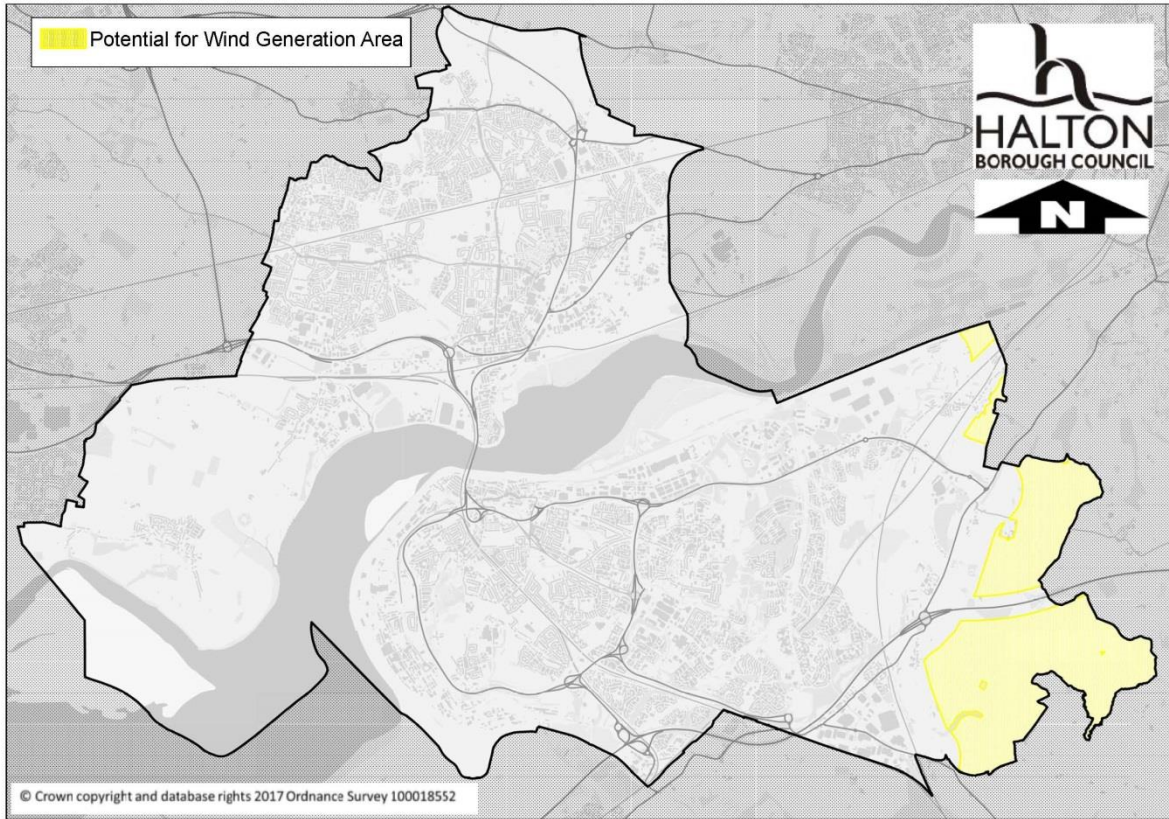
## Justification

- 21.18. This policy is designed to maximise renewable and low-carbon energy development whilst ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts. Examples of renewable and low carbon energy development considered under this policy include wind turbines, solar installations, and energy systems associated with other development such as Combined Heat and Power (CHP) or district heating.
- 21.19. Developers will be expected to provide evidence to support their proposals including landscape, visual and ecological assessments (including where required an EIA and HRA) and to demonstrate that any impacts can be satisfactorily mitigated where negative impacts cannot be solely removed through site selection.
- 21.20. Careful siting of installation may be sufficient to prevent adverse impacts; however, in some cases appropriate landscape screening could be used to mask or reduce the visual and amenity impact of the proposal. When considering the design of proposals consideration will also be given to issues such as overshadowing and noise impact.
- 21.21. The vast majority of the existing housing stock was built without consideration of climate change and consequently needs to be adapted to enhance its long-term sustainability. Retrofitting, that is the fitting of climate adaptation measures to existing premises, may be a cost effective means of adapting existing stock to ensure it is upgraded to cope with the current climate and future climatic changes.
- 21.22. There are a number of key benefits to retrofitting including: improving resilience to flooding; improving water and energy efficiency through the introduction of cost-effective measures that save water, energy and carbon alike; and addressing the issue of overheating without constituting a significant increase in carbon dioxide emissions. These measures will make the internal environment of existing buildings more comfortable and will ensure fewer resources are consumed, thus reducing costs and reducing carbon dioxide emissions and thereby make an important contribution to sustainable development.



21.23. Decentralised energy systems generate power at the point of use, thereby reducing energy loss and waste. The National Planning Policy Framework (2012) supports decentralised energy systems as one of the ways to increase the supply of low carbon energy.

**Figure 20.1: Potential for Wind Generation Areas**





## 22. Green Belt

Consultation Draft

Consultation Draft

## GBI: Control of Development in the Green Belt

22.1. When considering planning applications for development in the Green Belt, the Council will give substantial weight to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

### Policy GBI: Control of Development in the Green Belt

1. The construction of new buildings is inappropriate in Green Belt. Exceptions to this are:
  - a. buildings for agriculture and forestry;
  - b. provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
  - c. the replacement, extension or alteration of a building provided that it does not result in disproportionate<sup>49</sup> additions over and above the size of the original building and that it is of an appropriate scale, character and appearance;
  - d. limited infilling<sup>50</sup> in the villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
  - e. limited infilling<sup>51</sup> or the partial or complete redevelopment of previously developed sites (brownfield land<sup>52</sup>), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.  
Development proposals that do not qualify as exceptions are by definition inappropriate development.
2. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:
  - a. mineral extraction;
  - b. engineering operations;
  - c. local transport infrastructure that can demonstrate a requirement for a Green Belt location;
  - d. the re-use of buildings provided that the buildings are of permanent and substantial construction; and
  - e. development brought forward under a Community Right to Build Order.
3. Non-infill development of new detached dwellings within residential curtilages and / or

<sup>49</sup> The increase in the size of a building by up to 30% of the original building volume is considered an acceptable increase for proposals for replacement, extension and alteration. The original building does not include separate detached outbuildings.

<sup>50</sup> Infilling is defined as the filling of a small gap (for residential development up to two dwellings) in an otherwise built up frontage in a recognised village.

<sup>51</sup> Infilling is defined as the filling of a small gap (for residential development up to two dwellings) in an otherwise built up frontage in a recognised village.

<sup>52</sup> Defined in NPPF

gardens within the Green Belt is considered to be inappropriate development unless the proposal is a specified exception to Green Belt policy or is permitted development.

### Justification

- 22.2. National planning policy regards some development as 'appropriate' within the Green Belt, however, this is limited to uses which keep the land open and are consistent with the purposes that Green Belt serves, including agriculture, forestry, cemeteries, and outdoor sport and recreation. All forms of development that are 'not inappropriate' are listed in the National Planning Policy Framework (NPPF).
- 22.3. Applicants will be expected to consider whether any existing buildings could be re-used sustainably rather than proposing a new development that may have greater impact on the Green Belt and the environment, and to include measures that may serve to mitigate the effect on the character of the area, such as through high standards of design and landscaping.
- 22.4. The NPPF lists exceptions that include the limited infilling or the partial or complete redevelopment of previously developed land provided criteria are met. Consideration will be given on a case-by-case basis, recognising that new development should not have a greater impact on the openness of the Green Belt than the existing development. As such, careful assessment of the impact of existing buildings and structures in comparison to new development is required. For example, an existing area of hardstanding can be regarded as 'development' but its impact on openness is significantly less than a proposed building. Applicants are encouraged to take the opportunity to make improvements to the openness of the Green Belt where possible, which could include focusing development in a less conspicuous part of the site or removing a sprawl of buildings in favour of a single, cohesive development that leaves the remainder of the site open.
- 22.5. The purposes of the Green Belt are to:
- i. check the unrestricted sprawl of large built up areas;
  - ii. prevent neighbouring towns from merging into one another;
  - iii. safeguard the countryside from encroachment;
  - iv. preserve the setting and special character of historic towns; and
  - v. assist urban regeneration by encouraging the recycling of derelict and other urban land.
- 22.6. There are existing dwellings within the Green Belt in Halton and it is reasonable for those living within them to be able to extend or replace their homes to meet their changing needs and circumstances, provided that overall openness is preserved. The amount of enlargement is not dependent on the size of the plot or the general size of buildings in the area but rather the size of the original building. To permit a significant increase in the size of a building merely because it is sited on a large plot or there are other larger structures nearby would undermine the objectives of safeguarding the openness of the Green Belt and its purposes.
- 22.7. The original building will be determined based on its size as existing on 1 July 1948 or as first built if later than this date. In order to give applicants greater certainty as to the amount of development that may be acceptable, a maximum increase is specified in the policy. This is

intended to set out the limit beyond which the Council will consider an extension to be disproportionate to the original building or a replacement building to be materially larger than that it replaces. There will be instances where a lower or higher figure will be appropriate, but the percentages offer clear parameters within which new developments can be designed to preserve the essential characteristics, purposes and openness of the Green Belt.

Consultation Draft

## GB2: Green Belt Release Allocations

22.8. This policy identifies the areas to be removed from the Green Belt and allocated for development in this Local Plan, this is for ease of identification for the reader at this stage in the consultation process. Part I of this policy is to be deleted on adoption of the document.

### Policy GB2: Green Belt Release Allocations

1. In order to meet its development requirements, the following sites are to be removed from the Green Belt (shown in Figure x):
  - a. Halebank
  - b. Cranshaw
  - c. Cronton Lane
  - d. Rivendell
  - e. South Lane
  - f. Preston-on-the-Hill
  - g. Daresbury
  - h. Moore
2. New development on land adjoining or clearly visible from the Green Belt should respond to its setting and the character of the area, ensuring that buildings and landscape schemes are designed to create an appropriate transition between urban and open land.
3. New development on land released from the Green Belt will be required to offset the impact by providing compensatory improvements to the environmental quality, or accessibility, of remaining Green Belt land or surrounding area.

### Justification

22.9. The Green Belt within Halton has been reviewed in order to meet the need for housing and employment in Halton over the Plan period. It is considered that unless land is released in the Green Belt, these needs will not be met.

### Exceptional Circumstances

22.10. The NPPF highlights that the Government attaches great importance to Green Belts. It goes on to state that *'local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in **exceptional circumstances**, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period'*.

22.11. The NPPF does not set out what the Government consider to be exceptional circumstances.

22.12. Halton has prepared a topic paper on the Exceptional Circumstances for Green Belt release in Halton, below is a summary of the issues discussed.

- 22.13. Firstly, it is noted that there a number of constraints to development within Halton, including: flood risk; the location of hazardous installations and pipelines; the airport public safety zone; internationally and nationally protected sites and areas including a Ramsar, Special Protection Area and sites of scientific interest; and the presence of ancient woodland and veteran trees. These constraints can limit the areas within the urban area that may be suitable for development and can limit the areas within the Green Belt that may be appropriate for release for development.
- 22.14. Secondly, the Council has considered all other reasonable options for development including the potential from brownfield land; re-use of empty homes; estate regeneration; surplus public sector land; efficient use of land and the potential density of development; the use of land outside of the Green Belt (land previously identified as Open Countryside) and finally the opportunity for other authorities to help to meet some of the identified development requirement within their areas. Although there is some capacity identified from these sources, the Council does not consider it to be sufficient to meet the requirements set out in this Local Plan.
- 22.15. It is noted that both the other authorities within the Mid-Mersey Housing Market Area are also looking to release land from the Green Belt to meet their housing need. Whilst other authorities within the Liverpool City Region Functional Economic Market Area are also proposing releasing, or have already released land in the Green Belt to meet their economic development needs.
- 22.16. There is a need to provide sufficient land to meet the housing need and other requirements of the community in Halton. Therefore the Council considers that there are exceptional circumstances to release land from the Green Belt in Halton.
- 22.17. Green Belt release will form part of the comprehensive plan for the future development of Halton, this will be alongside development of previously developed sites and the other reasonable options. To not release sites from the Green Belt would lead to a significant undersupply of homes compared to the identified needs. This could lead to issues of housing affordability and have an adverse impact on the economy of the Borough, this in turn could lead to issues with unsustainable commuting patterns.

### **Development in the Green Belt**

- 22.18. The Council have undertaken a review of the Green Belt across the Borough the results of which are set out in the Green Belt Study 2017. The Green Belt was split into a number of different parcels and groupings in order for an appropriate assessment to be made as to their contribution to the five purposes of the Green Belt.
- 22.19. Development in close proximity to the Green Belt boundary could have just as significant an effect upon it. By applying good design principles, development can form an attractive transition, ensuring that more prominent elements of the building are located furthest from the Green Belt boundary and ensuring that softer landscape features such as gardens are located closest to it.

## GB3: Safeguarded Land

22.20. Safeguarded Land is land between the existing urban area and the Green Belt boundary that is required to meet future longer-term development needs that stretch beyond the period of the Local Plan.

### Policy GB2: Safeguarded Land

1. Development on Safeguarded Land will only be permitted where:
  - a. it is essential for agriculture, forestry, outdoor recreation or for other purposes appropriate to a rural area; or
  - b. necessary for the operation of an existing use(s); or
  - c. it is a temporary use that would retain the open nature of the land.
2. Any development that would prejudice the future comprehensive development of Safeguarded Land will not be permitted.
3. Development of Safeguarded Land for uses other than those set out above will not be permitted unless a review of the Local Plan has taken place to allocate the land following an assessment of the need for development at that time and the identification of the most appropriate locations for development to take place.
4. The following areas are identified as Safeguarded Land and are identified on the Policies Map (shown in Figure X):
  - a. Whitehouse extension
  - b. Halebank
  - c. Daresbury
  - d. Moore

### Justification

22.21. The National Planning Policy Framework requires that, when amending Green Belt boundaries, Local Planning Authorities should '*where necessary, identify in their plan areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period*'. They should also '*make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development*' as well as '*satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period*'.



## 23. Part 3: Key Areas of Change

23.1. The Local Plan strategy identifies Key Areas of Change that will be the initial focus for new development and where the biggest transformation of the Borough's landscape is expected to occur. These key areas are seen as fundamental to the longer term development of the Borough. In most cases they represent existing areas where impetus for change already exists, through priority projects or support from the development industry.

23.2. The Key Areas of Change have been identified as:

- KA1: Halebank and Ditton Corridor, Widnes
- KA2: South Widnes
- KA3: West Runcorn
- KA4: East Runcorn
- KA5: North Widnes

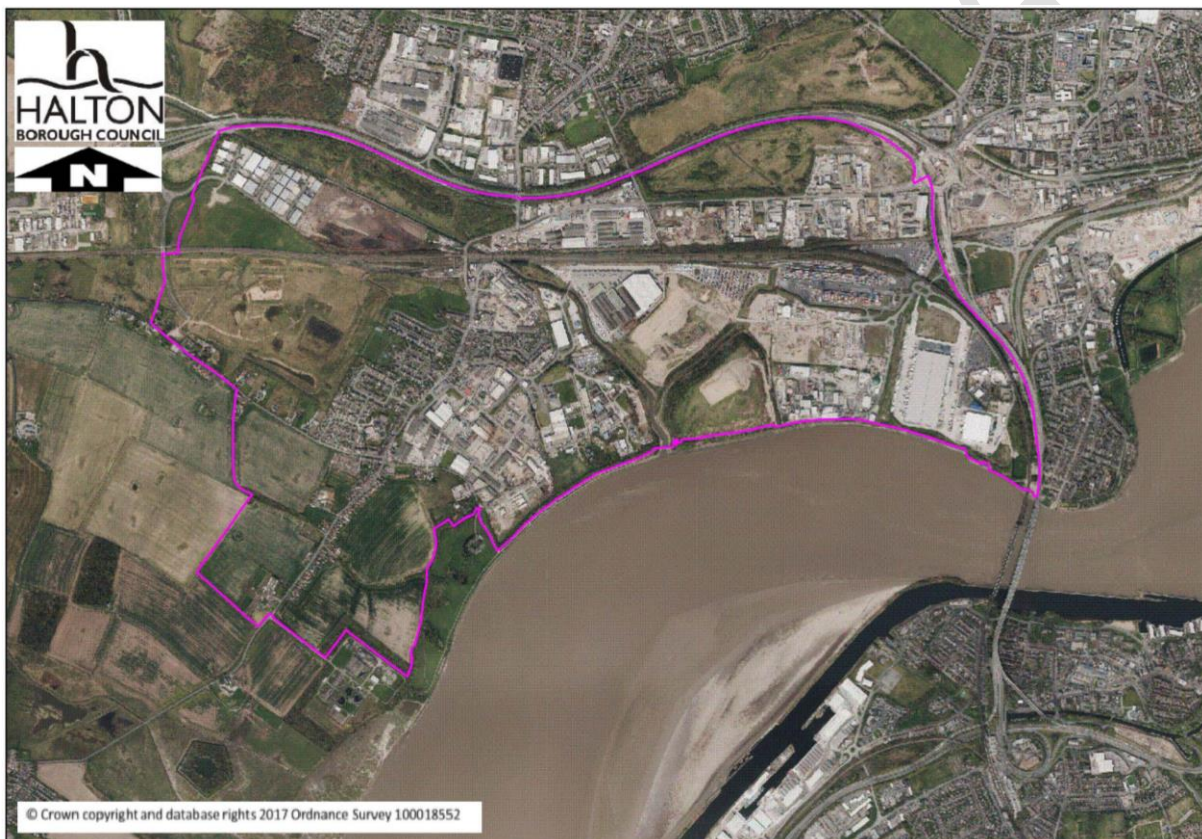
23.3. All sites proposed in this section are expected to be developed in line with the policies of the Local Plan unless it is otherwise specified in the relevant policy.

## KAI: Halebank and Ditton Corridor, Widnes

23.4. The Halebank and Ditton Corridor Key Area of Change extends the previously identified 3MG Key Area of Change, and reflects the success of the previous designation. This newly extended Key Area of Change includes Halebank and land to be released from the Green Belt at Hale Gate Road.

23.5. The existing Mersey Multimodal Gateway (3MG) at Ditton makes a huge contribution to the economy of Halton and the wider region, and the site is a key employment generator.

**Figure 23.1 Plan to show the Halebank and Ditton Corridor Key Area of Change**



### Policy KAI: Halebank and Ditton Corridor

#### Key Elements

1. Key elements of the Halebank and Ditton Corridor Key Area of Change will include:
  - a. The provision of land for employment development comprising approximately xxxha;
  - b. Allocations for new residential development for approximately xxxdwellings;
  - c. Protection of Ditton Station and support for its re-opening;
  - d. The incorporation of new, and improvements to existing green infrastructure; and
  - e. Gateway features at key entry points to Widnes.

#### Development Principles

2. Development within the Halebank and Ditton Corridor Key Area of Change will be

expected to comply with the following principles of development:

- a. Sustainable development.
- b. Retention of Village Green.
- c. Residential development should provide a variety of different types of residential property to help create a better choice of unit size and tenure.
- d. The quality of design of any new development should enhance its surroundings in order to raise the overall image and appearance of the area.
- e. Provision of an appropriate interface between the mix of uses within the site and adjacent to ensure a good standard of amenity for residents of both new and existing residential areas.
- f. Conserve local features of visual and historic importance including their setting, notably Lovel's Hall Scheduled Monument and Halebank Conservation Area.
- g. Protection of Pickering's Pasture and Hale Road Woodland.
- h. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.
- i. Avoid adverse effects on the integrity of the Mersey Estuary SPA and Ramsar site thereby ensuring that there will be no net loss in supporting habitat for SPA/Ramsar waterfowl.
- j. Address flood risk by locating development in areas of low probability of flooding and including flood mitigation measures where necessary.
- k. Buffers and green landscaping using appropriate design techniques will be considered an integral part of any proposal for development, especially along new and existing boundaries and at road junctions or entrances to development, in order to improve the general environment.

### **Infrastructure Implications**

3. Infrastructure required to support this development:
  - a. Infrastructure and facilities to support the reopening of Ditton train station.
  - b. Provide appropriate access to the Hale Gate Road sites (Site xx and xx) to serve xxx dwellings, by pedestrians, cyclists and vehicles.
  - c. Speke Road – improved junction?
  - d. In relation to utilities provision including gas, water, drainage, electricity and ICT the developer will be responsible for: establishing the position of all named services; diverting services where necessary; ensuring there is sufficient network capacity; and where required providing upgrades to the network.

Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, Greenspaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of this key area of change.

### **Phasing?**

- 4.

## **Justification**

- 23.6. The Council considers that, based on an assessment of its physical and planning constraints, the land at xxxx, has a development capacity of approximately xxx dwellings. Whilst land at xxxx has a development capacity of approximately xxxha of employment land.
- 23.7. Ditton Road is currently mainly an employment area, although there are opportunities for further development and for regeneration of the existing areas.
- 23.8. Over recent years, substantial amounts of development at 3MG (previously known as Ditton Strategic Rail Freight Park) have been permitted and the site has established itself as a key employment area in the city region.
- 23.9. Halebank is located to the south west of the urban area of Widnes. It originated in the clustered rural development along Hale Bank Road, which is now protected by Conservation Area status, and the ribbon development along Hale Road and Halegate Road.
- 23.10. Ditton railway station is situated to the north of Halebank, the station has been closed since the mid-1990s, it was considered unviable to keep it open, because of low patronage. However, the potential increase in the local residential and working population, as a result of new developments in and around Halebank are reasons for its continued protection in Halton's Local Plan policies.
- 23.11. Employment land . . . SuperPort . . . logistics . . . Advanced manufacturing . . . local employment benefits
- 23.12. There is some potential for residential development within the urban area of Halebank, and there is further potential to extend the residential area by releasing land from the Green Belt to the south of Halebank. These additional opportunities for residential development offer the potential to create balanced community within Halebank, provide high quality homes and help to sustain services and facilities within the local area.
- 23.13. Halebank Village Green was designated in 2013. . .



## KA2: South Widnes

23.14. The South Widnes Key Area of Change consisting of Widnes Town Centre, Widnes Waterfront and West Bank presents the opportunity to deliver a high quality mixed use environment, furthering the economic revitalisation of the area, creating sustainable communities and ultimately the achievement of a valued waterfront environment and gateway location.

**Figure 24.1 Plan to show to the South Widnes Key Area of Change**



### Policy KA2: South Widnes

#### Key Elements

- I. Key elements of the South Widnes Key Area of Change will include:
  - a. Allocations for employment development comprising approximately xxxha
  - b. A focus on redeveloping and regenerating existing employment areas.
  - c. Creating a new mixed use commercial corridor along Victoria Road and Waterloo Road linking through from Widnes Town Centre to West Bank.
  - d. Allocations for new residential development for approximately xxx dwellings
  - e. Creating a vibrant local centre within West Bank, either through strengthening of the existing assets or through the creation of a new local centre.
  - f. Strengthening of the retail and leisure sector within the Town centre.
  - g. The Hive
  - h. Connectivity
  - i. Public Greenspace

**Development Principles**

2. Development within the South Widnes Key Area of Change will be expected to comply with the following principles of development:
  - a. Achieve high standards of sustainable design and construction including a reduction in carbon emissions through renewable and low carbon technology.
  - b. Create a sense of place.
  - c. Ensure strong urban design in order to reflect the prominent waterside environment, gateway locations and the positive characteristics of South Widnes.
  - d. Provision of an appropriate interface between the mix of uses within the site to ensure a good standard of amenity for residents of both new and existing residential areas.
  - e. Enhance the residential offer, through new development and the renewal of the existing stock, whilst protecting the existing community.
  - f. Maximising opportunities to bring disused and underused buildings back into use
  - g. Retention of appropriate parking facilities within the town centre.
  - h. Provision should be made for increased public access to the waterside.
  - i. Avoid adverse effects on the integrity of the Mersey Estuary Special Protection Area (SPA) and/or Ramsar site.

**Infrastructure Implications**

3. Infrastructure required to support this development:
  - a. Improve connectivity and accessibility across South Widnes and the wider area and take advantage of opportunities to improve sustainable transport provision.
  - b. Potential for train station?
  - c. Facilitate public access to the waterfront and prioritise opportunities for informal leisure associated with the waterfront destination, including improvements to the tow path along the Sankey Canal between West Bank and Widnes Waterfront.
  - d. In relation to utilities provision including gas, water, drainage, electricity and ICT the developer will be responsible for: establishing the position of all named services; diverting services where necessary; ensuring there is sufficient network capacity; and where required providing upgrades to the network.

Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, Greenspaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of this key area of change.

**Phasing?**

4.

**Justification**

23.15. South Widnes includes the distinct sub-areas of Widnes Town Centre, Widnes Waterfront and West Bank. Each of the sub-areas provides a different but complementary role for Widnes and the wider Borough: Widnes Town Centre is the main retail core for the Borough providing a range of retail and leisure opportunities; Widnes Waterfront has historically and continues to provide a core employment area for the town and the wider sub-region; and,

West Bank consists of a residential community to the south with employment and industrial uses to the north.

- 23.16. The area exhibits a number of issues within each sub-area and across the entire Key Area of Change, key amongst these are a physical and functional severance between different land uses, lack of connectivity between the different sub-areas, and, contamination issues, particularly along the waterfront, due to past chemical and industrial uses. The Key Area of Change, however, benefits from a prominent waterfront location, excellent regional and sub-regional transport links and a range of existing employment, retail and environmental assets. There is now a need to integrate and unify South Widnes, concentrating on linkages and connections and complementary uses in order to provide for a sustainable mixed use area for the benefit of Halton's residents, businesses and visitors.
- 23.17. The Mersey Gateway Project will bring considerable physical changes to the area at West Bank, coupled with wider regeneration and development opportunities across Widnes Waterfront and Widnes Town Centre.
- 23.18. South Widnes, and in particular Widnes Waterfront, will be promoted as a driver for economic regeneration, increasing employment opportunities through business growth and inward investment. The Venture Fields site on the Widnes Waterfront will provide complementary leisure facilities for the South Widnes area. The site's prominence is expected to be boosted by the new Mersey Gateway Bridge. The area has been a focus of regeneration of efforts for a number of years, however, there remains potential for parts of the area to deliver a renewed employment offer.
- 23.19. Widnes is the largest town centre within the Borough and has the greatest retail offer in terms of range and floorspace. Widnes Town Centre's retail role will be maintained and enhanced, in accordance with CS(R)5: A Network of Centres.
- 23.20. The West Bank area currently comprises a variety of difference land uses, albeit predominantly including residential, commercial and industrial uses. The character of West Bank can be broken down into a number of discrete 'zones' which are largely defined by the infrastructure of roads, railway lines and waterways all of which dissect this area, and separate it from other parts of the Borough. Key to the success of this area will be creating routes into the wider urban area, served by public transport and accessible by pedestrians and cyclists.
- 23.21. High quality and sustainable design is imperative for the South Widnes Key Area of Change. The waterfront location adjacent to the Mersey Estuary and St Helens Canal should inform the design of new development in the area, ensuring strategic views are not compromised and are utilised by new development where possible. Future development and regeneration should maximise the area's location as an important gateway to Widnes and ensure high quality frontages along key routes.



## KA3: West Runcorn

23.22. The West Runcorn Key Area of Change incorporates an area from Runcorn Old Town to Ashville Point, including Port Weston, Port Runcorn and the Inovyn campus. The area outside of the district centre has a mix of industrial, offices and warehouses interspersed with pockets of residential uses.

**Figure 25.1 Plan to show the West Runcorn Key Area of Change**



### Policy KA3: West Runcorn

#### Key Elements

- I. Within the West Runcorn area, the Council will look to maximise opportunities for improvement and regeneration. Key elements of the West Runcorn Key Area of Change will include:
  - a. Allocations for employment development comprising approximately xxxha
  - b. Support for the creation of an Energy Park?
  - c. Allocations for new residential development for approximately xxxdwellings
  - d. Support for the use of Port Weston and Port Runcorn for Port related activity, providing the developments are suitably designed so that they integrate with, and respect the surrounding natural, built and historic environment and that appropriate forms of mitigation are used to minimise any impact from noise, dust, smells or visual pollution on the surrounding areas.
  - e. Runcorn railway station is well connected with trains to London, Liverpool and Birmingham. In light of this connectivity there is a significant opportunity to create



- a 'hub' of activity built around the station, including a transport interchange with covered areas and public conveniences.
- f. A focus for Civic functions within Runcorn Old Town.
- g. Support for development that would promote Runcorn Old Town district centre's vitality and viability.
- h. Connectivity
- i. Public Greenspace

### **Development Principles**

2. Development within the West Runcorn Key Area of Change will be expected to comply with the following principles of development:
  - a. The creation of stronger physical connections between Runcorn Old Town district centre and Runcorn railway station.
  - b. Achieve high standards of sustainable design and construction including a reduction in carbon emissions through renewable and low carbon technology.
  - c. Improve accessibility and connectivity and support improvements to the sustainable transport network.
  - d. Runcorn Train Station / Transport Hub
  - e. Support for Port Weston and Port Runcorn.
  - f. Protection for Canal re-opening
  - g. Retention of appropriate parking facilities within the district centre.
  - h. Provision of an appropriate interface between the mix of uses within the site to ensure a good standard of amenity for residents of both new and existing residential areas.
  - i. Maximising opportunities to bring disused and underused buildings back into use.
  - j. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.
  - k. Avoid adverse impacts on the integrity of European sites such as the Mersey Estuary Special Protection Area (SPA) and/or Ramsar site. It is likely that environmental assessments will be required to demonstrate that impacts have been appropriately avoided.
  - l. Facilitate public access to the waterfront locations, particularly Runcorn Promenade and the Bridgewater Canal, and, where appropriate, take advantage of opportunities to increase the leisure and recreational potential of the waterways where commercially appropriate.

### **Infrastructure Implications**

2. Infrastructure required to support this development:
  - a. Transport hub
  - b. Improve access to employment opportunities within West Runcorn Area for walkers and cyclists, particularly to and from Runcorn Station and surrounding residential neighbourhoods.
  - c. Improvements to access will be required to support the development of Port Weston. This may require a new road and /or substantial improvements to the surrounding highway network.
  - d. Creation of a new internal port access road to connect the Port Runcorn, Port Weston and the rail siding.

- e. Improve direct road access to the strategic road network to the Inovyn Campus.
- f. In relation to utilities provision including gas, water, drainage, electricity and ICT the developer will be responsible for: establishing the position of all named services; diverting services where necessary; ensuring there is sufficient network capacity; and where required providing upgrades to the network.

Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, Greenspaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of this key area of change.

### Phasing?

3.

### Justification

- 23.23. Runcorn Old Town is the historic core of Runcorn. Following the Borough's commercial and industrial growth, the Old Town was at one time the main shopping centre in Runcorn. However, with Runcorn's designation as a New Town in 1964, and subsequent construction of Shopping City (Halton Lea), Runcorn Old Town has suffered a steady decline. The expressway road network, rail infrastructure and past redevelopment in the centre has contributed to a poorly defined and disjointed environment and there is a lack of clear and direct pedestrian and vehicular routes and connections between Runcorn Old Town, Runcorn Railway Station, Dukesfield and Runcorn Waterfront.
- 23.24. The focus for Runcorn Old Town over the plan period will be on consolidating the centre and enabling it to provide for the day to day shopping needs of its immediate catchment whilst offering a wider complementary function with a focus on local independent shops, niche retailers and service providers and as a centre for cultural and leisure activity. There are also opportunities to grow the residential community within the Old Town area.
- 23.25. Runcorn railway station lies on the West Coast Main Line between London and Liverpool. It benefits from a regular service to London, as well as services to Birmingham and Liverpool.
- 23.26. Following the Manchester Ship Canal west of Runcorn Old Town is Port Runcorn and Port Weston. This is currently an area of predominantly employment uses and includes commercial docks, general industry, storage and distribution uses. Port Runcorn is operated by Peel Ports as part of the Liverpool Port family. As a logistics asset this forms part of the Atlantic Gateway. Port Weston is operated by Stobart Group.
- 23.27. The 100 hectare INOVYN Campus is a nationally important chemical facility. INEOS are currently undertaking a site consolidation exercise and potentially moving towards a serviced campus model, the site is already home to approximately 15 businesses.
- 23.28. Ashville Point forms the southern end of the area, it is an established business park, with easy access to junction 12 of the M56.

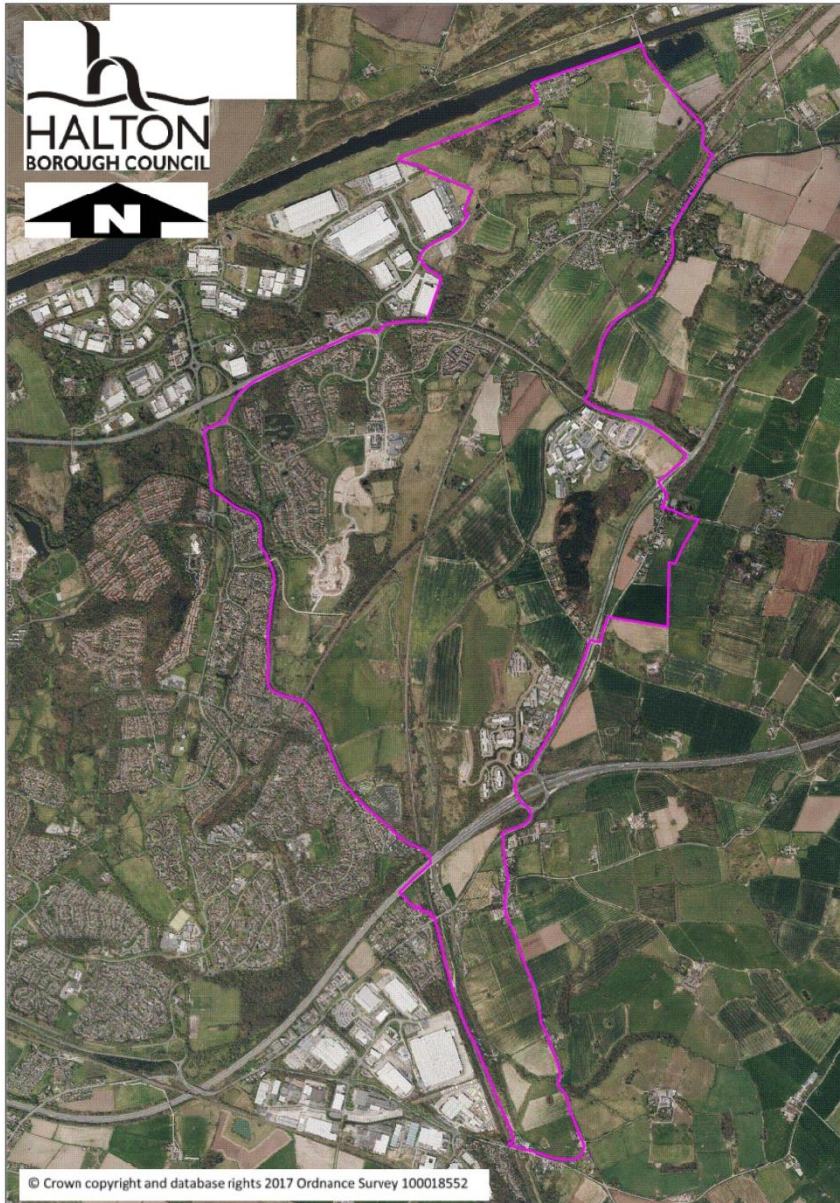
- 23.29. Land use and development within West Runcorn is influenced by the designation of a COMAH zone (Control of Major Accident Hazards) relating to Ineos and Mexichem owned land. Rather than see the COMAH designation as a hindrance on growth, the approach to the Impact Area will look to utilise these regulatory consents and expertise within risk management as an opportunity.
- 23.30. With released capacity from redirection of traffic to Central Expressway there is the opportunity to reconfigure current junctions on the Weston Point Expressway to improve accessibility of employment areas within West Runcorn, particularly from HGV and creating more direct links to the strategic road network.

Consultation Draft

## KA4: East Runcorn

23.31. At East Runcorn, the opportunity exists to create a new community for Halton which will encompass a diverse mix of uses and continue the development of Runcorn in line with the long term vision for the Borough.

**Figure 26.1 Plan to show the East Runcorn Key Area of Change**



### Policy KA4: East Runcorn

#### Key Elements

- I. Key elements of the East Runcorn Key Area of Change will include:
  - a. Allocations for new residential development for approximately xxx dwellings at Delph Lane West, xxx dwellings at Central Housing Area and xxx dwellings at Wharford Farm.
  - b. Release of Green Belt for residential development xxx dwellings at Moore, xxx

- dwelling at Preston-on-the-Hill and xxx dwellings at Daresbury.
- c. Land for self-build and custom-build dwellings.
- d. A local centre at Sandymoor with retail provision to meet local needs
- e. A local centre at Daresbury with retail provision to meet local needs
- f. Allocations for employment development comprising approximately xxxha at Daresbury Park and xxha at Daresbury Sci-Tech.
- g. Retention of the village green at Sandymoor
- h. Connectivity
- i. The improvement of existing, and provision of new, pedestrian and cycle links to link new and existing residential areas, employment areas, shops and schools.
- j. A network of Greenspaces for nature conservation and recreation, including the conservation of Red Brow Cutting and Daresbury Firs, enhancements to Keckwick Brook corridor, the creation of a linear country park along the Bridgewater canal corridor, formal green space to serve the residential areas and smaller green spaces integral to individual developments.
- k. Safeguarded land at Whitehouse, Daresbury, Preston-on-the-Hill and Moore.

### **Development Principles**

2. Development within the East Runcorn Key Area of Change will be expected to comply with the following principles of development:
  - a. Deliver sustainable development.
  - b. Demonstrate a comprehensive approach to the development of the East Runcorn Key Area of Change.
  - c. The design, layout and style of individual plots should be guided by a design framework and should be influenced by the existing locational assets of the area and its surroundings.
  - d. New developments will be expected to integrate with existing communities and development.
  - e. Residential development should provide a variety of different types of residential property to help create a better choice of unit size and tenure, including affordable homes in accordance with CS(R)13.
  - f. Provision of an appropriate interface between the mix of uses within the site to ensure a good standard of amenity for residents of both new and existing residential areas.
  - g. Protection of heritage assets, Moore Conservation Area, Daresbury Conservation Area.
  - h. Conserve natural assets of the area, protect habitats and where possible contribute to the network of habitats in the area and beyond. Of particular note in the area are the Red Brow Cutting Site of Special Scientific Interest (SSSI) and the Daresbury Firs Local Nature Reserve which will be conserved to retain their geological and biodiversity importance.
  - i. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.
  - j. Address flood risk by locating development in areas of low probability of flooding and including flood mitigation measures where necessary, including the retention of the water storage area (balancing lake) at Wharford Farm.
  - k. Provide a clearly defined edge to the developed area, and where appropriate a



strong boundary to the Green Belt edge.

- i. Provide an appropriate proportion of financial and / or 'in kind' contributions toward the infrastructure required to enable the comprehensive development of the site.

### **Infrastructure Implications**

3. Infrastructure required to support this development:
  - a. The timely provision of physical and social infrastructure to support the development at the site and so as to not overly burden facilities in surrounding areas. On and off site provision and developer contributions, including the pooling of contributions across sites to deliver large items of infrastructure will be needed to meet the infrastructure requirements of the development area.
  - b. The whole of the key area should be served by public transport, connecting employment, housing retail and leisure areas within the site and beyond into the wider area including Runcorn Old Town, Runcorn East Train Station and Warrington town centre. The public transport network should include the provision of transport facilities sited to serve the entirety of the area.
  - c. The promotion of walking and cycling routes and expansion of the Greenway network to provide clear and safe links to surrounding communities, including new pedestrian and cyclist links.
  - d. Pedestrian and cyclist link to Sandymoor at Poplar Farm underpass.
  - e. Pedestrian and cycle links should be set within greenways which are safe, attractive and comfortable for users.
  - f. Provision of a new local primary school of an appropriate scale to meet needs arising from the key area of change.
  - g. Dualling of A558
  - h. Provide appropriate access to the Delph Lane site (Site xx) to serve xxx dwellings, by pedestrians, cyclists and vehicles. This may include improvements to Keckwick Lane Bridge; and Delph Lane bridge under the Chester-Manchester railway line.
  - i. Provide appropriate links between Sandymoor (Sites xx and xx), the Delph Lane site (Site xx) and Daresbury Sci-Tech (Site xx) for pedestrians, cyclists and vehicles. This may include improvements where Keckwick Lane crosses the West Coast Mainline.
  - j. Provide appropriate access to the Central Housing Area (Site xx) by pedestrians, cyclists and vehicles. This may include improvements at the Delph Lane / A56 junction; and / or the improvements to George Gleave's bridge for pedestrians and cyclists.
  - k. Provide appropriate access to serve Daresbury Sci-Tech and the Central Housing Area through the delivery of a road between the A56 / Delph Lane junction and Keckwick Lane, including a bridge over the canal and improvements to the existing Delph Lane canal bridge.
  - l. Provide appropriate access to the land adjacent to Preston Brook Marina (Site xx) for pedestrians, cyclists and vehicles. This may include improvements to, or the replacement of, Cawley's Bridge to allow safe vehicular and pedestrian access.
  - m. Provide appropriate access to Wharford Farm (Site xx) for pedestrians, cyclists and vehicles. This may include improvements to, or the replacement of, Borrow's Bridge; improvements to the link between Wharford Farm and Daresbury Park;

- and / or improvements to Bogwood Railway Bridge.
- n. Provide appropriate access to Moore (Site xx) for pedestrians, cyclists and vehicles.
  - o. Provide appropriate access to Daresbury (Site xx) for pedestrians, cyclists and vehicles.
  - p. Provide appropriate access to Preston-on-the-Hill (Site xx) for pedestrians, cyclists and vehicles.
  - q. Public transport links to Daresbury Park and Daresbury Sci-Tech.
  - r. Provide high quality, accessible green and recreational spaces within the area to cater for locally generated needs. Contributions will be sought to create and maintain existing and new areas of Greenspace.
  - s. Bridgewater Way
  - t. In relation to utilities provision including gas, water, drainage, electricity and ICT the developer will be responsible for: establishing the position of all named services; diverting services where necessary; ensuring there is sufficient network capacity; and where required providing upgrades to the network.

Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, Greenspaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of this key area of change.

#### **Phasing?**

4.

#### **Justification**

23.32. This Key Area of Change lies to the east of Runcorn and is currently a mixture of developed land interspersed by agricultural land. The undeveloped remainder of the Sandymoor area, along with land to the west of Daresbury village, represents some of the remaining major greenfield sites in Halton outside of the Green Belt. The area is dissected by the Bridgewater Canal which splits into two arms at the south of the area and also two railway lines; the West Coast Main Line and the Chester-Manchester line. The various transport links present both barriers to movement and development, countered by opportunities to improve amenity and sustainable transport respectively.

23.33. Green Belt release . . . Moore, Daresbury and Preston-on-the-Hill

23.34. Proposals to develop the Sandymoor area were included in the Runcorn New Town plans of the 1960s and 1970s, and specifically arose from Master Plan Amendment No.280 in 1971. Under Section 7.1 of the New Towns Act 1981, development of the Sandymoor area for residential development has conditional approval for development.

23.35. Sci-Tech Daresbury is a world class location for high-tech business and leading edge science. It provides a unique environment for innovation and business growth, with knowledge sharing, collaboration and networking. Home to the ground-breaking STFC Daresbury Laboratory as

well as over 100 high-tech companies. In August 2011, Sci-Tech Daresbury campus was announced as an Enterprise Zone to boost local growth and increase jobs.

23.36. Daresbury Park situated adjacent to M56 Junction 11, is a high quality, landscaped, business park suitable for head office, financial services and high tech activities.

23.37. Manor Park mixed employment area for office, research, light industrial and distribution.

23.38. Whitehouse industrial and logistics units.

23.39. The A588 provides the principal access to the Sci-Tech Daresbury . Dualling will support campus expansion and aid delivery of an additional 2,500 new homes within East Runcorn.

23.40. The provision of new local centres is included in the policy to support the surrounding housing and employment areas. Retail and community facilities will be necessary to meet the day-to-day local needs of the residents and employees at East Runcorn.



## KA5 - North Widnes

23.41. Despite the focus of the Local Plan on urban renewal and the need to re-utilise brownfield land as far as is practicable, the Council have identified the need to release land from the Green Belt. The North Widnes Key Area of Change includes a number of sites to be released from the Green Belt in north Widnes at Chapel Lane, Cronton Lane, Cranshaw Hall, Rivendell Garden Centre, Mill Green Farm and South Lane.

**Figure 27.1 Plan to show North Widnes Key Area of Change**



### Policy KA5: North Widnes

#### Key Elements

1. The development of the North Widnes Key Area of Change will be achieved through the following key elements:
  - a. The delivery of around xxxx dwellings on land to be released from the Green Belt.
  - b. Green infrastructure.
  - c. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities.
  - d. Provision of a site for a new primary school within the area or financial contributions towards educational facilities.

#### Development Principles

2. Development within the North Widnes Key Area of Change will be expected to comply with the following principles of development:

- a. Sustainable development.
- b. Provision of an appropriate interface between the mix of uses within the site to ensure a good standard of amenity for residents of both new and existing residential areas.
- c. New developments will be expected to integrate with existing communities and development.
- d. Residential development should provide a variety of different types of residential property to help create a better choice of unit size and tenure, including affordable homes in accordance with CS(R)13.
- e. The form of development should endeavour to retain, where appropriate, much of the existing hedgerow and tree cover which is present on site.
- f. Pedestrian and cycle links should be set within greenways which are safe, attractive and comfortable for users.
- g. Provide a clearly defined edge to the developed area, and where appropriate a strong boundary to the Green Belt edge.
- h. Conserve natural assets of the area, protect habitats and where possible contribute to the network of habitats in the area and beyond. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.
- i. Conserve local features of visual and historic importance and their settings, including Cranshaw Hall moated site a Scheduled Monument, and listed buildings such as Norlands House and Wayside.
- j. Protection of TPOs
- k. Preservation of the amenity of the existing footpath routes and greenway network, and protection of existing Public Rights of Way.
- l. Provide an appropriate proportion of financial and / or 'in kind' contributions toward the infrastructure required to enable the comprehensive development of the site.

### **Infrastructure Implications**

3. Infrastructure required to support this development:
  - a. Provision of a site for a new primary school within the area or financial contributions towards educational facilities.
  - b. Provide appropriate access to the land adjacent to Chapel Lane site (Site xx) to serve xxx dwellings, for pedestrians, cyclists and vehicles.
  - c. Provide appropriate access to the land adjacent to Cronton Lane site (Site xx) to serve xxx dwellings, for pedestrians, cyclists and vehicles.
  - d. Provide appropriate access to the land adjacent to Cranshaw Farm site (Site xx) to serve xxx dwellings, for pedestrians, cyclists and vehicles. This will include retaining Cranshaw Lane as a bridleway.
  - e. Provide appropriate access to the land adjacent to Mill Green Farm site (Site xx) to serve xxx dwellings, for pedestrians, cyclists and vehicles.
  - f. Provide appropriate access to the land adjacent to South Lane site (Site xx) to serve xxx dwellings, for pedestrians, cyclists and vehicles.
  - g. New road junctions
  - h. Protection of Cranshaw Lane
  - i. Greenway network, pedestrians and cyclists

- j. Bus services
- k. Health facilities?
- l. Provide high quality, accessible green and recreational spaces within the area to cater for locally generated needs. Contributions will be sought to create and maintain existing and new areas of Greenspace.
- m. In relation to utilities provision including gas, water, drainage, electricity and ICT the developer will be responsible for: establishing the position of all named services; diverting services where necessary; ensuring there is sufficient network capacity; and where required providing upgrades to the network.

Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, Greenspaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of this key area of change.

#### **Phasing?**

4.

#### **Justification**

- 23.42. This Key Area of Change lies to the north of Widnes and is predominantly in agricultural use at present. The development of this area will bring forward opportunities for residential development to meet local needs. The development within the area will be expected to provide appropriate infrastructure to support the development.
- 23.43. The Chapel Lane site is located to the north of Upton Grange between Chapel Lane and Queensbury Way. The site is bounded to the north by Alder Brook, along with mature trees and a hedgerow. Sandy Lane cuts through the site.
- 23.44. The land off Cronton Lane site is located to the north of Widnes and to the west of Norlands Lane. The site is currently in agricultural use.
- 23.45. The Cranshaw Farm site is located to the north of Widnes between Lunts Heath Road and Watkinson Way. The site is currently in agricultural use.
- 23.46. The Rivendell site is located to the north of Widnes, between Watkinson Way, Mill Lane and Twyford Lane. The site comprises the Rivendell Garden Centre, an area of associated buildings and former growing beds and an area of agricultural land.
- 23.47. The Mill Green Farm site is located on the north eastern edge of Widnes. The site is bounded to the north by Mill Green Lane, with all four of the boundaries created by the road network. The site currently comprises entirely of agricultural land.
- 23.48. The South Lane site lies to the north eastern edge of Widnes, adjacent to the recently completed Barrows Green residential development. The site is a mix of agricultural land, vacant land and residential properties and gardens.
- 23.49. Residential development – density, house types, tenure. Provision of Greenspace.

Consultation Draft

## 24. Glossary

Affordable Housing		Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. <sup>53</sup>
Affordable Rented Housing		Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
Aggregate		Materials used for construction purposes such as sand, gravel, crushed rock and other bulk material.
Air Quality Management Area	AQMA	An area designated by the local authority because they are not likely to achieve national air quality objectives by the relevant deadlines.
Allocation		The land use assigned to a parcel of land as proposed in a statutory Local Plan.
Amenity		A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.
Ancient woodland		An area that has been wooded continuously since at least 1600 AD.
Asset of Community Value	ACV	A building or other land identified by the community where its actual current use furthers the social wellbeing and interests of the local community, or a use in the recent past has done so. If the Council has agreed that it has met this test then it will be added to a list of community assets giving the right for the community to bid the land or building if it is put on the market.
Authority Monitoring Report	AMR	A publication that assesses the Council's progress in preparing local plan documents monitors their performance in terms of various indicators and the success of its planning policies in achieving their aims.
Best and Most Versatile Agriculture Land	BMV	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity		The whole variety of life, including genetic, species and ecosystem variations.

<sup>53</sup> It is noted that this definition could be subject to change as the more detailed regulations and secondary legislation associated with the Housing and Planning Act are formulated.



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

Code for Sustainable Homes		The Code is the national standard for the sustainable design and construction of new homes. The Code aims to reduce our carbon emissions and create homes that are more sustainable.
Community Facilities		The term community facilities is wide-ranging and can include community centres and childcare facilities, cultural centres and venues, places of worship, education establishments and training centres, health and social care facilities, sport and recreation facilities and civic and administrative facilities. It may also include other uses whose primary function is commercial but perform a social or community role i.e. sport, recreational and leisure facilities including local pubs.
Community Infrastructure Levy	CIL	A levy allowing the Council to raise funds from owners or developers of land undertaking new building projects in the Borough.
Community Infrastructure		The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, cultural facilities, education services, healthcare facilities and renewable energy installations.
Comparison Goods		Goods where the customer makes comparison between different shops e.g. clothing and footwear, do-it-yourself goods, household and recreational goods.
Conditions (on a planning permission)		Requirements attached to a planning permission to limit or direct the manner in which development is carried out.
Conservation		The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Conservation Area		An area designated by a Local Planning Authority for preservation and enhancement due to the special architectural or historic interest of its buildings and their settings.
Contaminated Land		Land which is polluted by the presence of radioactive materials or chemical substances at concentrations which could make it unsafe for development without action to remove the source of contamination.
Convenience Goods		Goods which the customer normally buys frequently, of necessity and with minimum effort including food, confectionary, tobacco and newspapers.
Core Strategy		The main Local Plan document that sets out the long-term spatial vision for the Borough, the spatial objectives and strategic policies to deliver that vision, having regard to the Sustainable Community Strategy.
Delivery and Allocations Local Plan	DALP	The Delivery and Allocations Local Plan (DALP) will set out the planning policies and land allocations to guide decisions on the location, scale and type of development and changes in the

way land and buildings are used.

The DALP will incorporate a partial review of the Halton Local Plan Core Strategy (adopted in April 2013) and will also identify key areas of land for development and policies for development management.

Designation (s)	Areas of land identified on the Policy Map to which specific planning policies apply, e.g. Green Belt, Primarily Residential Areas, etc.
Design Code	A set of written and graphical rules that set the parameters for the detailed design of a significant new development. These can be required at outline or detailed stage
Design Review	Assessment of design proposals by a nominated panel, the recommendations of which would be a material consideration in determining the application
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Development	Defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.
Development Control / Management	The process whereby a local planning authority receives and considers the merits of a planning application and whether it should be given permission having regard to the development plan and all other material considerations.
Development Plan	This includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
District Centre	A District Centre can be described as a large group of shops, together with appropriate supporting non-retail facilities and services, which collectively form a coherent shopping centre.
Duty to Co-operate	The Duty to Co-operate places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. The duty to cooperate was created in the Localism Act 2011.
Dwelling	Self-contained units of residential accommodation. This includes houses, apartments, and maisonettes.
Examination	This is essentially a public inquiry conducted by an independent inspector to test the soundness of the documents produced as part of the Local Plan to decide if they are legally compliant and 'sound'.
Economic	Development, including those within the B Use Classes, public



Development		and community uses and main town centre uses (but excluding housing development).
Ecological Networks		These link sites of biodiversity importance.
Edge of Centre		For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Employment Land		Land identified for business, general industrial, and storage and distribution development as defined by Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. It does not include land for retail development or 'owner specific' land.
Environmental Impact Assessment	EIA	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
European Site		This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010.
Fracking		A process of injecting water, sand and chemicals at high pressure down and across into wells drilled into shale rock. The pressurized mixture causes the rock to fracture or crack which releases gas [or oil] which flows up the well to be collected.
Geodiversity		The range of rocks, minerals, fossils, soils and landforms.
Green Belt		A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the Green Belt are to: check the unrestricted sprawl of large built up areas; to prevent neighbouring towns from merging into one another; safeguard the countryside from encroachment; preserve the setting and special character of historic towns; and assist urban regeneration by encouraging the recycling of derelict and other urban land. Green Belts are defined in a Local Planning Authority's Development Plan.
Greenfield Land		Land which has not been previously developed, or which has now returned to its natural state. This includes playing fields and residential gardens.
Green Infrastructure	GI	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental

		and quality of life benefits for local communities.
Gypsies and Travellers		Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
Habitats Directive		European Directive to conserve natural habitats and wild flora and fauna.
Health and Well-being		A definition of the general condition of a person in terms of mind, body and spirit.
Heritage Assets		A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic Environment		All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
House in Multiple Occupation	HMO	A house occupied by unrelated individuals, some of whom share one or more of the basic facilities. Commonly shared facilities include: bathrooms, toilets, shower rooms, living rooms and kitchens. A building defined as a HMO may consist entirely of bedsit unit type accommodation (where some or all amenities are shared) or a combination of both bedsits and self-contained flats.
Hydraulic fracturing (also known as 'fracking')		A process of injecting water, sand and chemicals at high pressure down and across into wells drilled into shale rock. The pressurized mixture causes the rock to fracture or crack which releases gas [or oil] which flows up the well to be collected.
Impact Assessment		Assessment of the impact of a proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area.
Inclusive Design		Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
Infrastructure		Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Infrastructure Plan		The Infrastructure Plan is a supporting document to the Local Plan. Its purpose is to provide background evidence regarding the physical and social infrastructure likely to be needed to support identified development in the Borough over the plan period. It sets out a baseline assessment of existing infrastructure provision and provides an indication of the

existing capacity and shortfalls of all types of infrastructure. The document will be updated and monitored regularly and will assist in future delivery of infrastructure requirements. The Infrastructure Plan relies on the input of infrastructure partners and stakeholders and is therefore only as accurate as the plans of our partners.

Infill		The development of a relatively small gap between existing buildings.
Intermediate Housing		Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
Large Scale Major Developments		A large scale major development is one where the number of residential units to be constructed is 200 or more or where the floor space to be built is 10,000 square metres or more, or where the site area is 2 hectares or more. Where the number of residential units or floor area proposed to be constructed is not given in the application a site area of 4 hectares or more should be used as the definition of a major development.
Listed Building		A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and includes any buildings or permanent structures within its curtilage which have formed part of the land since before 1 July 1948. English Heritage is responsible for designating buildings for listing in England.
Liverpool City Region	LCR	The Liverpool City Region is the geographical, economic and political area centred on Liverpool, which also includes the local authorities of Halton, Knowsley, Sefton, St Helens and Wirral.
Local Centre		A Local Centre offers a smaller range of facilities than those present in a District Centre. Nonetheless they play an equally important role in meeting the day-to-day shopping needs for the community, particularly the less mobile and elderly. Local Centres appear in a variety of forms, from single linear streets and parades of shops through to more sprawling and/or scattered layouts. They typically feature a newsagent and/or small convenience store, along with various other small shops of a local nature, e.g. a hairdresser.
Local Enterprise Partnership	LEP	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
Local Nature Partnership	LNP	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of

		protecting and improving the natural environment in an area and the benefits derived from it.
Local Plan		The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Local Transport Plan		Local Transport Plans are strategic documents which set out the local transport priorities in the long term.
Local Nature Reserve	LNR	Local Nature Reserves (LNRs) are places with wildlife or geological features that are of special interest locally.
Local Wildlife Site	LWS	Local Wildlife Sites contain features of substantive nature conservation value.
Major Development		Major development is defined as: development involving any one or more of the following— (a) the winning and working of minerals or the use of land for mineral-working deposits; (b) waste development; (c) the provision of dwellinghouses where— (i) the number of dwellinghouses to be provided is 10 or more; or (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i); (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or (e) development carried out on a site having an area of 1 hectare or more;
Main town centre uses		Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major Hazards		Major hazard installations and pipelines, licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply.

Master planning		An activity to create a 2 or 3 dimensional image of a development to help articulate the design vision for a site. Often these are illustrative rather than detailed.
Material Considerations		A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.
Mixed Use Development		This is a development that includes a mix of uses this could be a mix of retail, leisure, residential or employment. It does not have to include all of these uses.
National Planning Policy Framework	NPPF	National planning published by the Department of Communities and Local Government in March 2012.
Nature Improvement Areas	NIA	Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change.
Neighbourhood Plans		A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Non-designated heritage assets		Locally important heritage assets identified by the Local Planning Authority, where there is often a strong local affinity or association: <ul style="list-style-type: none"> <li>• Areas of Local Archaeological Interest (including the Areas of Archaeological Potential and Sites of Archaeological Importance identified in Local Plans)</li> <li>• Buildings of local architectural or historic interest (Local List)</li> <li>• Locally important built assets not on the Local List</li> <li>• Locally significant historic parks and gardens</li> <li>• Other locally important historic landscapes</li> </ul>
Open Countryside		The open countryside is defined as the area outside the settlement boundaries Runcorn, Widnes and Hale and not designated as Green Belt or Safeguarded land.
Greenspace		All Greenspace of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Original Building		A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.
Outdoor Sports Facilities		Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.
Permitted Development		Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

Pitch		<p>A pitch on a 'gypsy and traveller' site.</p> <p>A traveller pitch is the space required to accommodate one household and will vary according to the size of the household in a similar way to housing for the settled community. A caravan does not equate to a household. One household may comprise three generations of extended family living in several caravans. Typically a family pitch will provide space for a mobile home and touring caravan, space for parking, and an amenity block.</p>
Planning Inspectorate	PINs	The Planning Inspectorate is an executive agency of the Department for Communities and Local Government. It is responsible for determining final outcomes of planning and enforcement appeals and public examination of local development plans.
Planning Practice Guidance	PPG	National on-line planning practice guidance which is regularly updated and which supplements the National Planning Policy Framework.
Plot		A plot within a travelling showpeople site, also known as a yard. These plots may need to incorporate space to allow for storage of equipment.
Policies Map		A map on an Ordnance Survey base, illustrating the policies and proposals of a local plan and defining sites for particular developments or land uses and the areas to which specified development management policies will be applied.
Pollution		Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
Previously Developed Land	PDL	<p>Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.</p> <p>This excludes:</p> <ul style="list-style-type: none"> <li>land that is or has been occupied by agricultural or forestry buildings;</li> <li>land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;</li> <li>land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and</li> <li>Land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.</li> </ul>



Primary Shopping Area		Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
Primary Frontage		Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.
Priority habitats and species		Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
Public Consultation		A process by which the public's opinion on matters affecting them is sought.
Ramsar Sites		Wetlands of international importance, designated under the 1971 Ramsar Convention.
Renewable and low carbon energy		Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Residential Amenity		The quality of the living environment for occupants of a dwelling house, including its associated external spaces.
Safeguarded Land		Safeguarded Land is land between the urban area and the Green Belt. It ensures the protection of Green Belt within the longer time-scale by reserving land which may be required to meet longer-term development needs without the need to alter Green Belt boundaries.
Schedule Ancient Monuments	SAMs	Scheduled Ancient Monuments are sites of outstanding national importance that are worthy of protection. The word "monument" covers the whole range of archaeological sites. Scheduled monuments are not always ancient, or visible above ground. They are placed on a schedule by the government based on the advice of Historic England.
Secondary Frontage		Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Secondary Materials or Aggregates		Reclaimed or recycled materials that are used within the construction industry as a substitute for primary aggregates.
Section 106 Agreements		Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement and is a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms.

Section 123 List		A list of projects or types of infrastructure that a Council intends to fund, or may fund, through the Community Infrastructure Levy. This refers to Section 123 of the Community Infrastructure Levy Regulations.
Self-Build		The definition of self-build includes housing built by individuals or groups of individuals for their own use, either by building the homes themselves or working with builders.
Sense of Place		Distinctive qualities in a new development that captures and build upon the existing qualities of the surrounding area, or which define a new, distinctive townscape character.
Setting		The area surrounding a place, a building or feature that contributes to its appreciation/enjoyment.
Setting of a Heritage Assets		The surroundings in which an asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance		The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
Sites of Special Scientific Interest	SSSI	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Special Protection Areas	SPAs	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Social Rented Housing		Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
Soundness		Soundness means founded on a robust and credible evidence base. For a Local Plan to be sound it must be positively prepared (to meet development needs) justified, effective deliverable) and consistent with national policy.
Statutory Undertakers		Organisations which have powers derived from statute to develop and operate utility services, including gas, water supply, electricity, and telecommunications.
Strategic Environmental Assessment	SEA	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and



		programmes which are likely to have significant effects on the environment.
Strategic Flood Risk Assessment	SFRA	A Strategic Flood Risk Assessment is a study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk.
Strategic Housing Land Availability Assessment	SHLAA	This examines the availability of land in the Borough for residential use and forms part of the Local Plan Evidence Base. It does not allocate sites for housing.
Strategic Housing and Employment Land Market Assessment	SHELMA	
Strategic Housing Market Assessment	SHMA	Strategic Housing Market Assessments are a requirement under national planning policy, and are a key part of the evidence base required to ensure the delivery of housing that meets the needs of communities now and in years to come. They provide a comprehensive survey of housing, including the housing market and local housing needs requirements across all tenures and for a range of client groups.
Supplementary Planning Document	SPD	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal	SA	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
Sustainable Development		A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The Government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously are: <ul style="list-style-type: none"> <li>• Social progress that recognises the needs of everyone;</li> <li>• Effective protection of the environment;</li> <li>• Prudent use of natural resources; and</li> <li>• Maintenance of high and stable levels of economic growth and employment.</li> </ul>
Sustainable	SuDS	An approach to managing rainfall in development that

Drainage Systems		replicates natural drainage, managing it close to where it falls, maximising infiltration and minimising surface run-off.
SuDS Approving Body	SAB	The local authority (eg the Council) whose duty it is to deal with the design, approval and adoption of sustainable urban drainage systems within new development.
Town Centre		Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
Transport Assessment		A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Transport statement		A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.
Travelling Showpeople		Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers.
Travel Plan		A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Tree Preservation Order	TPO	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a Tree Preservation Order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.
Use Classes Order		The different land uses are: A1 – Shops C1 - Hotels A2 – Financial and Professional Services C2 - Residential Institutions A3 -- Restaurants and Cafes C2A - Secure Residential Institutions A4 – Driving Establishments C3 - Dwellings

	<p>A5 -- Hot Food Takeaways C4 - Houses in Multiple Occupation</p> <p>B1 -- Business D1 - Non Residential Institutions</p> <p>B2 – General Industrial D2 - Assembly and Leisure</p> <p>B8 – Storage and Distribution Sui Generis – a use which is not included in one of the above definitions</p>
Viability Assessment	A report, including a financial appraisal, to establish the profit or loss arising from a proposed development. It will usually provide an analysis of both the figures inputted and output results together with other matters of relevance. An assessment will normally provide a judgement as to the profitability, or loss, of a development.
Vitality and Viability	The vitality and viability of town and district centres depends on retaining and developing a wide range of attractions and amenities: creating and maintaining an attractive environment: ensuring good accessibility to and within the centre: and attracting continuing investment in development or refurbishment of existing buildings
Washed Over	Some sites are included within, rather than surrounded by, areas of Green Belt. Where this is the case the term washed over is used to describe the Green Belt conditions prevailing.
Windfall Sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

## Appendices

Consultation Draft

## Appendix A: NPPF Requirements

A.1 This appendix shows the National Planning Policy Framework (NPPF) requirements relevant to the Local Plan and the corresponding policy that the requirement would be covered in.

A.2 It should be noted that this is not a complete copy of the NPPF, it just provides a selection of areas within the Framework where the Local Plan is specifically required to provide a policy or information. If you wish to read a full copy of the NPPF it can be found at [www.gov.uk/government/collections/planning-practice-guidance](http://www.gov.uk/government/collections/planning-practice-guidance)

<b>NPPF Section</b>	<b>Requirement for Delivery and Allocations Local Plan (including paragraph number)</b>	<b>Halton's Local Plan Policy</b>
Building a Strong, Competitive Economy	(21) Set criteria, or identify strategic sites, for local and inward investment to match the [economic vision and] strategy and to meet anticipated needs over the plan period.	ED1: Employment Allocations
	(21) Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.	ED2: Employment Development / ED3: Complementary Services and Facilities within Employment Areas
Ensuring the Vitality of Town Centres	(23) Define the extent of primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations.	HC3: Primary Shopping Areas and Frontages
	(23) Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needs in town centres.	HC2: Allocations within Halton's Centres
	(23) Allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available. If sufficient edge of centre sites cannot be identified, set policies for meeting the identified needs in other accessible locations that are well connected to the town centre.	HC2: Allocations within Halton's Centres
	(23) Set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres.	HC1: Vital and Viable Centres
Promoting Sustainable Transport	(30) Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.	CS(R)15: Sustainable Transport / C1: Transport Network and Accessibility
	(39) If setting local parking standards for residential and non-residential development, local planning authorities should take into account: <ul style="list-style-type: none"> <li>• the accessibility of the development;</li> <li>• the type, mix and use of the development;</li> </ul>	C2: Parking Standards

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
	<ul style="list-style-type: none"> <li>• the availability of and opportunities for public transport;</li> <li>• local car ownership levels; and</li> <li>• an overall need to reduce the use of high-emission vehicles</li> </ul>	
Supporting High Quality Communications Infrastructure	(43) In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband.	C3: Delivery of Telecommunications Infrastructure
Delivering a Wide Choice of High Quality Homes	(47) Identify key sites which are critical to the delivery of the housing strategy over the plan period	RDI: Residential Development Allocations
Requiring Good Design	(58) Local Plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area.	CS18 - High Quality Design / GRI: Design of Development
Protecting Green Belt Land	(83) Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy	GB Temp: Green Belt Release Allocations / GBI: Control of Development in the Green Belt
	(83) Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.	CS(R)6: Green Belt / GB Temp: Green Belt Release Allocations / GBI: Control of Development in the Green Belt
Meeting the Challenge of Climate Change, Flooding and Coastal Change	(97) Consider identifying suitable areas for renewable and low-carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources.	GR5: Renewable and Low Carbon Energy
	(97) Identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.	GR5 Renewable and Low Carbon Energy
Conserving and Enhancing the Natural Environment	(117) Identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation.	HEI: Nature Conservation
Facilitating the Sustainable Use of Minerals	(143) Identify and include policies for extraction of mineral resources of local and national importance in their area.	HEI1: Minerals
	(143) Define Minerals Safeguarding Areas and adopt appropriate policies in order that known locations of specific minerals resources of local and national importance are not needlessly sterilised by non-mineral development, whilst not creating a presumption that	HEI10: Minerals Allocations

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
	resources defined will be worked; and define Minerals Consultation Areas based on these Minerals Safeguarding Areas.	
	(143) Set out policies to encourage the prior extraction of minerals, where practicable and environmentally feasible, if it is necessary for non-mineral development to take place.	HEI 1: Minerals
	(143) Set out environmental criteria against which planning applications will be assessed so as to ensure that permitted operations do not have unacceptable adverse impacts on the natural and historic environment or human health.	HEI 1: Minerals
	(143) Put in place policies to ensure worked land is reclaimed at the earliest opportunity, taking account of aviation safety, and that high quality restoration and aftercare of mineral sites takes place, including for agriculture, geodiversity, biodiversity, native woodland, the historic environment and recreation.	HEI 1: Minerals
Public Safety from major accidents	(172) Planning policies should be based on up-to-date information on the location of major accident hazards and on the mitigation of the consequences of major accidents.	CS23 – Managing Pollution and Risk

## Appendix B: Core Strategy Requirements

B.1 This appendix shows the requirements of the Halton Core Strategy Local Plan relevant to the Delivery and Allocations Local Plan and the corresponding policy that the requirement would be covered in. Core Strategy policies proposed to be replaced in this document are identified with an \*.

Core Strategy Policy	Requirement for Delivery and Allocations Local Plan	Delivery and Allocations Local Plan Policy
CS(R)1: Halton's Spatial Strategy*	No specific requirements	n/a
CS2: Presumption in Favour of Sustainable Development	No specific requirements	n/a
CS(R)3: Housing Supply and Locational Priorities*	Allocate specific sites that will contribute to housing supply	RD1: Residential Development Allocations
CS(R)4: Employment Land and Locational Priorities*	Allocate specific sites that will contribute to employment land supply	ED1: Employment Provision Allocations
	Designate the boundaries and extent of Halton's Local Employment Areas and Regional Employment Sites	ED1: Employment Provision Allocations / ED2: Employment Development / Policies Map
CS(R)5: A Network of Centres*	New Local Centres identified to meet local needs.	HC2: Allocations within Halton's Centres
	Allocate areas for future retail development	HC2: Allocations within Halton's Centres
CS(R)6: Green Belt*	Designate extent of the Green Belt	GB Temp: Green Belt Release Allocations / Policies Map
CS7: Infrastructure Provision	No specific requirements	n/a
CS8: 3MG	No specific requirements	n/a
CS9: South Widnes	No specific requirements	n/a
CS10: West Runcorn	No specific requirements	n/a
CS11: East Runcorn	No specific requirements	n/a
CS12: Housing Mix	No specific requirements	n/a
CS(R)13: Affordable Housing*	No specific requirements	n/a
CS(R)14: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople*	Allocation of sites for Gypsy, Traveller and Travelling Showpeople	RD2: Gypsy & Travellers (Allocations)
CS(R)15: Sustainable Transport*	Designate existing Sustainable Transport Network and safeguard future routes and facilities	C1: Transport Network and Accessibility / C2: Parking Standards
CS16: The Mersey Gateway Project	No specific requirements	n/a
CS17: Liverpool John Lennon Airport	Consideration of allocation of land for runway extension	C4: Expansion of Liverpool John



Core Strategy Policy	Requirement for Delivery and Allocations Local Plan	Delivery and Allocations Local Plan Policy
		Lennon Airport
CS18: High Quality Design	No specific requirements	n/a
CS19: Sustainable Development and Climate Change	Support Energy Priority Zones	GR5: Renewable and Low Carbon Energy
CS20: Natural and Historic Environment	Designate sites of local importance including Local Nature Reserves, Local Geological Sites, Local Wildlife Sites, Ancient Woodland, and habitats and species identified in Halton's Biodiversity Action Plan	HE1: Natural Environment
	Designate Borough's heritage assets including Listed Buildings, Conservation Areas, Areas of Archaeological Interest, Scheduled Monuments	HE2: Historic Environment
CS21: Green Infrastructure	Set out the priorities for the protection, enhancement and where appropriate the expansion of green infrastructure	HE5: Green Infrastructure
	Designate green infrastructure network	HE5: Green Infrastructure
	Update the standards for green infrastructure	HE5: Green Infrastructure
CS22: Health and Well-Being	No specific requirements	n/a
CS23: Managing Pollution and Risk	Designate AQMAs, COMAHs, LJLA PSZ	C4: Operation of Liverpool John Lennon Airport
CS24: Waste	No specific requirements	n/a
CS25: Minerals*	Allocate areas of minerals resources	HE10: Minerals Allocations
	Criteria for potential extraction of mineral resources	HE11: Minerals

## Appendix C: UDP and Core Strategy Policy Analysis

C.1 This appendix consists of an analysis of the Halton Unitary Development Plan (UDP) saved policies, illustrating policies which have already been deleted and how the remaining policies would be taken forward by the Delivery and Allocations Local Plan. The analysis also highlights UDP saved policies which have been highly cited in planning permission refusals over recent years, demonstrating policy effectiveness.

### Key

	Deleted Policies (not 'saved' beyond 2008)
	Deleted by Core Strategy Local Plan
	Deleted by Waste Local Plan
	Proposed to be deleted by Delivery and Allocations Local Plan and / or Revised Core Strategy Policies

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
<b>Halton UDP (Adopted 2005)</b>		
<b>S1</b>	Regeneration	<i>Deleted by CS1</i>
<b>S2</b>	The Built Environment	<i>Lapsed 2008</i>
<b>S3</b>	The Green Environment	<i>Deleted by CS21</i>
<b>S4</b>	Pollution and Health	<i>Deleted by CS23</i>
<b>S5</b>	Major Accident Land Use Risk	<i>Deleted by CS23</i>
<b>S6</b>	Reuse and Remediation of Previously Used or Contaminated Land	<i>Deleted by CS23</i>
<b>S7</b>	Minerals and Waste	<i>Deleted by CS24 / CS25</i>
<b>S8</b>	Sustainable Waste Management Facilities	<i>Deleted by CS24</i>
<b>S9</b>	Waste Management Facilities	<i>Deleted by Waste Plan</i>
<b>S10</b>	Reducing Greenhouse Gas Emissions	<i>Deleted by CS19</i>
<b>S11</b>	Renewable Energy Sources	<i>Deleted by CS19</i>
<b>S12</b>	Areas at Risk from Flooding	<i>Lapsed 2008</i>
<b>S13</b>	Transport	<i>Deleted by CS15</i>
<b>S14</b>	A New Crossing of the River Mersey	<i>Deleted by CS16</i>
<b>S15</b>	Leisure and Tourism	<i>Proposed to be deleted by HC7</i>
<b>S16</b>	Retail Hierarchy	<i>Deleted by CS5</i>
<b>S17</b>	Retail Development	<i>Deleted by CS5</i>
<b>S18</b>	Provision of Land for Housing	<i>Deleted by CS3</i>
<b>S19</b>	Provision of Land for Employment	<i>Deleted by CS4</i>
<b>S20</b>	Regional Investment Sites	<i>Deleted by CS8</i>
<b>S21</b>	Green Belt	<i>Deleted by CS6</i>

<b>Policy Number</b>	<b>Policy Name</b>	<b>Comments / Delivery and Allocations Local Plan Policy</b>
<b>S22</b>	Unallocated Land in Urban Areas	<i>Proposed to be deleted</i>
<b>S23</b>	Open Countryside	<i>Proposed to be deleted</i>
<b>S24</b>	Sustainable Urban Extensions	<i>Deleted by CS1</i>
<b>S25</b>	Planning Obligations	<i>Deleted by CS7</i>
<b>Chapter 1 – Regeneration</b>		
<b>RG1</b>	Action Area 1 - Southern Widnes	<i>Proposed to be deleted</i>
<b>RG2</b>	Action Area 2 - Central Widnes	<i>Proposed to be deleted</i>
<b>RG3</b>	Action Area 3 - Widnes Waterfront	<i>Proposed to be deleted</i>
<b>RG4</b>	Action Area 4 - Runcorn and Weston Docklands	<i>Proposed to be deleted</i>
<b>RG5</b>	Action Area 5 - Halebank	<i>Proposed to be deleted</i>
<b>RG6</b>	Action Area 6 - Castlefields and Norton Priory	<i>Proposed to be deleted</i>
<b>Chapter 2 – Built Environment</b>		
<b>BE1</b>	General Requirements for Development	<i>Proposed to be deleted by GRI: Design of Development</i>
<b>BE2</b>	Quality of Design	<i>Proposed to be deleted by GRI: Design of Development</i>
<b>BE3</b>	Environment Priority Areas	<i>Proposed to be deleted</i>
<b>BE4</b>	Scheduled Ancient Monuments	<i>Proposed to be deleted by HE2: Historic Environment</i>
<b>BE5</b>	Other Sites of Archaeological Importance	<i>Proposed to be deleted by HE2: Historic Environment</i>
<b>BE6</b>	Archaeological Evaluations	<i>Proposed to be deleted by HE2: Historic Environment</i>
<b>BE7</b>	Demolition of Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
<b>BE8</b>	Changes of Use of Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
<b>BE9</b>	Alterations and Additions to Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
<b>BE10</b>	Protecting the Setting of Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
<b>BE11</b>	Enabling Development and the Conservation of Heritage Assets	<i>Proposed to be deleted by HE2: Historic Environment</i>
<b>BE12</b>	General Development Criteria - Conservation Areas	<i>Proposed to be deleted by HE2: Historic Environment</i>
<b>BE13</b>	Demolition in Conservation Areas	<i>Proposed to be deleted by HE2: Historic Environment</i>
<b>BE14</b>	Outline Applications – Conservation Areas	<i>Lapsed 2008</i>
<b>BE15</b>	Local List of Buildings and Structures of Architectural and Historic Interest	<i>Proposed to be deleted by HE2: Historic Environment</i>
<b>BE16</b>	Alterations to and New Shop Fronts	<i>Proposed to be deleted by HC4: Shop Fronts, Signage and Advertising</i>

<b>Policy Number</b>	<b>Policy Name</b>	<b>Comments / Delivery and Allocations Local Plan Policy</b>
<b>BE17</b>	Advertising and Advertisements	<i>Proposed to be deleted by HC4: Shop Fronts, Signage and Advertising</i>
<b>BE18</b>	Access to New Buildings Used by the Public	<i>Proposed to be deleted</i>
<b>BE19</b>	Disabled Access for Changes of Use, Alterations and Extensions	<i>Proposed to be deleted</i>
<b>BE20</b>	Disabled Access in Public Places	<i>Proposed to be deleted</i>
<b>BE21</b>	Telecommunications Apparatus	<i>Proposed to be deleted by C3: Delivery of Telecommunications Infrastructure</i>
<b>BE22</b>	Boundary Walls and Fences	<i>Proposed to be deleted by GR3: Boundary Fences and Walls</i>
<b>BE23</b>	Temporary Buildings	<i>Proposed to be deleted by GR4: Temporary Buildings</i>
<b>Chapter 3 – The Green Environment</b>		
<b>GE1</b>	Control of Development in the Green Belt	<i>Proposed to be deleted by GB1: Control of Development in the Green Belt</i>
<b>GE2</b>	Hale Village Green Belt	<i>Proposed to be deleted</i>
<b>GE3</b>	Extensions, Alterations and Replacement of Existing Dwellings in the Green Belt	<i>Proposed to be deleted by GB1: Control of Development in the Green Belt</i>
<b>GE4</b>	Re-use of Buildings in the Green Belt	<i>Proposed to be deleted by GB1: Control of Development in the Green Belt</i>
<b>GE5</b>	Outdoor Sport and Recreation Facilities in the Urban Fringe and Open Countryside	<i>Proposed to be deleted by HE6: Greenspace and Outdoor Sports Provision</i>
<b>GE6</b>	Protection of Designated Greenspace	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
<b>GE7</b>	Proposed Greenspace Designations	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
<b>GE8</b>	Development within Designated Greenspace	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
<b>GE9</b>	Redevelopment and Changes of Use of Redundant School Buildings	<i>Proposed to be deleted</i>
<b>GE10</b>	Protection of Linkages in Greenspace Systems	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
<b>GE11</b>	Protection of Incidental Greenspaces	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
<b>GE12</b>	Protection of Outdoor Playing Space for Formal Sport And Recreation	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
<b>GE13</b>	Intensifying Use of Existing Outdoor Sports and Recreation Provision	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
<b>GE14</b>	Noisy Outdoor Sports	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
<b>GE15</b>	Protection of Outdoor Playing Space for Children	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
<b>GE16</b>	Protection of Allotments	<i>Proposed to be deleted by HE4: Green Infrastructure</i>

<b>Policy Number</b>	<b>Policy Name</b>	<b>Comments / Delivery and Allocations Local Plan Policy</b>
<b>GE17</b>	Protection of Sites of International Importance for Nature Conservation	<i>Lapsed 2008</i>
<b>GE18</b>	Protection of Sites of National Importance for Nature Conservation	<i>Proposed to be deleted by HE1: Natural Environment</i>
<b>GE19</b>	Protection of Sites of Importance for Nature Conservation	<i>Proposed to be deleted by HE1: Natural Environment</i>
<b>GE20</b>	Protection and Creation of Local Nature Reserves	<i>Proposed to be deleted by HE1: Natural Environment</i>
<b>GE21</b>	Species Protection	<i>Proposed to be deleted by HE1: Natural Environment</i>
<b>GE22</b>	Protection of Ancient Woodlands	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
<b>GE23</b>	Protection of Areas of Special Landscape Value	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
<b>GE24</b>	Protection of Important Landscape Features	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
<b>GE25</b>	Protection of Ponds	<i>Proposed to be deleted by HE1: Natural Environment</i>
<b>GE26</b>	Protection of Hedgerows	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
<b>GE27</b>	Protection of Trees and Woodland	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
<b>GE28</b>	The Mersey Forest	<i>Proposed to be deleted</i>
<b>GE29</b>	Canals and Rivers	<i>Proposed to be deleted by HE3: Halton's Waterways and Waterfronts</i>
<b>GE30</b>	The Mersey Costal Zone	<i>Proposed to be deleted</i>
<b>Chapter 4 – Pollution and Risk</b>		
<b>PR1</b>	Air Quality	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
<b>PR2</b>	Noise Nuisance	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
<b>PR3</b>	Odour Nuisance	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
<b>PR4</b>	Light Pollution and Nuisance	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
<b>PR5</b>	Water Quality	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
<b>PR6</b>	Land Quality	<i>Proposed to be deleted by HE8: Contaminated Land</i>
<b>PR7</b>	Development Near to Established Pollution Sources	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
<b>PR8</b>	Noise Sensitive Developments	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
<b>PR9</b>	Development within the Liverpool Airport	<i>Proposed to be deleted by C4: Operation</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
	Public Safety Zone	<i>of Liverpool John Lennon Airport</i>
<b>PR10</b>	Development within the Liverpool Airport Height Restriction Zone	<i>Proposed to be deleted by C4: Operation of Liverpool John Lennon Airport</i>
<b>PR11</b>	Development of Sites Designated under the Control of Major Hazards (Planning) Regulations 1999 (COMAH)	<i>Proposed to be deleted</i>
<b>PR12</b>	Development on Land Surrounding COMAH Sites	<i>Proposed to be deleted</i>
<b>PR13</b>	Vacant and Derelict Land	<i>Lapsed 2008</i>
<b>PR14</b>	Contaminated Land	<i>Proposed to be deleted by HE8: Contaminated Land</i>
<b>PR15</b>	Groundwater	<i>Proposed to be deleted by HE9: Water Management and Flood Risk</i>
<b>PR16</b>	Development and Flood Risk	<i>Proposed to be deleted by HE9: Water Management and Flood Risk</i>
<b>Chapter 5 – Minerals and Waste Management</b>		
<b>MW1</b>	All Minerals and Waste Management Developments	<i>Proposed to be deleted by HE11: Minerals</i>
<b>MW2</b>	Requirements for all Applications	<i>Proposed to be deleted by HE11: Minerals</i>
<b>MW3</b>	Requirements for all Waste Management Applications	<i>Deleted by Waste Plan</i>
<b>MW4</b>	Aggregate Minerals	<i>Proposed to be deleted by HE11: Minerals</i>
<b>MW5</b>	Protection of Mineral resources	<i>Deleted by CS25</i>
<b>MW6</b>	Aftercare	<i>Proposed to be deleted by HE11: Minerals</i>
<b>MW7</b>	Waste Recycling and Collection Facilities	<i>Deleted by Waste Plan</i>
<b>MW8</b>	Aerobic Composting Facilities	<i>Deleted by Waste Plan</i>
<b>MW9</b>	Anaerobic Digestion Facilities	<i>Deleted by Waste Plan</i>
<b>MW10</b>	Wastewater and Sewage Treatment Facilities	<i>Deleted by Waste Plan</i>
<b>MW11</b>	Extensions to Wastewater Treatment Facilities	<i>Deleted by Waste Plan</i>
<b>MW12</b>	Recycling and Household Waste Centres	<i>Deleted by Waste Plan</i>
<b>MW13</b>	Energy Recovery	<i>Deleted by Waste Plan</i>
<b>MW14</b>	Incineration	<i>Deleted by Waste Plan</i>
<b>MW15</b>	Landfill/Landrising of Non-inert Wastes	<i>Deleted by Waste Plan</i>
<b>MW16</b>	Landfill/Landrising of Inert Wastes	<i>Deleted by Waste Plan</i>
<b>MW17</b>	Waste Minimisation and Recycling	<i>Deleted by Waste Plan</i>
<b>MW18</b>	Energy from Non-fossil Sources	<i>Proposed to be deleted by GR5: Renewable and Low Carbon Energy</i>
<b>Chapter 6 – Transport</b>		
<b>TP1</b>	Public Transport Provision as Part of New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP2</b>	Existing Public Transport Facilities	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP3</b>	Disused Public Transport Facilities	<i>Proposed to be deleted by C1: Transport</i>

<b>Policy Number</b>	<b>Policy Name</b>	<b>Comments / Delivery and Allocations Local Plan Policy</b>
		<i>Network and Accessibility</i>
<b>TP4</b>	New Public Transport Facilities	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP5</b>	Taxi Ranks and Offices	<i>Proposed to be deleted</i>
<b>TP6</b>	Cycle Provision as Part of New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP7</b>	Pedestrian Provision as Part of New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP8</b>	Pedestrian Improvement Schemes	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP9</b>	The Greenway Network	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP10</b>	The Trans-Pennine Trail and Mersey Way	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP11</b>	Road Schemes	<i>Proposed to be deleted</i>
<b>TP12</b>	Car Parking	<i>Proposed to be deleted by C2: Parking Standards</i>
<b>TP13</b>	Freight	<i>Proposed to be deleted</i>
<b>TP14</b>	Transport Assessments	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP15</b>	Accessibility to New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP16</b>	Green Travel Plans	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP17</b>	Safe travel for All	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP18</b>	Traffic Management	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
<b>TP19</b>	Air Quality	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
<b>TP20</b>	Liverpool Airport	<i>Deleted by CS17</i>
<b>Chapter 7 – Leisure, Tourism and Community Facilities</b>		
<b>LTC1</b>	Developments of Major Leisure and Community Facilities within Designated Shopping Centres	<i>Proposed to be deleted by HC5: Commercial Leisure Development and Cultural Facilities</i>
<b>LTC2</b>	Developments of Major Leisure and Community Facilities on the Edge of Designated Shopping Centres	<i>Proposed to be deleted by HC5: Commercial Leisure Development and Cultural Facilities</i>
<b>LTC3</b>	Development of Major Leisure and Community Facilities in Out-of-Centre locations	<i>Proposed to be deleted by HC5: Commercial Leisure Development and Cultural Facilities</i>
<b>LTC4</b>	Development of Local Leisure and Community Facilities	<i>Proposed to be deleted by HC6: Community Facilities</i>
<b>LTC5</b>	Protection of Community Facilities	<i>Proposed to be deleted by HC6:</i>



<b>Policy Number</b>	<b>Policy Name</b>	<b>Comments / Delivery and Allocations Local Plan Policy</b>
		<i>Community Facilities</i>
<b>LTC6</b>	Children's Day Care Provision	<i>Proposed to be deleted by HC6: Community Facilities</i>
<b>LTC7</b>	The Proposed Halton Arts and Cultural Centre Site	<i>Lapsed 2008</i>
<b>LTC8</b>	Protection of Tourism Attractions	<i>Proposed to be deleted by HC7: Visitor Attractions</i>
<b>LTC9</b>	Tourism Development	<i>Proposed to be deleted by HC7: Visitor Attractions</i>
<b>LTC10</b>	Water Based Recreation	<i>Proposed to be deleted by HE3: Halton's Waterways and Waterfronts</i>
<b>Chapter 8 – Shopping and Town Centres</b>		
<b>TC1</b>	Retail and Leisure Allocations	<i>Proposed to be deleted by HC2: Allocations within Halton's Centres</i>
<b>TC2</b>	Retail Development to the Edge of Designated Shopping Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
<b>TC3</b>	Warrington Road/Eastern Widnes Bypass Site	<i>Proposed to be deleted by HC2: Allocations within Halton's Centres</i>
<b>TC4</b>	Retail Development within Designated Shopping Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
<b>TC5</b>	Design of Retail Development	<i>Proposed to be deleted by HC1: Halton's Centres</i>
<b>TC6</b>	Out of Centre Retail Development	<i>Proposed to be deleted by HC1: Halton's Centres</i>
<b>TC7</b>	Existing Small Scale Local Shopping Facilities Outside Defined Shopping Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
<b>TC8</b>	Non-retail Uses within Primary and Secondary Shopping Areas	<i>Proposed to be deleted by HC1: Halton's Centres</i>
<b>TC9</b>	Non-retail Uses within Neighbourhood Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
<b>TC10</b>	Runcorn Mixed Town Centre Uses Area	<i>Proposed to be deleted by HC1: Halton's Centres</i>
<b>TC11</b>	Food and Drink Outlets	<i>Proposed to be deleted by HC1: Halton's Centres</i>
<b>Chapter 9 – Housing</b>		
<b>H1</b>	Provision for New Housing	<i>Proposed to be deleted by RD1: Residential Development Allocations</i>
<b>H2</b>	Design and Density of New Residential Development	<i>Deleted by CS3</i>
<b>H3</b>	Provision of Recreational Greenspace	<i>Proposed to be deleted by RD4: Greenspace Provision for Residential Development</i>
<b>H4</b>	Sheltered Housing	<i>Proposed to be deleted by RD5: Specialist Housing</i>



<b>Policy Number</b>	<b>Policy Name</b>	<b>Comments / Delivery and Allocations Local Plan Policy</b>
<b>H5</b>	Gypsy Sites	<i>Deleted by CS14</i>
<b>H6</b>	House Extensions	<i>Proposed to be deleted by RD3: Dwelling Alterations, Extensions and Replacement Dwellings</i>
<b>H7</b>	Conversions to Flats	<i>Proposed to be deleted by RD3: Dwelling Alterations, Extensions and Replacement Dwellings</i>
<b>H8</b>	Non Dwelling House Uses	<i>Proposed to be deleted by GR5: Amenity</i>
<b>Chapter 10 – Employment</b>		
<b>E1</b>	Local and Regional Employment Land Allocations	<i>Proposed to be deleted by ED1: Employment Allocations</i>
<b>E2</b>	Priority Employment Redevelopment Areas	<i>Proposed to be deleted by ED1: Employment Allocations</i>
<b>E3</b>	Primarily Employment Areas	<i>Proposed to be deleted by ED1: Employment Allocations</i>
<b>E4</b>	Complementary Services and Facilities within Primarily Employment Areas	<i>Proposed to be deleted by ED3: Complementary Services and Facilities within Employment Areas</i>
<b>E5</b>	New Industrial and Commercial Development	<i>Proposed to be deleted by ED2: Employment Development</i>
<b>E6</b>	Daresbury Laboratories	<i>Deleted by CS11</i>
<b>E7</b>	Ditton Strategic Rail Freight Park	<i>Deleted by CS8</i>
<b>Core Strategy</b>		
<b>SPATIAL POLICIES</b>		
<b>CS1</b>	Halton's Spatial Strategy	<i>Proposed to be deleted by CS(R)1: Halton's Spatial Strategy</i>
<b>CS2</b>	Presumption in Favour of Sustainable Development	To be retained
<b>CS3</b>	Housing Supply and Locational Priorities	<i>Proposed to be deleted by CS(R)3: Housing Supply and Locational Priorities</i>
<b>CS4</b>	Employment Land Supply and Locational Priorities	<i>Proposed to be deleted by CS(R)4: Employment Supply and Locational Priorities</i>
<b>CS5</b>	A Network of Centres	<i>Proposed to be deleted by CS(R)5: A Network of Centres</i>
<b>CS6</b>	Green Belt	<i>Proposed to be deleted by CS(R)6: Green Belt</i>
<b>CS7</b>	Infrastructure Provision	To be retained
<b>KEY AREAS OF CHANGE</b>		
<b>CS8</b>	3MG	To be retained and kept under review
<b>CS9</b>	South Widnes	To be retained and kept under review
<b>CS10</b>	West Runcorn	To be retained and kept under review
<b>CS11</b>	East Runcorn	To be retained and kept under review

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
<b>CORE POLICIES</b>		
<b>CS12</b>	Housing Mix	To be retained
<b>CS13</b>	Affordable Housing	<i>Proposed to be deleted by CS(R) 13: Affordable Housing</i>
<b>CS14</b>	Meeting the Needs of Gypsies, Travellers and Travelling Show People	<i>Proposed to be deleted by CS(R) 14: Meeting the Needs of Gypsies, Travellers and Travelling Show People</i>
<b>CS15</b>	Sustainable Transport	<i>Proposed to be deleted by CS(R) 15: Sustainable Transport</i>
<b>CS16</b>	The Mersey Gateway Project	To be retained
<b>CS17</b>	Liverpool John Lennon Airport	To be retained
<b>CS18</b>	High Quality Design	To be retained
<b>CS19</b>	Sustainable Development and Climate Change	To be retained
<b>CS20</b>	Natural and Historic Environment	To be retained
<b>CS21</b>	Green Infrastructure	To be retained
<b>CS22</b>	Health and Well-Being	To be retained
<b>CS23</b>	Managing Pollution and Risk	To be retained
<b>CS24</b>	Waste	To be retained
<b>CS25</b>	Minerals	To be retained

## Appendix D: Parking Standards

Use Class	Description	Car Parking Standard	Cycle Parking	Electric Vehicle Infrastructure

Parking Space Type	Brief Overview	Size (see appendix XX)
On Street Parking Spaces	Wherever possible off road parking should be made available for residential developments, and should measure In other scenarios when on street parking is the only solution (once discussed and agreed with planning team) the road conditions should be for Single sided parking: Double sided parking	2.8m x 6m  Road width 5.5m Road width 7.5m
Off Street Parking Spaces	In retail /commercial premises (numbers of spaces) can be found in appendix X. Residential Parking can have a significant impact on the overall safety and design of a new residential area, therefore parking in such areas should follow the principles set out in appendix x	See Appendix
Garages	Where a residential property has an allocated garage within its perimeter for it to be considered as a parking space it should follow the principles set out in appendix xx	Single Garage 3m x6m Double Garage 6m x 6m
Mobility Parking	Disabled parking should be clearly marked and positioned close to the entrance of the commercial/retail property, with a safe accessible route from the parking space to the building.	Standard on street disabled bay 1.2m transfer zone, 2.4m x 4.8m, a minimum of 2 applies.

	Residential disabled parking “off street” should be allocated at 5% of overall parking. See Appendix X	For commercial/retail and other see Appendix x
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Consultation Draft

## Appendix E: Visitor Attractions

Consultation Draft

## Appendix F: Non – designated Heritage Assets and Archaeological Assets

### F1. Introduction

- F1.1 In addition to the statutory listed buildings which have national recognition there are many other buildings which, whilst not meeting the national criteria for listing, are of considerable local historic, architectural or other special character interest.
- F1.2 These are non-designated heritage assets, however, these assets can still have formal recognition in the planning system. National planning policy defines a heritage asset as ‘*a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)*’ (National Planning Policy Framework, Annex 2).
- F1.3 These non-designated heritage assets, can be identified and designated by the Local Authority as part of a Local List to ensure that all interested parties are aware of their local importance and merit. A Local List would also be useful when considering planning proposals and to help to conserve the Borough’s historic environment.

### F2. What are the implications of Local Listing?

- F2.1 Including an asset on the local list does not change or provide additional statutory protection against its loss or alteration, and does not result in any additional legal requirements for owners. Where a planning application is submitted to the Council however, the significance of the locally listed asset will be a ‘material consideration’ in determining the application. This means that greater emphasis will be placed on ensuring the development conserves or enhances the local character of the area and special interest of that asset, including its setting.

### F3. Halton Local List

- F3.1 Halton is currently considering the heritage assets that could be included on its Local List, this provides a unique opportunity for communities in partnership with Halton Borough Council, to identify heritage assets that they wish to protect at the local level.
- F3.2 The identification of buildings or groups of buildings of local interest helps to ensure that owners, developers and other interested parties are aware of their local importance and merit. In this way the Council, through the control of development or by giving advice, will seek sensitive treatment where renovations or alterations are proposed.
- F3.3 Locally listed buildings are likely to be identified in accordance with the following criteria:
- **architectural interest:** buildings which are locally important for the interest of their architectural design, decoration and craftsmanship; also important examples of particular building types and techniques, and significant plan forms
  - **historic interest:** buildings which illustrate important aspects of local social, economic, cultural or military history

- **Social Interest:** this includes assets that are associated with distinctive communal, commemorative, symbolic or spiritual significance or associated with locally distinctive cultural heritage, such as art; literature; music; tv; or film.
- close **historical association** with local or regional important people or events
- **group value:** especially where buildings comprise an important architectural or historic unity or are a fine example of planning (such as squares, terraces and model villages)

F3.4 It is possible that they will be identified in relation to the following themes that have been identified as distinctive within Halton:

- Science
- Waterfront
- Canal Network
- New Town
- Chemical Industry
- Civic Buildings
- Places of Worship and associated buildings
- Public Houses

#### F4. Selection Criteria

F4.1 It is important that the Local List is robust and objective, in order to ensure that it provides a good basis for planning decisions and will stand up at planning appeal where necessary.

F4.2 Selection criteria are essential in defining the scope of the local heritage list and should take account of the range of assets in an area. This includes recognition that local distinctiveness may lie as much in the commonplace or everyday as it does in the rare and spectacular.

F4.3 The Council will consider the following when selecting assets to include within the local list:

- i. Age – The age of an asset may be an important criterion and the age range can be adjusted to take into account distinctive local characteristics.
- ii. Rarity – Appropriate for all assets, as judged against local characteristics
- iii. Aesthetic Value - the intrinsic design value of an asset relation to local styles, materials or other distinctive local characteristics
- iv. Group Value – assets with a clear visual, design or historic relationships
- v. Evidential Value – additional value from contemporary or historic written record
- vi. Historic Association – links to local historic events or figures
- vii. Archaeological interest
- viii. Designed landscapes – landscape, parks and gardens
- ix. Landmark status
- x. Social and communal value – relating to places perceived as a source of local identity, distinctiveness, social interaction and coherence; often residing in intangible aspects of heritage contribution to the ‘collective memory’ of a place.
- xi. Survival – does it survive in a substantial and recognisable form; are historic features and layout still present; does it represent a significant element in the development of the area.

#### F5. Can modern assets be nominated?

F5.1 Care has to be taken in nominating assets dating to the last 30 years. This is because there has been little time for an objective and consensus view to be formed on their special interest. To

be included on the list, an asset constructed in the last 30 years would therefore need to be of exceptional architectural, historic and/or townscape interest. Its special interest would also need to survive wholly intact. In line with English Heritage's criteria for listed buildings, assets need to be over 10 years old to be eligible for inclusion.

**F6. Who can nominate assets, and how?**

F6.1 Anyone can nominate a building, structure or other asset for inclusion in the local list, a copy of the nomination form is available from the Council's website and can be found below. Please provide as much information as is possible to support the inclusion of the asset.

**F7. What happens next?**

F7.1 Once the nomination period has ended, the Council will assess the nominations and the results of the assessment will be published for consultation. The local list will be kept under review and will allow for further inclusions onto it on an ad-hoc basis. This ensures that the register is up-to-date and takes into account new information and changes in the built environment. Buildings will be removed from the local list if they become listed on the statutory register, are demolished or due to unsympathetic works are no longer of value to warrant its inclusion on the list.



## Assets to be included on the Local List

### Do you want to propose an asset to be included on the Local List?

The Council are inviting individuals, groups and organisations, whether as landowners, agents or potential developers to put forward sites within Halton that you think should be considered for inclusion on the Local List.

#### **Please Note:**

- **Submitting details of a particular site is not a guarantee that the Council will include the asset on the Local List.**

The Council will give due consideration to all sites put forward and will assess them using the methodology proposed above.

- Please return you completed Local List Form via email to [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk) or by post to Planning Policy, Halton Borough Council, 2<sup>nd</sup> Floor, Municipal Building, Kingsway, Widnes, WA8 7QF
- **Please complete and return this form for each asset that you wish to be considered, using a separate form for each, together with a corresponding OS based site map (preferably 1:1250 or 1:2500 in scale) clearly identifying the boundary of the site.**  
Unfortunately, due to OS licensing and operational restrictions, the Council is unable to supply blank maps for this exercise; OS plans may be obtained via external companies for a fee.
- **Please provide a photo of the asset** to aid identification and consideration.

#### **Completing the Form**

##### **Contact details**

Your contact details are required. As this is a public consultation process your name and organisation and the asset's location will be published. Please note that assets cannot be treated as confidential.

##### **Ownership**

You do not need to be the owner of an asset to promote it for inclusion on the Local List; however, it is recommended that you notify the owner before submitting the site to the Council. If you require details of who owns a particular site we suggest you contact HM Land Registry.

##### **Heritage Value**

It may be necessary to undertake some research into its history, for example by looking at old maps to establish its age or how the building has developed. Historic associations need to be established, rather than 'urban myth'. The latter may however contribute to an asset's Communal Value.

We may sometimes come to a different conclusion from that submitted, however the information provided on this form will provide a useful starting point in assessing each site.

Please return you completed Local List form via email to [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk) or by post to Planning Policy, Halton Borough Council, 2<sup>nd</sup> Floor, Municipal Building, Kingsway, Widnes, WA8 7QF.

Site Ref. No.:

(Office Use Only)

# Local List Form

Your Details (if completing this form by hand please write clearly) <sup>54</sup>		
	Personal Details	Agent Details <sup>16</sup>
Name		
Email		
Postal Address		
Telephone		
Organisation <sup>55</sup>		
What is your interest in the site (Owner / Lessee / Prospective Purchaser / Neighbour etc)		

Asset Details			
Name of Asset (and any other names it is known by)			
Address:			
Ordnance Survey Grid Reference	Easting		Northing
Site size (hectares)			
Have you enclosed a map showing the assets precise location and detailed boundaries marked in red?			Yes <input type="checkbox"/>
Have you enclosed a photograph showing the asset?			Yes <input type="checkbox"/>

Asset Ownership (if known)		
	Owner 1	Owner 2
Name		
Address (or other contact details such as email or phone number)		

<sup>54</sup> All responses received will be available for public inspection and may be placed on the Halton Borough Council website. **This will include details of the site, your name and organisation but the remainder of your personal details will remain confidential.** Anonymous responses will not be accepted.

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

<sup>55</sup> Where applicable

<b>Asset Description</b>	
Please provide a brief description of the asset?	
If there are buildings on the site please provide information in relation to whether the buildings are in use and whether they are likely to be retained.	
Planning history (please include details of any existing or previous planning applications or permissions relating to this site)	
What are the surrounding land uses?	

<b>Policy Designation</b>
Please tell us about any known policy designations that may need to be considered when developing this site (e.g. Conservation Area, Green Belt, Protected Greenspace, Key Area of Change etc).

<b>Planning History</b>		
Is the asset subject to a planning application, or subject of an existing planning permission?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Please provide details		

<b>Statement of Significance / Heritage Value</b>	
Statement of Significance: (Identify the significance of the asset in the local context)	
Age	
Rarity	
Aesthetic Value: (the intrinsic design value of an asset relation to local styles, materials or other distinctive local characteristics)	
Group Value (assets with a clear visual, design or historic relationships)	

Evidential Value (additional value from contemporary or historic written record)	
Historic Association (links to local historic events or figures)	
Archaeological interest	
Designed landscapes (landscape, parks and gardens)	
Landmark status	
Social and communal value (relating to places perceived as a source of local identity, distinctiveness, social interaction and coherence; often residing in intangible aspects of heritage contribution to the 'collective memory' of a place)	
Survival (does it survive in a substantial and recognisable form; are historic features and layout still present; does it represent a significant element in the development of the area)	

#### Any Other Information

Please provide any other information regarding this asset, if not already covered above, that may be appropriate for us to consider in the assessment of the site.

Please use a separate sheet if necessary.

**Please return you completed Local List Call for Sites form and accompanying maps to ensure your site is considered in the current assessment.**

**The form should be returned via email to [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk) or by post to Planning Policy, Halton Borough Council, 2<sup>nd</sup> Floor, Municipal Building, Kingsway, Widnes, WA8 7QF**

Should you need any help completing the form, please contact: [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk) or 0151 511 645

## **Appendix G: Call for Sites Form**

Consultation Draft

# Call for Sites Form

**Do you want to propose a site for development? Or do you know of land or premises that you think should be redeveloped?** The Council are inviting individuals, groups and organisations, whether as landowners, agents or potential developers to put forward sites within Halton that you think should be considered for the potential to provide for possible future new development or alternatives uses.

## **Please Note:**

- **Submitting details of a particular site is not a guarantee that the Council will support or allocate the site for development.**  
The inclusion of a site in the Site Assessment process does not represent planning policy, and provides no guarantee that a site will be proposed for allocation in the Delivery and Allocations Local Plan, or that it will necessarily be granted planning permission. The Council will give due consideration to all sites put forward and will assess them using the methodology proposed in the Delivery and Allocations Local Plan Scoping Document.
- Please return you completed Call for Sites form via email to [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk) or by post to Planning Policy, Halton Borough Council, 2<sup>nd</sup> Floor, Municipal Building, Kingsway, Widnes, WA8 7QF
- **Please complete and return this form for each site that you wish to be considered, using a separate form for each site, together with a corresponding OS based site map (preferably 1:1250 or 1:2500 in scale) clearly identifying the boundary of the site.**  
Unfortunately, due to OS licensing and operational restrictions, the Council is unable to supply blank maps for this exercise; OS plans may be obtained via external companies for a fee.
- **Whilst sites previously assessed through the Core Strategy, SHLAA, Green Belt assessment and previous Delivery and Allocations Scoping consultation will automatically be included in the Site Assessment process we would welcome any further updated information on these sites.**

## **Completing the Form**

### **Contact details**

Your contact details are required. As this is a public consultation process your name and organisation and the site's location will be published. Please note that sites cannot be treated as confidential.

### **Ownership**

You do not need to be the owner of a site to promote it for development; however, it is recommended that you notify the owner before submitting the site to the Council. If you require details of who owns a particular site we suggest you contact HM Land Registry.

### **Site Constraints**

In relation to any site constraints please provide evidence, wherever possible, to back up assertions made on the form. It is important to note that the Council will make their own assessment of these matters for each site, potentially in consultation with other stakeholders such as utility providers. We may sometimes come to a different conclusion from that submitted, however the information provided on this form will provide a useful starting point in assessing each site.

**Please return you completed Call for Sites form via email to [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk) or by post to Planning Policy, Halton Borough Council, 2<sup>nd</sup> Floor, Municipal Building, Kingsway, Widnes, WA8 7QF.**

# Call for Sites Form

(Office Use Only)

Your Details (if completing this form by hand please write clearly) <sup>56</sup>		
	Personal Details	Agent Details <sup>16</sup>
Name		
Email		
Postal Address		
Telephone		
Organisation <sup>57</sup>		
Position <sup>44</sup>		
What is your interest in the site (Owner / Lessee / Prospective Purchaser / Neighbour etc)		

Site Details			
Name of Site (and any other names it is known by)			
Address:			
Ordnance Survey Grid Reference	Easting		Northing
Site size (hectares)			
Have you enclosed a map showing the sites precise location and detailed boundaries marked in red?	Yes <input type="checkbox"/>		

Site Ownership			
	Owner 1	Owner 2	Owner 3
Name			
Address (or other contact details such as email or phone number)			
Does the owner support development?	Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/>	Yes <input type="checkbox"/> No <input type="checkbox"/> Don't Know <input type="checkbox"/>

Site Description
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<sup>56</sup> All responses received will be available for public inspection and may be placed on the Halton Borough Council website. **This will include details of the site, your name and organisation but the remainder of your personal details will remain confidential.** Anonymous responses will not be accepted.

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

<sup>57</sup> Where applicable

What is the site / property currently used for?	
What was the site / property previously used for?	
If the site is vacant or derelict when did the previous use cease?	
If there are buildings on the site please provide information in relation to whether the buildings are in use and whether they are likely to be retained.	
Planning history (please include details of any existing or previous planning applications or permissions relating to this site)	
What are the surrounding land uses?	

Proposed Uses					
Please indicate the preferred use that you would like the site to be considered for (if you wish the site to be considered for a mix of uses, please tick all that apply), please also identify if you would consider an alternative use.					
	Residential	Employment	Retail	Commercial Leisure	Other (Please identify use)
Preferred Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potential Capacity	No. dwellings:	(SqM)	(SqM)	(SqM)	
Alternative Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Has any masterplanning or design work been undertaken for this site?				Yes <input type="checkbox"/>	No <input type="checkbox"/>
Has this been made available to the Council?				Yes <input type="checkbox"/>	No <input type="checkbox"/>
Please provide information in relation to any benefits that this would provide the local community (eg affordable homes or a community facility).					
Please highlight how this proposal would contribute to the delivery of the Halton Local Plan.					
Please provide any further information that is available in relation to the type, size or scale of the development, the phasing of development and the developers, organisations or businesses that may be involved in bringing this site forward.					



<b>Physical Constraints</b>							
Please tell us about any known constraints that may need to be considered when developing this site.							
	Yes	No	Don't Know	Nature and severity of constraint	Action needed, timescales and progress	Confirmed by technical study or by service provided	
						Yes	No
Flood Risk & Drainage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Ground Conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Heritage (Listed Building etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Habitats (Protected Species etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Landscape (TPOs, Ancient Woodland etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Services (Water, ICT, Energy etc)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Pollution (AQMA, contaminated land)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Ransom Strip or Covenants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
Other (please define)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>

<b>Policy Designation</b>
Please tell us about any known policy designations that may need to be considered when developing this site (e.g. Green Belt, Protected Greenspace, Key Area of Change etc).

Site Availability	
Excluding planning policy constraints, when do you believe this site could be made available for development?	
Immediately	<input type="checkbox"/>
If not immediately, please state when it could be made available.	
Please provide reasons for your answer, including any constraints to development and how and when they will be addressed.	

Market Interest	
Please choose the most appropriate	Please provide any other information in relation to market interest:
Site is owned by a developer	<input type="checkbox"/>
Site is under option to a developer	<input type="checkbox"/>
Enquiries received	<input type="checkbox"/>
Site is being marketed	<input type="checkbox"/>
None	<input type="checkbox"/>
Not Known	<input type="checkbox"/>

Any Other Information
Please provide any other information regarding this site, if not already covered above, that may be appropriate for us to consider in the assessment of the site.
Please use a separate sheet if necessary.

**Please return you completed Call for Sites form and accompanying maps to ensure your site is considered in the current assessment.**

The form should be returned via email to [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk) or by post to Planning Policy, Halton Borough Council, 2<sup>nd</sup> Floor, Municipal Building, Kingsway, Widnes, WA8 7QF

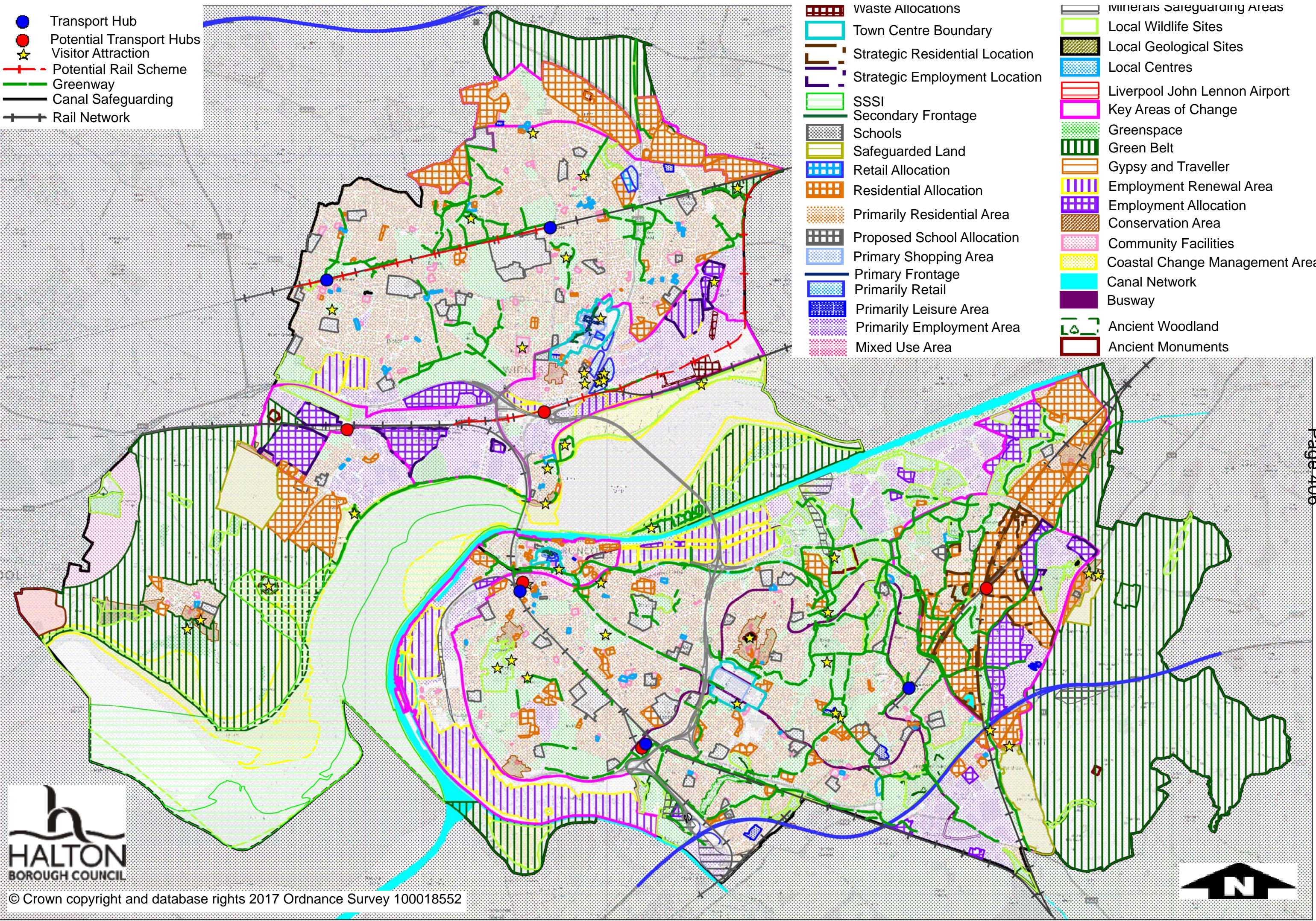
This form is available in other formats or languages on request. If you need another format, or any other help completing the form, please contact: [forward.planning@halton.gov.uk](mailto:forward.planning@halton.gov.uk) or 0151 511 6458

Consultation Draft



- Transport Hub
- Potential Transport Hubs
- ★ Visitor Attraction
- - - Potential Rail Scheme
- Greenway
- Canal Safeguarding
- Rail Network

- Waste Allocations
- Town Centre Boundary
- Strategic Residential Location
- Strategic Employment Location
- SSSI
- Secondary Frontage
- Schools
- Safeguarded Land
- Retail Allocation
- Residential Allocation
- Primarily Residential Area
- Proposed School Allocation
- Primary Shopping Area
- Primary Frontage
- Primarily Retail
- Primarily Leisure Area
- Primarily Employment Area
- Mixed Use Area
- Minerals Safeguarding Areas
- Local Wildlife Sites
- Local Geological Sites
- Local Centres
- Liverpool John Lennon Airport
- Key Areas of Change
- Greenspace
- Green Belt
- Gypsy and Traveller
- Employment Renewal Area
- Employment Allocation
- Conservation Area
- Community Facilities
- Coastal Change Management Area
- Canal Network
- Busway
- Ancient Woodland
- Ancient Monuments





<b>REPORT TO:</b>	Executive Board
<b>DATE:</b>	19 October 2017
<b>REPORTING OFFICER:</b>	Strategic Director, Enterprise, Community and Resources
<b>PORTFOLIO:</b>	Physical Environment
<b>SUBJECT:</b>	Runcorn Regeneration Update
<b>WARD(S)</b>	Mersey

### 1.0 **PURPOSE OF THE REPORT**

- 1.1 The purpose of the report is to advise Members of a proposal from Langtree to develop a Masterplan for Runcorn Station Quarter and to set the options for undertaking this work.

### 2.0 **RECOMMENDATION: That**

- 1) **Members give consideration to the proposals outlined in section 3 of the report; and**
- 2) **Members agree to option 2, that the Council fulfils the project coordination role for this piece of work.**

### 3.0 **SUPPORTING INFORMATION**

- 3.1 At its meeting on 21<sup>st</sup> September, the Executive Board approved a 10-15 year vision document for Runcorn Town Centre. Runcorn Town Centre is one of 8 key impact areas contained within the Council's Mersey Gateway Regeneration Plus Plan, which was approved by this Board on 16<sup>th</sup> March 2017.
- 3.2 The report also proposed that the Council should work with a developer to produce a Masterplan specifically for the area to be known as Runcorn Station Quarter. This work would not detract from the need to regenerate the rest of Runcorn town centre, but in sequencing and prioritising the work needed to regenerate the town, it was felt that a focus on the station quarter will deliver a greater economic impact, and within a shorter timeframe.
- 3.3 Members agreed that the Council should continue to work with Langtree with a view to Langtree submitting a Masterplan Design Brief. Officers have considered a fee proposal from Langtree which includes the development of: -

A Masterplan;  
A Masterplan Delivery Document;  
An Indicative Programme.

Officers have considered a number of options for taking forward the development of a Masterplan for Runcorn Station Quarter following the submission of an outline proposal from Langtree. These options are set out below.

Options:

**1. Accept the proposal from Langtree**

Advantages

- Benefits from expertise brought by Langtree in negotiating professional fees.
- Would provide for an accelerated timetable for production of the Masterplan to coincide with SJB closure.
- Uses Langtree's networks with respective professional disciplines.
- Track record of Langtree in developing a quality product.

Disadvantages

- Would result in higher project coordination costs
- Masterplan being driven by a third party rather than the Council, could lead to reduced accountability
- Would still require significant officer input to oversee the work of the developer.

**2. Council undertakes project coordination role**

Advantages

- Accountability i.e. Council Officers responsible for overseeing the development of the Masterplan and would be directly accountable to Members.
- Consolidates existing expertise in house.
- More cost effective (i.e. lower project coordination costs).

Disadvantages

- Would need to dedicate staff to the development of the Masterplan which could have a bearing on other Mersey Gateway Regeneration Key Impact Area projects unless additional resources are made available.
- Would need time to procure respective disciplines e.g. architects.

**3. Test the wider market**

#### Advantages

- An opportunity to benchmark Langtree's proposal with other developers.
- Could lead to cost reduction.
- Could result in developer with specific station quarter development experience coming forward.

#### Disadvantages

- Would delay development of the Masterplan.
- There would be costs of going through a procurement exercise without a guarantee that costs would be reduced.

On balance, option 2 is the preferred option. Although, undoubtedly, Langtree have a proven track record of delivery on a number of regeneration schemes, it is felt that on this occasion, the Council also has the necessary skills knowledge, experience and understanding of the Masterplan area to coordinate the development of a Masterplan for Runcorn Station Quarter.

The Council will wish to maintain a good working relationship with Langtree in the long-term. This is because they would be able to provide valuable experience and the knowledge of financial models needed to deliver a Station Quarter concept, once the Masterplan stage is completed.

Option 2 is therefore the recommended way forward.

#### 4.0 **POLICY IMPLICATIONS**

4.1 There are no further policy issues at this stage.

#### 5.0 **OTHER/FINANCIAL IMPLICATIONS**

If Members agree to option 2 outlined below, some resources will need to be set aside for surveys, plans, market studies, and some computer generated illustrations.

#### 6.0 **IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

##### 6.1 **Children & Young People in Halton**

N/A

##### 6.2 **Employment, Learning & Skills in Halton**

N/A

6.3 **A Healthy Halton**

N/A

6.4 **A Safer Halton**

N/A

6.5 **Halton's Urban Renewal**

The development of a Masterplan for Runcorn Station would seek to provide an improved urban environment for visitors and residents.

7.0 **RISK ANALYSIS**

7.1 Section 3 of this report outlines the options to be considered.

8.0 **EQUALITY AND DIVERSITY ISSUES**

8.1 There are no immediate Equality and Diversity issues arising from this report.

9.0 **LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Runcorn Vision Document	5 <sup>th</sup> Floor Municipal Building	W Rourke