



Environment and Urban Renewal Policy and Performance Board

Wednesday, 28 June 2017 6.30 p.m.
Council Chamber, Runcorn Town Hall

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

Chief Executive

BOARD MEMBERSHIP

Councillor Bill Woolfall (Chair)	Labour
Councillor Mike Fry (Vice-Chair)	Labour
Councillor Valerie Hill	Labour
Councillor Harry Howard	Labour
Councillor Keith Morley	Labour
Councillor Paul Nolan	Labour
Councillor Joe Roberts	Labour
Councillor Pauline Sinnott	Labour
Councillor John Stockton	Labour
Councillor Andrea Wall	Labour
Councillor Geoff Zygodllo	Labour

*Please contact Gill Ferguson on 0151 511 8059 or e-mail
gill.ferguson@halton.gov.uk for further information.
The next meeting of the Board is on Wednesday, 20 September 2017*

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

Part I

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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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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.

ENVIRONMENT AND URBAN RENEWAL POLICY AND PERFORMANCE BOARD

At a meeting of the Environment and Urban Renewal Policy and Performance Board on Wednesday, 8 February 2017 at the Council Chamber, Runcorn Town Hall

Present: Councillors Woolfall (Chair), Fry (Vice-Chair), V. Hill, Howard, Morley, Joe Roberts, Sinnott, J. Stockton, Wall and Zygadllo

Apologies for Absence: Councillor Nolan

Absence declared on Council business: None

Officers present: M. Noone, G. Ferguson, T. Gibbs, I. Jones, N. Martin, R. Wakefield and S. Rimmer

Also in attendance: 10 members of the public

**ITEM DEALT WITH
UNDER DUTIES
EXERCISABLE BY THE BOARD**

Action

EUR16 MINUTES

The Minutes of the meeting held on 16th November 2016 having been circulated were signed as a correct record.

EUR17 PUBLIC QUESTION TIME

It was confirmed that three public questions had been received and would be submitted and addressed as part of Minute No 20.

EUR18 EXECUTIVE BOARD MINUTES

The Board considered the Minutes of the meetings of the Executive Board relevant to the Environment and Urban Renewal Policy and Performance Board.

RESOLVED: That the Minutes be received.

**EUR19 PERFORMANCE MANAGEMENT REPORTS FOR
QUARTER 2 OF 2016/17**

The Board received a report of the Strategic Director,

Enterprise, Community and Resources, which detailed the second quarter performance management report for 2015/16 on progress against service objectives/milestones and performance targets and provided information related to key developments and emerging issues that had arisen in relation to:-

- Development and Investment Services;
- Highways and Transportation, Logistics and Development Services;
- Waste and Environmental Improvement and Open Space Services; and
- Housing Strategy.

As part of the discussion around the work of the Community Payback Team in the Borough, it was agreed that a further report be brought to the Board detailing work the Team had undertaken recently.

RESOLVED: That the second quarter management report be noted.

EUR20 PROPOSED WAITING RESTRICTIONS AROUND RUNCORN HILL

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which outlined the proposal to introduce waiting restrictions on parts of Park Road, Highlands Road, Campbell Avenue and Heath Grove in Runcorn near to Runcorn Hill Park, in order to address parking congestion.

Following the recent improvements to Runcorn Hill Park, several complaints had been received about problems caused by parked vehicles from residents living on adjacent roads. These complaints had been received either directly from residents, through Ward Councillors or from PCSO's and were in regard to:

- Congestion caused by vehicles double parking (i.e. parking on both sides of the road) which could block access for residents and for emergency vehicles;
- Dangers to children crossing from the café to the park (because of double parking); and
- Blocked accesses to residential properties.

Following advertisement of the proposed waiting restrictions in September 2015, 15 objections were received from residents of Highlands Road and members of Runcorn & District Scale Model Boats Group. Subsequently, Officers

met with some of the residents from Highlands Road to explain the proposals and discuss their objections. Details of the points raised by those residents who objected to the proposal and Officers' responses were detailed in the report.

In respect of the 8 objections received from the Boats Group, it was reported that these were mainly objecting to the reduction of available parking near the lake as some members had mobility issues and their access to the lake would be restricted. However, it was noted that additional parking was to be made available with access from Heath Road South that could be used by members of the Model Boat Group and if the members had a blue badge they could also stop on the double yellow lines for up to three hours.

It was noted that Plans were currently being drawn up for an improved and expanded car parking facility at the north end of Highlands Road close to the original Runcorn Hill Park car park. Subject to funding, the additional facilities could be in place by the Summer of 2018.

In accordance with Standing Order No.34 (9), the following public questions were submitted to the Board by email:

QUESTION 1 - Mr Higginson

Within the document the following statement is made "The Old Car Park has been closed and is only suitable for large events due to poor visibility entering and leaving the car park".

This car park has been operational for many, many years going back to my childhood in Runcorn. Its layout has not been radically changed after its refurbishment. It can accommodate of the order of 25/30 vehicles. Its closure has resulted in these vehicles being forced to park elsewhere, thus worsening the situation.

The provision of the parking restrictions on Park Road will result in the side of the road where the entrance is being clear of vehicles, thus even improving the visibility from what is was previously.

Can the Council confirm what their rationale is in coming to the decision not to re-open this car park? In particular I am interested in knowing what sections of Statutory Legislation, Recommendations or other Legislation were considered upon which this decision was made.

RESPONSE:

As part of the Heritage Lottery Funded restoration and development project at Runcorn Hill Park, the area bounded by Park Road and Highlands Road had been re-modelled in order to create a visual and physical linkage between the woodland and quarry area, new Café, play areas, model boating lake and Heath Playing Fields. The new Café has become the Park's central attraction. Retaining the original small car park on Park Road was not in keeping with the main aim of improving the Park landscape, and it would not have located the car parking close enough to the new Cafe.

The former car park area has been retained for occasional use at large events or for maintenance visits when access can be controlled, but designed in a way that retains a 'green' uninterrupted view across the park for most days of the year. This was necessary to balance the amount of building/hard surfaces constructed on the Park. Also the access to the car park would not provide adequate visibility for vehicles entering/leaving it due to the large trees in the area, which are of aesthetic value.

The new car park adjacent to the new Café also provided more parking spaces than were available in the former car park on Park Road, and was sign posted directing visitors when arriving at Runcorn Hill Park.

The following visitor parking is readily available at Runcorn Hill:

Café / Centre Car Park	35 spaces*	Open 9am - 6pm/7days
Highlands Road /LNR Car Park	25 spaces*	Open 9am- 6pm/7days
Highlands Road /old pub car park	20 spaces*	Open 24 hours
Heath Playing Fields Car Park	28 spaces*	Open 9am – 6pm / peak times**

* spaces are estimated minimum numbers dependant on driver parking

**school holiday periods

Supplementary Question

Why was the original small car park to remain closed when

visibility on Park Road would be improved with the introduction of the proposed waiting restrictions?

In response the Board was advised that although landscape works had been carried out to improve visibility, retaining the original small car park on Park Road was not in keeping with the main aim of improving the Park landscape and the redevelopment of Runcorn Hill.

QUESTION 2 – Mr Hayman

Within the document it is stated “Alterations to the changing room car park will add 20 spaces and will be open at peak times (School holidays and weekends).” At present, when the football pitches are in use the existing car park is full and vehicles overflow onto Heath Road, the access road to the changing rooms, Park Road and it has even been noted that cars have been parked on the field itself. Therefore the provision of these additional spaces will have minimal improvement on the existing parking situation.

Why is this car park only going to open at certain times and not on weekdays, when it can be used by visitors to the Park? There has been the suggestion put forward by the Model Boat Group that this car park can be further extended to accommodate its own Subscribers, with the additional suggestion that our Group would be willing to help with labour and some small financial donation towards the work involved.

RESPONSE:

It was noted that the proposed new changing room car park would only be open at peak times due to concerns regarding potential unauthorised vehicle access to the park. As part of the Heritage Lottery Funded restoration and development project at Runcorn Hill Park, retaining the original small car park on Park Road was not considered as it would not be in keeping with the main aim of improving the Park landscape.

Supplementary Question

Why the original car park could not be extended and controlled by Boat Group members?

In response the Board was advised that it would be detrimental to the improvements carried out at the park area to extend and reopen the original car park.

QUESTION 3 – Mr Gardner

In Section 3.10 of the above Item it is stated “.....are not grounds for objections and cannot be considered” It is also stated that it is thought that the impact of the restrictions on the Model Boat Group will be minimal.

Can the Council explain how they have arrived at these two conclusions when it has been clearly stated within our correspondence/objections that any such restrictions could have serious implications to the continuing viability of our Group.

Addendum:- only 4/5 of our Group are Blue Badge holders.

RESPONSE

Whilst we appreciate the difficulties highlighted in the question, these are not valid objections to a Traffic Regulation Order. However, additional parking spaces are being made available near the boating lake.

Members were advised that in addition to the three written questions submitted in advance of the meeting, a letter from a local resident was also received in support of the proposed waiting restrictions.

Arising from the discussion, it was agreed that in light of the comments regarding the potential impact on the Boating Group of the waiting restrictions, Officers would investigate proposals to provide the Group with a key to access to either the original car park or Heath Road South car park. In addition, the Board would be provided with an update on the outcome of the Officers’ investigation and recommendations.

RESOLVED: That the proposal to make an Order to introduce “At Any Time” waiting restrictions on parts of Park Road, Highlands Road, Campbell Avenue and Heath Park Grove in Runcorn as shown in Appendix ‘B’ and defined in Appendix ‘C’ be supported and that the report be submitted to the Executive Board for its consideration.

Strategic Director
Enterprise,
Community and
Resources

EUR21 JOINT WASTE LOCAL PLAN - MONITORING REPORT 2015/16

The Board received a report of the Strategic Director, Enterprise, Community and Resources, which advised that the Joint Waste Local Plan (WLP) Monitoring report, which covered the 12 month period from 1st April 2015 to 21st

March 2016, had been prepared, a copy of which had been previously circulated to Members. The WLP for Merseyside and Halton was adopted by Halton, Knowsley, Liverpool, St. Helens, Sefton and Wirral Councils with effect from 18th July 2013 and this was the third annual Monitoring Report. The report highlighted key developments over the 2015/16 period for both the Liverpool City Region and Halton.

RESOLVED: That the report be noted.

EUR22 HIGHWAYS ASSET MANAGEMENT PLAN

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought approval for the Part 2 of the Highway Asset Management Plan (HAMP). The Board had previously endorsed Part 1, Chapters 1-4, of the HAMP on 13th January 2016 and it was subsequently approved by the Executive Board on 7th April 2016. Approval of the HAMP would serve as a foundation for other detailed plans and strategies based on the principles and objectives of the HAMP.

RESOLVED: That the Board endorse the Highway Asset Management Plan and its forwarding to the Executive Board for approval.

Strategic Director
Enterprise,
Community and
Resources

EUR23 FIXED PENALTY NOTICES FOR FLY TIPPING OFFENCES

The Board considered a report which provided Members with details of the new powers which enable Councils to issue Fixed Penalty Notices for fly-tipping offences and requested approval to endorse proposals in respect of the suggested approach to the use of these new powers in Halton. It was reported that both nationally and locally statistics indicated that fly tipping was on the increase.

At a previous meeting of the Board held on 16th November 2016, Members of the Board were advised of efforts to reduce incidents of fly tipping and the Waste Working Party was asked to consider the Council's approach to the use of Fixed Penalty Notices for fly tipping offences. The report set out details of the Council's new powers and following the work undertaken by the Waste Working Party, the proposals in respect of the suggested Fixed Penalty Notice levels to be set by the Council.

Having considered the options available it was recommended that the Council introduced Fixed Penalty

Notices for fly-tipping offences set at the maximum level of £400 with a discounted amount of £300 if paid within 10 days.

RESOLVED: That

- 1) Members receive the report;
- 2) the Council's approach to dealing with fly-tipping as set out in the report be endorsed; and
- 3) a report be presented to the Executive Board recommending that the Council's Fixed Penalty Notice levels for fly-tipping offences be set at the amounts detailed within in this report.

Strategic Director
Enterprise,
Community and
Resources

Meeting ended at 7.25 p.m.

REPORT TO: Environment and Urban Renewal Policy & Performance Board

DATE: 28th June 2017

REPORTING OFFICER: Strategic Director, Enterprise, Community and Resources

SUBJECT: Public Question Time

WARD(s): Borough-wide

1.0 PURPOSE OF REPORT

- 1.1 To consider any questions submitted by the Public in accordance with Standing Order 34(9).
- 1.2 Details of any questions received will be circulated at the meeting.

2.0 RECOMMENDED: That any questions received be dealt with.

3.0 SUPPORTING INFORMATION

- 3.1 Standing Order 34(9) states that Public Questions shall be dealt with as follows:-
- (i) A total of 30 minutes will be allocated for dealing with questions from members of the public who are residents of the Borough, to ask questions at meetings of the Policy and Performance Boards.
 - (ii) Members of the public can ask questions on any matter relating to the agenda.
 - (iii) Members of the public can ask questions. Written notice of questions must be given by 4.00 pm on the working day prior to the date of the meeting to the Committee Services Manager. At any one meeting no person/organisation may submit more than one question.
 - (iv) One supplementary question (relating to the original question) may be asked by the questioner, which may or may not be answered at the meeting.
 - (v) The Chair or proper officer may reject a question if it:-
 - Is not about a matter for which the local authority has a responsibility or which affects the Borough;
 - Is defamatory, frivolous, offensive, abusive or racist;

- Is substantially the same as a question which has been put at a meeting of the Council in the past six months; or
 - Requires the disclosure of confidential or exempt information.
- (vi) In the interests of natural justice, public questions cannot relate to a planning or licensing application or to any matter which is not dealt with in the public part of a meeting.
- (vii) The Chairperson will ask for people to indicate that they wish to ask a question.
- (viii) **PLEASE NOTE** that the maximum amount of time each questioner will be allowed is 3 minutes.
- (ix) If you do not receive a response at the meeting, a Council Officer will ask for your name and address and make sure that you receive a written response.

Please bear in mind that public question time lasts for a maximum of 30 minutes. To help in making the most of this opportunity to speak:-

- Please keep your questions as concise as possible.
- Please do not repeat or make statements on earlier questions as this reduces the time available for other issues to be raised.
- Please note public question time is not intended for debate – issues raised will be responded to either at the meeting or in writing at a later date.

4.0 POLICY IMPLICATIONS

None.

5.0 OTHER IMPLICATIONS

None.

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** – none.

6.4 **A Safer Halton** – none.

6.5 **Halton's Urban Renewal** – none.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 28th June 2017

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

- 1.1 The Minutes relating to the relevant Portfolio which have been considered by the Executive Board are attached at Appendix 1 for information.
- 1.2 The Minutes are submitted to inform the Policy and Performance Board of decisions taken in their area.

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

- 3.1 None.

4.0 OTHER IMPLICATIONS

- 4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

EXECUTIVE BOARD MINUTES

23rd February 2017

TRANSPORTATION PORTFOLIO

EXB100 M56 NEW JUNCTION 11A PUBLIC CONSULTATION

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the proposed new Junction 11a on the M56, and on the Council's response to Highways England.

The Board was advised that the in Autumn 2014, the Government had announced the creation of a new road junction between Junctions 11 and 12 on the M56, to create an improved link to the new Mersey Gateway Bridge from the south. This would provide a number of local and regional benefits, as set out in the report.

The consultation process, which ended on 27 February 2017, set out two 'Eastern' options, both of which would provide a significant improvement to regional and local journey times. It was reported that currently, Junction 12 of the M56 suffered from capacity problems. The implementation of a new Junction 11a would offer significant benefits in alleviating existing congestion issues, and would be seen as a positive and integral step towards the implementation of an improved and successful transport network.

RESOLVED: That the Council respond to the Highways England consultation, expressing support for Junction 11a, with a preference for Option B (signalised junction), giving reasons for these views.

Strategic Director
- Enterprise,
Community &
Resources

EXB101 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- 1) Whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following item of business in accordance with Section 100A (4) of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section

100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and

- 2) Whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption outweighed the public interest in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following item of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972.

PHYSICAL ENVIRONMENT PORTFOLIO

EXB102 UPDATE ON THE MURDISHAW AVENUE DEVELOPMENT SITE

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided an update on the proposals for the disposal of the development site at Murdishaw Avenue, Runcorn.

It was reported that the sale of the land would generate investment in the area with enhanced leisure and recreational facilities.

RESOLVED: That

- 1) the sale of approximately 4 acres of land to the company and for the value named in the recommendation, with a contribution towards highways improvements and a new clubhouse and improvements to Halton Sports facilities, subject to contract, be approved; and
- 2) the Operational Director, Economy, Enterprise and Property, be authorised to arrange for all required documentation to be completed to the satisfaction of the Operational Director, Legal and Democratic Services.

Strategic Director
- Enterprise,
Community &
Resources

16th March 2017

TRANSPORTATION PORTFOLIO

EXB109 MERSEY GATEWAY BRIDGE PROJECT - PROGRESS UPDATE

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which provided an update on progress with the Mersey Gateway Bridge Project (the Project) and the performance of the Mersey Gateway Crossings Board Limited (the MGCB) for the period July to December 2016.

The Board was advised that the MGCB was a special purpose vehicle, established by Halton Borough Council, with delegated authority to deliver the Mersey Gateway Bridge project, and to administer and oversee the construction, maintenance and tolling of the new tolled crossings, which included the tolling of the Silver Jubilee Bridge.

The MGCB were commissioned to deliver the Project on behalf of the Council and operate as a commercial, not for profit organisation, on an arm's length basis.

It was reported that the MGCB worked closely with Merseylink (MER) on a day to day basis to ensure all aspects of their policies were adhered to, which ranged from PR and Communications, Environment, Traffic Management and Local Employment and Skills.

RESOLVED: That

- 1) progress with the Project, as set out in the report, be noted; and
- 2) performance of the MGCB Ltd in monitoring the Project Company's (MER) performance, as set out in the report, be noted.

EXB110 PROPOSED WAITING RESTRICTIONS AROUND RUNCORN HILL

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on the proposed introduction of waiting restrictions around Runcorn

Hill.

It was noted that the report had been considered by the Environment and Urban Renewal Policy and Performance Board (PPB) at its meeting on 8 February 2017. The PPB supported the recommendation to make the Order in order to address parking congestion in the Runcorn Hill area. It also agreed that options be explored to assist the Runcorn and District Scale Model Boats Group with their parking concerns.

The Board was advised that, following recent improvements to Runcorn Hill Park, several complaints had been received regarding problems caused by parked vehicles, detailed in Appendix A, from residents living in adjacent roads. The proposed waiting restrictions were the subject of formal public consultation in September 2016 and a summary of the fifteen objections received as a result were detailed in Appendix D. The report contained a summary of the Officer responses to the objections raised.

RESOLVED: That

- 1) the proposal to make a Traffic Regulation Order to introduce "At Any Time" waiting restrictions on parts of Park Road, Highlands Road, Campbell Avenue and Heath Park Grove in Runcorn, as shown in Appendix B and defined in Appendix C be approved; and
- 2) the objectors be informed of the decision.

Strategic Director
- Enterprise,
Community &
Resources

EXB111 HIGHWAYS ASSET MANAGEMENT PLAN

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought approval of Part 2 of the Highways Asset Management Plan (HAMP).

The Board had previously approved Part 1 Chapters 1-4 of the HAMP at its meeting on 7 April 2016. Part 2 had been considered and endorsed by the Environment and Urban Renewal Policy and Performance Board at its meeting on 8 February 2017. It was noted that approval of the HAMP would serve as the foundation for other detailed plans and strategies based on the principles and objectives

of the HAMP.

RESOLVED: That the Highways Asset Management Plan be approved.

Strategic Director
- Enterprise,
Community &
Resources

EXB112 AUTHORISATION TO PROCEED WITH MAINTENANCE WORKS ON THE SILVER JUBILEE BRIDGE IN 2017/18 USING THE SCAPE FRAMEWORK

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought approval for maintenance works on the Silver Jubilee Bridge (SJB) in 2017/18.

The Board was advised that the Council had an Access Agreement to the SCAPE Civil Engineering and Infrastructure framework, for the procurement of the Liverpool City Region SJB Complex and Major Maintenance Programme. It was noted that the SJB required a continual programme of works to maintain it in a steady state condition and fully operational. Details of the planned works were set out in the report for Members' consideration.

RESOLVED: That

- 1) the issue of an Order under the SCAPE framework for Balvac to undertake the steel arch superstructure painting scheme for the Silver Jubilee Bridge, be approved; and
- 2) the issue of an Order under the SCAPE framework for Balvac to undertake a painting scheme for the steelwork between the Runcorn Trestle and "node Y5", be approved.

Strategic Director
- Enterprise,
Community &
Resources

ENVIRONMENTAL SERVICES PORTFOLIO

EXB113 FIXED PENALTY NOTICES FOR FLY TIPPING OFFENCES

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on new powers to enable the Council to issue Fixed Penalty Notices for fly tipping offences.

The Board was advised that amendments to the provisions of the Environmental Protection Act 1990, had given local authorities additional powers to tackle environmental crime by using Fixed Penalty Notices (FPNs) for fly tipping.

It was reported that currently, fly tipping offences were dealt with by prosecution only, which involved the production of detailed investigative reporting and attendance at court to give evidence. Securing a prosecution therefore, was a relatively costly and resource intensive process. The ability to use FPNs provided the opportunity to deal with incidents in a more efficient, cost-effective and proportionate manner. Members were advised that setting a high penalty amount would also ensure that FPNs could act as a deterrent to offenders, with an expected decrease in the number of fly tipping incidents as a result.

It was noted that the Environment and Urban Renewal Policy and Performance Board Waste Working Party had scrutinised the matter of set fly-tipping FPN levels. Examples of the amounts set by neighbouring local authorities for FPNs and any discounts applied for early payment were set out in the report. It was recommended that Halton set its FPN at the maximum amount of £400, with a discounted amount offered if paid within ten days.

RESOLVED: That

- 1) the Council's approach to dealing with fly-tipping, as set out in the report, be endorsed; and
- 2) the Council's Fixed Penalty Notice level for fly-tipping offences be set at £400 and reduced to £300 if paid within ten days.

Strategic Director
- Enterprise,
Community &
Resources

20th April 2017

TRANSPORTATION PORTFOLIO

EXB127 STREET LIGHTING ENERGY PROCUREMENT

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, on Street Lighting Energy Procurement.

The Board was advised that Halton used Utilities Procurement Group (UPG), an energy procurement specialist for the public sector, for the purchase of its un-metered electricity supply. As the energy market was often volatile, it was noted that UPG used their knowledge of the market to determine the best time to seek tenders.

It was reported that the Council's current contract with British Gas expired on 31 March 2017. UPG invited tenders on the Council's behalf, the details of which were set out in the report. It was further noted that the Street Lighting Energy contract had to be accepted within very short timescales, which required the waiver of Procurement Standing Orders. The Board noted the action taken by the Strategic Director in accepting the offer of supply from Scottish and Southern Energy (SSE). This action had also been reviewed by Internal Audit.

RESOLVED: That

- 1) the new supply contract for un-metered electricity with Scottish and Southern Energy be endorsed;
- 2) the Board endorse the waiving of Procurement Standing Orders 2.2 to 2.11 for the purchase of un-metered electricity;
- 3) it be recorded that the expenditure was anticipated to be in excess of £1.0m per annum; and
- 4) Utilities Procurement Group (UPG) continue to be used to manage our street lighting energy provision.

Strategic Director
- Enterprise,
Community &
Resources

EXB129 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

Whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following item of business in accordance with Section 100A (4) of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of

Schedule 12A of the Local Government Act 1972; and

Whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

RESOLVED: That as, in all the circumstances of the case, the public interest in maintaining the exemption outweighed that in disclosing the information, members of the press and public be excluded from the meeting during consideration of the following item of business in accordance with Section 100A(4) of the Local Government Act 1972 because it was likely that, in view of the nature of the business, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972.

TRANSPORTATION PORTFOLIO

EXB130 SURFACE TREATMENT TERM MAINTENANCE CONTRACT

The Board considered a report of the Strategic Director, Enterprise, Community and Resources, which sought approval to award a tender for the Surface Treatment Term Maintenance Contract 2017/27.

The Board was reminded that at its meeting on 15 September 2016, permission had been granted to proceed with the procurement of a new Surface Treatment Term Maintenance Contract.

The report set out the details of the tender process which had been undertaken for Members' consideration.

RESOLVED: That the Board accept the tender of Road Maintenance Services Ltd for the Surface Treatment Term Maintenance Contract 2017/27.

Strategic Director
- Enterprise,
Community &
Resources

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 28th June 2017

REPORTING OFFICER: Strategic Director Enterprise, Community and Resources

PORTFOLIO: Resources

SUBJECT: Performance Management Reports for Quarter 3 and 4 of 2016/17

WARDS: Borough-wide

1.0 PURPOSE OF REPORT

1.1 To consider, and raise any questions or points of clarification, in respect of performance management for the third and fourth quarter periods to 31st March 2017.

1.2 Key priorities for development or improvement in 2016-17 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and Urban Renewal Policy and Performance Board as detailed below:

- Development and Investment Services
- Highways and Transportation, Logistics and Development Services
- Waste and Environmental Improvement and Open Space Services
- Housing Strategy

The report details progress against service objectives and milestones, and performance targets and provides information relating to key developments and emerging issues that have arisen during the period.

Please be aware that the Quarter 3 report has previously been circulated to Members of the Board at the time that this became available following period end

2.0 RECOMMENDED: That the Policy and Performance Board

- 1) Receive the third and fourth quarter performance management reports;**
- 2) Consider the progress and performance information and raise any questions or points for clarification; and**
- 3) Highlight any areas of interest and/or concern where further information is to be reported at a future meeting of the Board.**

3.0 SUPPORTING INFORMATION

- 3.1 Departmental objectives provide a clear statement on what services are planning to achieve and to show how they contribute to the Council's strategic priorities. Such information is central to the Council's performance management arrangements and the Policy and Performance Board has a key role in monitoring performance and strengthening accountability.

4.0 POLICY IMPLICATIONS

- 4.1 There are no policy implications associated with this report.

5.0 OTHER IMPLICATIONS

- 5.1 There are no other implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

- 6.1 Departmental service objectives and performance measures, both local and national are linked to the delivery of the Council's priorities. The introduction of a Thematic Priority Based Report and the identification of business critical objectives/ milestones and performance indicators will further support organisational improvement.
- 6.2 Although some objectives link specifically to one priority area, the nature of the cross - cutting activities being reported, means that to a greater or lesser extent a contribution is made to one or more of the Council priorities.

7.0 RISK ANALYSIS

- 7.1 Not applicable.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 Not applicable.

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

Not applicable

Environment and Urban Renewal PPB – Priority Based Monitoring Report

Reporting Period: **Quarter 3 – 1st October 2016 – 31st December 2016**

1.0 Introduction

- 1.1 This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the third quarter of 2016/17 for service areas within the remit of the Environment and Urban Renewal (E&UR) Policy and Performance Board.
- 1.2 Key priorities for development or improvement in 2015-18 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
 - Development & Investment Services
 - Open Spaces and Waste and Environmental Improvement
 - Highways, Transportation & Logistics and Physical Environment
 - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

2.0 Key Developments

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

Development & Investment Services

- a. Sci-Tech Daresbury

Tech Space 1 fit out has fallen behind schedule slightly but will be completed in early January 2017.

Enabling works for the next phase of development should start on site in early 2017 subject to agreement with the Joint Venture in regard to funding arrangements. Proposals for the next phase are being progressed – including 3 further buildings like Tech Space 2, a hotel with conference facilities and a statement building as a possible future home for Hartree.

Hartree is a project being delivered at Sci-Tech Daresbury and is a collaboration between IBM, Science and Technology Facilities Council (STFC) and the University of Liverpool and received over £300m funding from central Government in 2015. Hartree is a regionally significant project and features in a number of strategies including the LCR Growth Strategy and Innovation Plan. The project is currently housed within STFC but is looking at the potential for a purpose built facility. It is anticipated that there would be further funding available for such a facility via Hartree which would make the development of the statement building viable. It is also considered to be the most appropriate user for a statement building on campus in such a significant position. The names Hartree and IBM – would be significant attractors to campus for companies in the sector – hence a prominent building would be beneficial for the growth of the campus.

The Skills Factory concept is being developed by consultants Sysco and Community Concepts, who were appointed in October. They will undertake a number of training needs analyses with companies on campus as well as reporting back on the feasibility of a Skills Factory for Sci-Tech.

b. Castlefields

Lakeside Phase 2 continues on site with the houses being built faster, with the scheme now expected to be complete earlier than anticipated in September 2017. The scheme will deliver 79 two and three bedroom homes. Keepmoat are continuing with site investigation and feasibility work for Lakeside Phase 3.

Astmoor School were awarded Timebank support for the masterplan and design of a forest school – which will be delivered as a result of the contribution from Keepmoat for the trees.

c. 3MG

HBC Field is progressing well after being stalled for many years. Alstom are on site and the construction of the new is on target for opening in June 2017. The profile of the remaining land is increasing and we see it as a prime opportunity for Alstom or Jaguar Land Rover suppliers. Stobart are also making excellent headway with their Biomass Facility which is expected to open in Spring 2017.

Stoford are in the process of acquiring the Newstead Road site from Ainscough and have submitted a Single Investment Fund (SIF) bid to the Liverpool City Region Combined Authority (LCR CA).

d. External Funding

The External Funding Team is experiencing an unprecedented demand for funding advice with 97 enquiries having been received in the period to end December 2016; a further nine requests for support have already been received in the first two weeks of January. Not all enquiries convert into full project support; however, the Team operates a pipeline list of around 30 projects which are receiving more in-depth support with bid-writing.

e. Investment Enquiries

The Business Improvement and Growth (BIG) Team managed 49 commercial property/inward investment enquiries in Quarter 3 2016/17. The cumulative investment projects total (Quarter 1 – 3) is 209. Although, no inward investment enquiries were ‘converted’ (inward investment enquiries ‘converted’ into actual investment projects) in Quarter 3, several are still in progress and look to be converted with this reflected by the end of the financial year.

f. Liverpool City Region Integrated Business Support (LCRIBS) Programme

The Liverpool City Region Integrated Business Support (LCRIBS) programme within Halton continues to progress well. There are 120 businesses listed on the Halton LCRIBS database. Of these 83 are engaged in the programme and are either in or have completed the Diagnostic Phase. Of these 62 are in the Specialist Assistance Phase. The target for 2016 was 29 SMEs assisted. This target has been met in full. The delivery of the LCRIBS programme within Halton is integrated with the Halton Growth Hub service. LCRIBS interventions are logged on to the City Region Evolutive CRM. To date there have been 410 LCRIBS engagements logged on Evolutive.

g. Business Improvement District (BID) Programme

The tender process to replace the Halebank CCTV system is almost complete with installation expected to start in January 2017. Installation will take four weeks to complete.

Hough Green Garage will house the new monitoring station for the CCTV system. In order to comply with Security Industry Authority legislation all staff will need to complete a four day BTEC CCTV Surveillance course.

The Select Security contract for both Astmoor and Halebank BID areas ended on 31st December 2016. Select Security will, however, continue to be the security provider until the end of the current BID term in March 2018. A new contract will be drawn up by the Project Management Organisation (PMO) Halton Chamber of Commerce and Enterprise to that effect.

An independent audit of the Astmoor Automatic Number Plate Recognition (ANPR) system will be undertaken in Quarter 4 2016/17. The audit will identify current failings in the system and propose an improvement and maintenance plan. It is anticipated that the system will be upgraded and fully functional in early 2017

Thirteen trees have been identified as dangerous and a threat to infrastructure at Astmoor and will be felled in early 2017. This forms Phase 1 of the landscape improvements and is currently confined to the strip of land between units on Arkwright, Brindley and Chadwick Roads. The process to identify relevant landowners/other interested parties is ongoing prior to the procurement of contractors.

The BID has reached agreement with Halton Borough Council to fell overgrown trees and shrubs on adopted land on Davy Road. Clearance of the area facilitated the letting of a 17,000 ft² unit at 7 Davy Road to a new tenant.

h. One Public Estate

The funding available to The One Pubic Estate (OPE) initiative has increased to £31m in 2016/17. The funding is to help with the development of property assets, subject to meeting certain criteria around creating efficiencies, increased inward investment, promoting jobs & housing, generating capital receipts etc. Halton has submitted 2 separate bids which are included in the wider city region submission. The bids cover 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. Both bids are to obtain funding to undertake master planning/feasibility studies on the respective areas to look at how they may be redeveloped in the future, the latter being linked to the healthy new towns programme.

i. Single Investment Fund (SIF)

Stage 1 'Strategic Outline Case' applications for funding were submitted for two key Halton regeneration projects, 'Rocksavage Phase I', a project in partnership with INOVYN to begin the wholesale regeneration of the current INOVYN/INEOS site in Runcorn to transform the site from a single user to a multi-user site targeting particularly high tech manufacturing businesses and 'Gorsey Point', a project to provide a new access road to the Council owned Gorsey Point' (former Bayer) site and thereby improve the potential attractiveness of the development to the market and as a consequence accelerate occupation.

Open Spaces and Waste and Environmental Improvement

j. Environmental Enforcement Patrols

In November, an new initiative was introduced which saw Officers from the Council's Environmental Enforcement Team carry out a number of joint patrols with Officers from Cheshire Constabulary. These patrols were carried out to help tackle on-going problems caused by residents who fly-tip waste and cause other forms of nuisance by not following the Council's waste collection procedures. Both the Council and Cheshire Constabulary believed that involving Police Officers in joint patrols would send out a stronger deterrent message to those who act irresponsibly.

The Council and Police believe that prevention is better than cure and that education should always come before any formal enforcement actions. With this in mind, the aim of the patrols were to reduce problems by engaging with householders to ensure that they knew and understand what standards are expected of them, what is deemed unacceptable behaviour and the consequences of failing to

comply with the Council's policies or environmental legislation. To this end, letters were delivered to around 500 households in the areas covered. The letter advised residents of the reasons for the patrols, provided information and advice to residents on how they should be managing their waste responsibly, but also warned of the consequences of failing to do so.

Whilst patrols were being carried out, Operational Teams sifted through bags of fly-tipped waste to look for evidence of where they may have come from. Where evidence was found, Council Officers, accompanied by a Police Officer, knocked at the property and spoke to the resident.

The patrols were also intended to reassure residents who are suffering as a result of the actions of others that the Council and Police are taking steps to address those individuals.

There has been positive feedback from residents in the areas where the patrols were carried out who welcomed the new approach and thanked the Council and Police for dealing with the problems.

Further joint patrols are planned to be carried out in these areas to monitor the impact of this new initiative. Whilst the aim is to encourage improved behaviour through education and engagement, enforcement action will be taken against any residents identified as continuing to act irresponsibly or committing environmental crime.

It is hoped to extend this initiative to cover other areas of the borough where similar waste related problems are being experienced.

k. Parks

Major works have been carried out at Runcorn Hill Park as part of the heathland regeneration plan. The works form part of the Heritage Lottery funded 'Parks for People Bid' project which is into its 4th year. The heathland restoration works have involved the removal of invasive species such as birch trees and bracken. The works have been carried out using a mixture of conservation volunteers, HBC staff and contractors. The idea is to bring back valuable heathland species such as heather. This will in turn create a more diverse habitat for a variety of wildlife.

Highways, Transportation & Logistics and Physical Environment

Traffic Division

The LED street lighting conversion programme is on target for this financial year and it is hoped to also convert a number of traffic signals to LED and these initiatives will reduce energy and maintenance costs.

The coordination of the works for the Mersey Gateway is increasing to try and minimise the impact of the works on the travelling public. This is continuing to prove a challenge as works are underway at multiple sites throughout the Borough in order to meet the completion date. The work around Ditton roundabout (where the roundabout is being replaced with a traffic signal controlled junction) is the most challenging and other sections are re-opening.

On A558 Eastern (Daresbury) Expressway, the signing and road markings are being reviewed to highlight that it is a two way section.

The Runcorn Site COMAH Operators Exercise is due to take place in February 2017, which is now annual due to the site being classed as six COMAH sites.

l. Highway Development

Ongoing STEP and ITB programme – to include works to Widnes Town Centre access improvements and cycle links to Heath/Ineos.

m. Development Management

An injunction against the residential use of the Gypsy site at Ponderosa in Daresbury was successfully obtained in the High Court in August. The Court of Appeal refused to give permission to appeal the decision. However the defendants have renewed their application to appeal and this will be dealt with by the Court of Appeal in January 2017. However the Civil Appeals Office notified the Council on 13th Jan that the hearing will now be on 30 March 17. The reason for the delay is thought to be court capacity.

The LPA received notification from DCLG on 16 Dec 2016 that it may be a 'county matter' planning authority that may be liable for designation under section 62A of the Town and Country Planning Act 1990 (aka 'special measures'). County matters are primarily minerals and waste applications. HBC received two such applications over the period of determination (past two years). On inspection of our records, one application was determined within the time period allowed. This means that 50% of county matters applications were determined on time and Halton should not be liable for designation. This information has been sent to the DCLG for them to update their records.

n. Planning & Transport Policy

The focus of planning work for the team remains the production of a draft Delivery and Allocations Local Plan (DALP) and supporting evidence base.

A series of Member's LDF Working Parties will be held in January 2017 to take Members through the key policy areas that the DALP will deal with. This includes future land allocations.

o. Bikeright Scheme

- STEPS revenue scheme has now concluded. Headline figures reveal the following
- 104 residents received cycle training,
- 134 residents attended a bike maintenance session (Dr Bike)
- 160 attended a Led ride
- 115 attended a "try a bike session".

Overall the project can be considered a success as all agreed targets were met.

p. Liverpool City Region Pipeline Schemes.

A funding application to the LCRCA was submitted in December to seek monies to develop an Outline Business Case for the Dualling of the A558 carriageway. Over 90 applications were submitted to the Combined Authority for consideration. Districts expect to hear the outcome of their applications in mid-February.

q. Other funding Opportunities:

A bid to support sustainable transport modes and promotion was made to the DfT by Merseytravel. The Access fund application would enable districts to work with residents and businesses to encourage modal shift to more sustainable transport for shorter journeys to work and leisure.

r. North Cheshire Community Rail Partnership (NCCRP).

Halton were invited to attend an initial partnership meeting by CWAC colleagues to explore the opportunities of creating a community rail partnership. The aim of the group would be to encourage and support improved use of the Chester through to Elton/Ince rail line by Train Operators, as there is a desire to improve the rail connection between Chester University and the Thornton Science campus and Warrington.

s. Healthy New Towns

An audit of the sustainable access surrounding Halton Lea to gain a better understanding of the challenges of walking and cycling in the area. The audit demonstrated that although there are many challenges however there are significant opportunities to improve existing linkages by improving signage and clearing vegetation. Funding will now be sought in line with the Healthy New Town proposals

t. Air Quality

Transport Policy supported the recent report to Defra with regard to managing Air Quality within the borough. Transport Policy has supported a number of initiatives to help reduce emissions by obtaining external funding to provide activities such as cycling promotion, walking and cycling infrastructure, electric vehicle charging points, retro fitting of particulate traps on buses operating in the Halton area.

u. Highway Schemes and Maintenance

Works are ongoing on the STEP and ITB programmes – to include works to Widnes Town Centre access improvements and cycle links to Heath/Ineos.

v. Highway Development

Difficulties throughout the year in recruiting to the Flood Risk Engineer post, have had an effect on the delivery of the Flood Defence Grant in Aid (FDGiA) programme. EA have been informed. The post has recently been re-advertised and interviews are imminent – however significant programme delivery risk for this financial year remains.

Work on the major planning applications for the Lead Local Flood Authority/Highways continues. There is also ongoing involvement with the Mersey Gateway project, in both regulatory and approval authority roles

Full consultation on the proposed M56 junction 11A is now underway, with Highways England holding a number of events during Jan-Feb 17.

Discussions are still being held with Mersey Gateway Crossings Board with regards to the potential delivery of the West Bank – Widnes Loops link road.

Surveys of Highway Assets have been partially completed for LTP PI16. A Highways Asset Management Plan (HAMP) is being finalised for reporting to a future PPB and Executive Board meeting.

Housing Strategy

w. Homelessness

The Syrian Refugee Programme is underway and Halton forms part of the Merseyside Sub Region. Collectively the 6 Merseyside Authorities have agreed to accommodate 510 refugees, with Halton taking 100 individuals. The required procurement process has been completed and each authority has agreed what services will be commissioned. The Sub Region has appointed a LCR coordinator, who will work directly with the Merseyside Authorities and oversee the Vulnerable Person programme.

x. Gypsy Travellers

The new residential site officially opened November 2016, with occupancy at 75%. The Local Authority administered a phased allocation process and the final interviews will be held late January 2017.

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:-

Development & Investment Services

a. European Programme 2014 – 20

The Government issued a statement regarding EU funding on Saturday 13 August, following the EU referendum in June. They have now confirmed that it will guarantee funding for ESIF projects that continue after the UK has left the EU. Funding for new projects will only be honoured by the UK Government if they are “good value for money and are in line with domestic strategic priorities”.

The Combined Authority (CA) and the Local Enterprise Partnership (LEP) are in the process of putting together a list of projects the Liverpool City Region would like funded beyond the UK leaves the EU. They have also begun to coordinate activity and a working group is being established with senior level input from the CA and LEP to identify the most pressing issues and coordinate action.

The outcome of the EU referendum will mean that the UK will leave the EU and is unlikely to be able to access Structural Funds after the date it leaves. Access to other EU funds such as Transnational funds will depend on the exit agreement. The process of leaving the EU could take two years and Government has not yet provided any guidance on ‘what next’ as regards EU funding programmes.

b. Place Marketing, Inward Investment

The City Region ERDF Priority Axis 3 ‘Place Marketing, Inward Investment’ programme has been contracted with DCLG.

The bid is focused upon the development and promotion of a series of marketing proposition to attract new inward investment to the City Region and then to internationalise that offer with a series of overseas visit and attendance at key inward investment events. The programme will also appoint, by competitive tender, a number of ‘International Locational Consultants’ who will promote the City Region offer in the key territories of the Americas, Asia, Indian and, to a lesser extent, Europe.

A detailed ‘Activity Plan’ for the lifetime of the programme is in development and the procurement exercise, managed by Liverpool Vision, has commenced.

Halton Borough Council will provide cash match, not exceeding £25,000.00 each year, for a three year period.

c. External Funding

The service is currently experiencing a period of bids being rejected for reasons of excessive competition for funds; this combination of increased demand and high competition for funds necessitates an even more strategic approach to ensure the most appropriate and high quality bids are submitted and that productive relationships are forged with key funding bodies. It is increasingly important that we also engage at LCR region level as funders are often looking at partnership approaches to funding applications; engaging at this level also ensures that Halton gets access to its fair share of funding where appropriate. One example of this is we are currently working closely with Liverpool LEP in relation to visitor economy projects and funding streams.

The Team is focusing on ensuring all Halton Borough Council colleagues are aware of the resources that can be provided in relation to securing funding. We continue to meet with management teams and have begun a programme of training which includes a bid-writing masterclass and training in evaluating projects. We are currently putting together a full training programme for 2017.

Highways, Transportation & Logistics and Physical Environment

d. Traffic Division

The Traffic Regulation Orders throughout the Borough are in urgent need of review, whilst some are underway, the resources have been reduced. The Mersey Gateway affects a number of TROs and these will need to be reviewed prior to its opening in the Autumn.

A number of schools are withdrawing from taking up the Health & Safety SLA now they are part of larger academies, which cover wider areas than just Halton.

e. Planning Enforcement

Two Public Inquiries were held during October 2016 into unauthorised Gypsy sites (Ivy House in Astmoor, Runcorn and Ponderosa in Daresbury, Runcorn). The decision on Ponderosa was issued on 3 November 2016. A statutory challenge to the Inspector's decision was made on 14 December 2016, the grounds given are all Human Rights related. A subsequent court hearing will have to decide if the Inspector's decision is unjust or unlawful. If the challenge succeeds the Inspector's decision will be quashed and the appeal will need to be determined again.

f. Highway Development

The Results of a bid for funding for the feasibility of dualling the A558 road are awaited and, following on from this, further work will be needed on the scheme and area development

Halton are working with Cheshire East and Cheshire West and Chester to produce a SuDS guide - this will need to go hand in hand with policy amendments as part of the Land Allocations Plan

The Environment Agency (EA) requires a Preliminary Flood Risk assessment to be updated by May 2017, guidance is awaited.

New Highways Asset Management Code of Practice was recently published. Councils have 2 years to implement its recommendations, the most significant of which is a risk based approach to Highway Asset Management.

g. Silver Jubilee Bridge (SJB) De-linking

Further to completion of the baseline report and briefing to senior officers and elected members, it is anticipated that the findings will inform the Mersey Gateway Regeneration Plan and a development plan for Runcorn Old Town.

h. Mersey Gateway Link Roads

Discussions are ongoing with the Mersey Gateway Crossings Board over the Widnes approaches to SJB and re-configuration of the carriageway over the bridge deck.

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 suite of 2016 – 17 Directorate Business Plans.

Progress concerning the implementation of all high-risk mitigation measures were reported in Quarter 2.

5.0 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 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://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality_-_objectives_progress_report_-_April_2013.pdf

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.

Policy, Planning and Transportation

Key Objectives / milestones

Ref	Milestones	Q3 Progress
PPT 01	Review progress against LCR SJB maintenance strategy and deliver 2016/17 major bridge maintenance works programme, March 2017 .	
PPT 02	Adopt the Delivery and Site Allocations Local Plan (DALP) March 2017 .	
PPT 03	To deliver the 2016/17 LTP Capital Programme March 2017 .	
PPT 04	To manage the Flood Defence Grant in Aid (FDGiA) capital programme of scheme delivery, and preparation of funding bid for future years. March 2017 .	

Supporting Commentary

PPT 01

The major maintenance works, principal inspections and other structural monitoring activities have been completed on SJB.

PPT 02

Target taken from the adopted Local Development Scheme 2016. The DALP is available as an unpublished draft document with policies under preparation. A public consultation of the draft document is expected in early 2017.

PPT 03

Works have commenced on site for the footbridge re-decking schemes on East Lane, Runcorn

The LTP Highway Capital programme consists of two main strands:

1. Integrated Transport: construction of Phase 1 of Kingsway central reserve was completed in the quarter. The Widnes Road improvement scheme (ASDA link) is continuing to be discussed. STEP schemes are currently being developed for; Widnes Town centre connectivity; Runcorn town Centre to the Heath









business park; Runcorn East Station Car Park improvements. These projects are currently programmed to commence early in the new year. The programme of bus accessibility improvements are continuing as is the improvements to the East/West bus priority routes along Liverpool road. Further bus priority routes being developed to lead from Liverpool Road/Chesnut Lodge junction to Ditton Road.







2. 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 nearing completion.

PPT 04

Difficulties throughout the year in recruiting to the Flood Risk Engineer post, have had an effect on the delivery of the Flood Defence Grant in Aid (FDGiA) programme. EA have been informed. The post has recently been re-advertised and interviews are imminent – however significant programme delivery risk for this financial year remains.

Key Performance Indicators

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q3 Actual	Q3 Progress	Direction of travel
PPT LI 02	Net additional homes provided.	471 (2015/16)	552	N / A	N / A	N / A
PPT LI 03	Number of affordable homes delivered (gross).	146 (2015/16)	138	N / A	N / A	N / A
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	100.00% 70.00% 86.00%	60.00% 80.00% 80.00%	87.50% 69.60% 94.00%	  	  
PPT LI 08	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.) .	N / A	TBC	N / A	N / A	N / A
PPT LI 09	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.).	N / A	TBC	N / A	N / A	N / A
PPT LI 11	The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	5.20 (2015)	6.20 (2016)	N / A	N / A	N / A
PPT LI 13	Damage to roads and pavements (above intervention levels) repaired within 24 hours.	100.00%	98.00%	100.00%		

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q3 Actual	Q3 Progress	Direction of travel
PPT LI 16	% of network where structural maintenance should be considered: a) Principal Roads b) Non-Principal Roads	1.00% 2.00%	2.00% 4.00%	N / A N / A	N / A N / A	N / A N / A
PPT LI 17	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%): a) Percentage of buses starting route on time b) Percentage of buses on time at intermediate timing points	94.88% 90.07%	98.50% 94.50%	93.30% 89.70%	 	 
PPT LI 20	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603).	70.00% (422 Bus Stops)	75.00% (452 Bus Stops)	72.00% (434 Bus Stops)		

Supporting Commentary

PPT LI 02 & 03

Reported annually at year end.

PPT LI 04

'Minor' planning applications are slightly below target. There has been an issue with late responses from statutory consultees and applicants not submitting the correct supporting documents on time.

PPT LI 08, 09 & 11

These figures are provided on an annual basis, as verified data from Cheshire Police, and are only available around March each year for the full previous calendar year.

Quarterly figures can be misleading due to large statistical variations from one quarter to the next so totals are averaged over a three year period to provide representative, stable figures.

PPT LI 13

Figures confirmed via monthly KPI results from Contractor.

PPT LI 16

Annual survey data is now becoming available which suggests that areas requiring structural maintenance appear to have reduced. However, in line with the Highways Asset Management Plan consideration needs to be given to further overall long term investment and highway condition, and to evaluate the impact of the removal of Mersey Gateway network from the surveys. Surveys for unclassified roads are still to be undertaken.

PPT LI 17




There has been a slight drop in reliability during Q3 with operators reporting that this is due to the seasonal increase in traffic. However, reliability continues to provide good figures and is expected to improve over Q4 2016/17.

PPT LI 20

This indicator continues to progress well and it is anticipated the target will be met by the end of Q4 2016/17.

Open Spaces and Waste and Environmental Improvement

Key Objectives / milestones

Ref	Milestones	Q3 Progress
CE 05	Woodland Expansion - Additional 200m2 of Woodland planted Borough wide - March 2017 .	
CE 06	Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council's recycling services is maximised and that residents comply with the requirements of the Council's Household Waste Collection policy - March 2017 .	
CE 07	Continue to review and assess the effectiveness of the Council's Environmental Enforcement Plans and Policies and maintain actions to ensure that the Council continues to effectively prevent and tackle a range of waste and environmental offences - March 2017 .	

Supporting Commentary

CE 05

400m of woodland has been planted on the Western expressway, in Runcorn.

CE 06





This work will remain on-going throughout the year. Actions to date have included holding a number of community events to engage residents in raising awareness of recycling and waste prevention, and directly mailing households in areas where residents have failed to comply with the Council's waste collection procedures.

A programme of 'door knocking' will be undertaken throughout the year to engage with residents in areas where there is poor take-up of recycling services.

CE 07

A review of the Council's arrangements for reducing incidents of fly-tipping, litter and dog fouling, and the subsequent issuing of Fixed Penalty Notices for such offences, has commenced. A number of initiatives are also planned to achieve this overall objective which will include themed targeted campaigns, and joint initiatives involving other enforcement agencies and Housing Associations.

Key Performance Indicators

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q3 Actual	Q3 Progress	Direction of travel
CE LI 09	Residual household waste per household.	578 Kgs	593 Kgs	431kg		
CE LI 10	Household waste recycled and composted.	42.00%	42.00%	39.00%		
CE LI 11	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces.	N / A (Survey was not undertaken in 2015/16)	92.00%	N / A	N / A	N / A

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q3 Actual	Q3 Progress	Direction of travel
CE LI 12	Improved Local Biodiversity – Active Management of Local Sites.	50.94%	56.00%	N / A	N / A	N / A

Supporting Commentary

CE LI 09 & 100

These are cumulative figures. Estimated performance in Q3 is in line with the corresponding period from last year and indications are that these targets will be met.

CE LI 11





Question to go in next Halton 2000 survey.

CE LI 12

Figure not available until Q4.

Development and Investment Services

Key Objectives / milestones

Ref	Milestones	Q3 Progress
EEP 01a	Commence development of Beyer Site by - March 2017 .	
EEP 01b	Complete Asset Review by – June 2016 .	
EEP 01c	Complete Widnes Market Hall refurbishment by - March 2017 .	
EEP 01d	Complete Phase 1 of Fairfield Primary by - March 2017 .	
EEP 01e	Start Term Contracts by – June 2016 .	
EEP 03a	Refresh Markets Business Plan by September 2016	
EEP 03b	Establish Service Level Agreement with third sector regarding external funding provision by June 2016	
EEP 03c	Develop a charging policy for business and funding support by September 2016	
EEP 03d	Completion of Tech Space Development (SciTech Daresbury) by September 2016	
EEP 03e	Complete site preparation Eastern Plots (SciTech Daresbury) by September 2016	

Supporting Commentary

EEP 01a

The site has been renamed Gorsey Point. Site investigation work will commence in January 2017.

EEP 01b

An asset review has been completed. The review outlined levels of occupancy and use in Council buildings. The review is informing the Council's agile working policy.

EEP 01c

Works delayed due to no tenders being returned for roofing work. To be re-tendered for a start in early 2017.

EEP 01d

Phase 1 complete, phase 2 ongoing, due for completion in June 2017.

EEP 01e

Complete and contractors appointed.

EEP 03a

Market business plan was updated in June 2016.

EEP 03b

Work is being done via the Funding Update Group to renew the Funding Protocol between HBC (External Funding, Community Development, Sports Development and the VCA); all partners to sign the protocol which focuses on complementarity in service delivery and meet quarterly.

EEP 03c

A detailed 'Review of Options for Charging Policy and Income Generation' was completed in December 2016.

EEP 03d





The building is complete however the fit out is not yet complete.







EEP 03e

Tech Space 2 is complete with occupiers and Tech Space 1 is only 2 weeks behind schedule for completion early October.

The site preparation works for the Eastern plots are currently on hold awaiting the completion of the existing site connectivity project and a review of the costs to complete works to the Easter Plots.

Key Performance Indicators

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q3 Actual	Q3 Progress	Direction of travel
EEP LI 01	Greenhouse gas (GHG) emissions indicator (Tonnes CO2E).	21,124 tonnes CO2e (actual 14/15)	19,675 tonnes CO2e	21,124 tonnes CO2e (actual 14/15)	N / A	N / A
EEP LI 02	Occupancy of HBC industrial Units.	TBC	90.00%	N / A	N / A	N / A
EEP LI 03	Occupancy of Widnes Market Hall.	TBC	95.00%	81.00%		
EEP LI 14	Number of inward investment enquiries per annum.	174	250	209		

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q3 Actual	Q3 Progress	Direction of travel
EEP LI 15	Inward investment enquiry conversion rate per annum (%).	N / A	10%	5%		
EEP LI 16	Land developed for regeneration / housing (acres).	19	10	N / A	N / A	N / A
EEP LI 17	Land prepared for regeneration (acres).	30	30	N / A	N / A	N / A
EEP LI 18	Number of funding enquiries per annum.	94	60	38		
EEP LI 19	% of successful funding bids.	80%	70%	44%		

Supporting Commentary

EEP LI 01

The figures are only produced on an annual basis. The figures for 2015/16 show an overall decrease in emissions of 5.9% since 2014/15 and are 4.9% below the target for the year.

The overall emissions of 19,874 tonnes is broken down into the following five categories:-

- School Buildings 7730t
- Corporate buildings 5781t
- Unmetered supply 4637t
- Fleet Transport 1370t, Business Mileage 356t

There was a reduction in emissions across all areas other than fleet transport which saw a 15.7% increase. Street Lighting had the largest annual reduction in the amount of 12%. The target for 2016/17 has now been revised to 19,675 tonnes CO₂e. The annual figure for this indicator is a year behind and therefore only reported in the following year.

EEP LI 02

The Council has disposed of three major industrial sites in this quarter. This leaves 1 plot hence the KPI now likely to be obsolete in 2017/18.

EEP LI 03

The target set was too ambitious. However, new trader enquiries are up on last year hence the trade upwards.

EEP LI 14

The number of inward investment projects currently exceeds target.

EEP LI 15

The number of conversions currently exceeds target. The cumulative (Quarter 1 – 3) total is 5%. As mentioned previously some uncertainty in the market following Brexit still prevails.

EEP LI 16 & 17

This KPI relates to regeneration projects that the EEP department is facilitating and will be reported in quarter 4.

EEP LI 18

Total number of funding enquiries to date is 97.

EEP LI 19

Quarter 3 of 2016/17 has been particularly frustrating, with a number of high quality bids being rejected, with high competition for funds cited as a reason and measures are currently being looked at to mitigate this. There is a large number of pipeline projects which should improve the figure in quarter 4.

Housing Strategy

Key Performance Indicators

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q3 Actual	Q3 Progress	Direction of travel
CCC4	The % of households accepted as statutorily homeless who were accepted as statutorily homeless by Halton within the last 2 years.	0	0	N / A	N / A	N / A
CCC5	Number of households living in Temporary Accommodation.	15	17	N / A	N / A	N / A
CCC6	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).	5.1	5.5	N / A	N / A	N / A

Supporting Commentary

CCC4

The Authority places strong emphasis upon homelessness prevention and achieving sustainable outcomes for clients. The Authority will continue to strive to sustain a zero tolerance towards repeat homelessness within the district and facilitate reconnection with neighbouring authorities.

CCC5

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 temporary accommodation 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. There are established prevention measures in place which are fully utilised by the Housing Solutions team to ensure vulnerable clients are fully aware of the services and options available. The emphasis is focused on early intervention and empowerment, to promote independent living and lifestyle change.

CCC6

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 to offer clients threatened with homelessness and 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.



ECONOMY ENTERPRISE & PROPERTY**Revenue Budget as at 31 December 2016**

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance to Date (Overspen d) £'000
<u>Expenditure</u>				
Employees	4,574	3,288	3,321	(33)
Repairs & Maintenance	2,576	1,271	1,101	170
Premises	49	44	45	(1)
Energy & Water Costs	655	388	351	37
NNDR	542	515	467	48
Rents	353	348	340	8
Economic Regeneration Activities	49	12	12	0
Supplies & Services	2,356	1,233	1,173	60
Grants to Non Voluntary Organisations	233	64	64	0
Agency Related	0	0	1	(1)
Total Expenditure	11,387	7,163	6,875	288
<u>Income</u>				
Fees & Charges	-291	-204	-211	7
Rent – Markets	-778	-586	-589	3
Rent – Industrial Estates	-48	-63	-186	123
Rent – Investment Properties	-855	-590	-603	13
Transfer to /from Reserves	-1,538	-1,168	-1,168	0
Government Grant – Income	-2,085	-876	-876	0
Reimbursements & Other Income	-196	-170	-174	4
Recharges to Capital	-213	-81	-51	(30)
Schools Sla Income	-558	-547	-547	0
Total Income	6,562	-4,285	-4,405	120
Net Operational Expenditure	4,825	2,878	2,470	408
<u>Recharges</u>				
Premises Support Costs	1,916	1,410	1,410	0
Transport Support Costs	19	12	12	0
Central Support Service Costs	2,084	1,551	1,551	0
Repairs & Maintenance Recharge	-2,703	-2,027	-2,027	0
Income	-2,959	-2,198	-2,198	0
Accommodation Recharge Income	-1,934	-1,449	-1,449	0
Central Support Service Recharge Income				
Net Total Recharges	-3,577	-2,701	-2,701	0
Net Department Expenditure	1,248	177	-231	408

Comments on the above figures

Economy Enterprise & Property Departmental budget is £408k under budget profile at the end of the third quarter of the financial year. The significant budget variances are listed below.

The negative variance on employee costs is due targets against staff turnover savings not being met due to the low number of vacancies held within the department.

Delays in repair and maintenance work have resulted in the repairs and maintenance expenditure being lower than budget profile at Quarter 3.

NNDR expenditure is below budget due to the revaluation of a number of Council Properties.

Supplies & Services is below budget to date as there has been a conscious effort to limit spends on controllable budgets and security costs for the Council being lower than expected.

The delay in the sale of the Oldgate, Marshgate and Dewar Court industrial estates has meant rental income is above the budgeted target set for the year to date. Investment Properties rental income has remained constant and income remains above set targets. This is due to a minimal change in the occupancy rates.

Conditions relating to capital grants have meant there is reduced scope to recharge staffing costs to some capital projects which will have an impact in achieving budgeted capital salary income.

Every effort will be made to ensure that expenditure on controllable budgets is kept to a minimum within the Department for the remainder of the financial year. It is forecast net spend at year end will be below the annual budget.

Capital Projects as at 31 December 2016

Capital Expenditure	2016/17 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
Castlefields Regeneration	54	24	24	30
3MG	876	327	327	549
Former Crossville Depot	4,375	2,283	2,283	2092
Johnsons Lane Infrastructure	302	0	0	302
Decontamination of Land	6	0	0	6
Sci- Tech Daresbury	15,939	14,240	14,240	1,699
Police Station Demolition	341	323	323	18
Travellers Site Warrington Road	48	0	0	48
Widnes Town Centre Initiative	16	16	16	0
Widnes Carpark, 29-31 Moor Lane & Land at Halebank	235	0	0	235
Equality Act Improvement Works	150	0	0	150
Signage at The Hive	50	0	0	50
The Croft Public House	30	0	0	30
Widnes Market Refurbishment	1,052	74	74	978
Linnets Club House	0	0	34	(34)
Total Capital Expenditure	23,474	17,287	17,321	6,153

Comments on the above figures.

Castlefields Regeneration Negotiations are on-going to settle the final CPO as part of the Castlefields project although final settlement may slip into the following financial year.

Sci-Tech Daresbury –The current phase of works is reaching completion. Tech Space 1 is currently in fit out and essentially completed at the end of December 2016. Final sign off of the contract is anticipated early in Q4 and once this is complete the lease to Daresbury Science and Innovation Campus LLP will be completed.

3MG: The sale to Alston for the first phase was completed in December. Work will continue to provide services to the land and erect the rail sidings

Former Crossville Depot: Work continues on site with an estimated finish on site end of March for the Marstons Pub and June for Costa.

Widnes Market Refurbishment: Work has been delayed due to a procurement issue. The tender process will start again in January with work hopefully starting on site early February.

COMMUNITY & ENVIRONMENT DEPARTMENT

Revenue Budget as at 31st December 2016

	Annual Budget £'000	Budget To Date £'000	Actual £'000	Variance (overspend) £'000
<u>Expenditure</u>				
Employees	13,850	10,418	10,511	(93)
Other Premises	2,079	1,534	1,504	30
Supplies & Services	1,739	1,310	1,260	50
Book Fund	170	115	113	2
Hired & Contracted Services	1,148	757	728	29
Food Provisions	611	481	471	10
School Meals Food	2,059	1,309	1,288	21
Transport	55	35	27	8
Other Agency Costs	557	330	244	86
Waste Disposal Contracts	5,419	2,492	2,552	(60)
Grants To Voluntary Organisations	254	226	209	17
Grant To Norton Priory	172	172	174	(2)
Rolling Projects	105	73	73	0
Transfers To Reserves	133	0	0	0
Capital Financing	86	27	20	7
Total Expenditure	28,437	19,279	19,174	105
<u>Income</u>				
Sales Income	-2,344	-1,628	-1,474	(154)
School Meals Sales	-2,179	-1,519	-1,565	46
Fees & Charges Income	-5,277	-4,388	-4,267	(121)
Rents Income	-291	-241	-250	9
Government Grant Income	-1,209	-1,168	-1,168	0
Reimbursements & Other Grant Income	-650	-451	-454	3
Schools SLA Income	-83	-80	-80	0
Internal Fees Income	-194	-87	-75	(12)
School Meals Other Income	-2,350	-1,796	-1,828	32
Catering Fees	-187	-140	-54	(86)
Capital Salaries	-53	-26	-34	8
Rolling Projects Income	-105	-30	-30	0
Transfers From Reserves	-75	-67	-67	0
Total Income	-14,997	-11,621	-11,346	(275)
Net Operational Expenditure	13,440	7,658	7,828	(170)
<u>Recharges</u>				
Premises Support	1,915	1,401	1,401	0
Transport Recharges	1,942	989	989	0
Departmental Support Services	9	0	0	0
Central Support Services	2,481	1,880	1,880	0
HBC Support Costs Income	-447	-140	-140	0
Net Total Recharges	5,900	4,130	4,130	0
Net Department Expenditure	19,340	11,788	11,958	(170)

Comments on the above figures:

The net department budget is £170,000 over budget profile at the end of the third quarter of the 2016/17 financial year.

Employee expenditure is over budget to date mainly due to staff savings targets for the period not being achieved in full. Staff savings for the year are £553,060 which will be difficult to achieve but will be monitored closely. The use of casuals in Stadium, Catering and the Brindley is higher than at the same stage last year.

Other Agency costs are £86,000 under budget profile as many Area Forum projects have not yet started. Unallocated budgets across all Area Forums total £182,000.

Waste disposal contracts have faced a significant change this year with new contract agreements commencing in October. As charges are calculated quarterly there are no indications of actual costs just yet. However, it is expected that significant increases in spend will occur and work has already been undertaken to reduce the impact of this. Currently this budget is over budget profile and will remain a pressure to be closely scrutinised for the remainder of the year.

Sales income, Fees & Charges and Internal Catering Fees across the Department collectively continue to struggle to achieve agreed income target budgets for the year. Particular problem areas are catering sales, chargeable Open Spaces works, bar income and littering fines. Where possible, budgets will be realigned from any underspending expenditure budgets.

Conversely there are some income streams that are performing well. Income relating to the collection of green waste has already overachieved by over £60,000 against its budget. Brindley income is better compared to the same stage last year and cremations income has also increased and is overachieving.

Based on current spend patterns it is estimated the year-end outturn for the department will show an overspend of approximately £250,000. Expenditure will be closely monitored for the remainder of the year and the outturn position will be updated accordingly.

COMMUNITY & ENVIRONMENT DEPARTMENT**Capital Projects as at 31st December 2016**

	2016-17 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Total Allocation Remaining £'000
Stadium Minor Works	280	260	257	23
Leisure Centres Refurbishment	275	275	276	(1)
Widnes Recreation Site	231	231	231	0
Norton Priory	2,830	2,790	2,786	44
Norton Priory Biomass Boiler	107	0	0	107
Children's Playground Equipment	65	15	13	52
Landfill Tax Credit Schemes	340	0	0	340
Upton Improvements	13	0	0	13
The Glenn Play Area	64	30	26	38
Runcorn Hill Park	210	120	120	90
Crow Wood Park Play Areas	35	5	4	31
Open Spaces Schemes	200	150	130	70
Peelhouse Lane Cemetery	105	10	10	95
Peelhouse Lane Cemetery –Enabling Works	46	35	35	11
Litter Bins	20	10	23	(3)
Total	4,821	3,931	3,911	910

Comments on the above figures:

The Norton Priory “Monastery To Museum” project commenced on-site in August 2015, and is now substantially completed. Spend is projected to be within the capital allocation. Total Heritage Lottery funding amounts to £3.9M over the course of the project.

The allocation for Landfill Tax Credit Schemes serves to match fund various open spaces projects, currently including The Glenn, Runcorn Hill, and Spike Island/Sankey Canal.

The budget allocation for Upton Improvements is required for final account/contract claim payments.

Works on the Glenn play area are now largely complete, with expenditure to show in the final quarter's financial report. Spend will be within budget.

The Runcorn Hill project is 4 years into a 5 year programme. The main capital works (Café building/pond/path/boundary works) are largely completed, with some additional path and boundary work to complete.

The allocation for Open Spaces Schemes funds a variety of small landscape improvement and play schemes. Spend will be within available funding for the year.

The Peel House Cemetery and Enabling Works was delayed due to planning issues. It is anticipated that the initial earthworks will now commence in the last quarter of the financial year 2016.

Policy, Planning & Transportation**Revenue Budget as at 31st December 2016**

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance to Date (Overspend) £'000
<u>Expenditure</u>				
Employees	4,271	3,203	3,114	89
Other Premises	213	93	93	0
Contracted Service	241	71	69	2
Supplies & Services	197	197	205	(8)
Street Lighting	1,901	1,341	1,159	182
Highways Maintenance	2,254	1,375	1,375	0
Bridges	99	1	1	0
Fleet Transport	1,201	804	804	0
Lease Car Contracts	316	112	112	0
Bus Support – Hopper Tickets	184	152	152	0
Bus Support	574	453	463	(10)
Out of Borough Transport	51	0	0	0
Finance Charges	145	128	128	0
Grants to Voluntary Organisations	68	68	68	0
Contribution to Reserves	223	223	223	0
NRA Levy	61	61	61	0
Total Expenditure	11,999	8,282	8,027	255
<u>Income</u>				
Sales	-415	-205	-210	5
Planning Fees	-541	-406	-271	(135)
Building Control Fees	-205	-154	-163	9
Other Fees & Charges	-533	-533	-602	69
Rents	-8	-6	-1	(5)
Grants & Reimbursements	-498	-148	-149	1
Government Grant Income	-7	-7	-6	(1)
Efficiency Savings	-60	0	0	0
Schools SLAs	-41	-41	-49	8
Capital Salaries	-312	0	0	0
Transfers from Reserves	-100	0	0	0
Total Income	-2,720	-1,500	-1,451	(49)
Net Operational Expenditure	9,279	6,782	6,576	206
<u>Recharges</u>				
Premises Recharges	858	543	543	0
Transport Recharges	512	257	257	0
Central Recharges	1,584	1,188	1,188	0
Borrow to Save Cost	240	240	240	0
Transport Recharge Income	-3,358	-1,967	-1,967	0
Central Recharge Income	-925	-526	-526	0
Net Total Recharges	-1,089	-265	-265	0
Net Department Expenditure	8,190	6,517	6,311	206

Comments on the above figures

In overall terms revenue spending at the end of quarter 3 is below budget profile, due to a number of expenditure and income budget areas.

Salaries are under budget due to vacancies within the newly reorganised Highways department and the Traffic area. These vacancies are currently being filled and it anticipated all vacancies will be filled by the end of the year.

Street lighting is currently under budget, this is due to a new supplier contract and the effects of the LED replacement programme. Savings of £240k have been agreed against this budget for 2017/18.

Bus support is beginning to show the effects of budget pressures, although other funds are being utilised to keep routes available this too is also decreasing; it is anticipated this budget will overspend for the year.

The above budget increase in sales is mainly due to income generated within the Logistics area for fuel sales etc. This is expected to be just above budget throughout the year; however MOT sales are still lower than average following Mersey Gateway road works.

The above budget increase in Schools SLAs also includes the Health & Safety SLAs agreed to other bodies outside of the authority such as Mersey Gateway and some Academy Schools.

Planning income is currently underachieving for this point in the year; there is a certainty that the planning income target for the year will be missed.

Building control has begun to achieve income over and above it target for this point in the year; this is expected to continue into the final quarter and finish just over budget for the year.

At this stage of the year it is anticipated that overall spends will be within the Department budget at the financial year-end.

Policy, Planning & Transportation**Capital Projects as at 31st December 2016**

Capital Expenditure	2016/17 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
<u>Local Transport Plan</u>				
Bridges & Highway Maintenance				
Bridge Assess, Strength & Maintenance	1,547	650		
Road Maintenance	1,534	450		
Total Bridge & Highway Maintenance	3,081	1,100	1,089	1,992
Integrated Transport	736	100	96	640
STEP schemes	670	15	20	650
Hale Rd Bus Priority Route	150	0	0	150
Total Local Transport Plan	4,637	1,215	1,205	3,432
<u>Halton Borough Council</u>				
Street Lighting	245	240	235	10
Lighting Upgrades	500	265	263	237
Peel House Lane Roundabout	101	1	1	100
Risk Management	125	25	25	100
Fleet Vehicles	2,222	450	447	1,775
Total Halton Borough Council	3,193	981	971	2,222
S106 Funded Schemes	362	362	362	0
Total Capital Expenditure	8,192	2,558	2,538	5,654

Comments on the above figures.

The second stage of the STEP (Sustainable Transport Enhancement Package) programme and the Hale Road Bus Priority Route has started. Spend is anticipated from quarter 4 onwards

Works relating to the Silver Jubilee Bridge Major Maintenance have commenced and spend has been realised from this quarter and is expected to fully spend all allocations by the end of the year.

Peel House Lane Roundabout Cemetery Works will commence once the cemetery works are near completion.

Spend on Widnes North CCTV project has begun and spend is now being realised.

Kingsway road improvements have been completed and have been funded from S106 contributions along with works relating to the Pinch Point programme.

The lighting upgrades project is expected to realise all the current orders relating to the programme for this financial year and the above figures reflect the expected spend. The original allocated budget now being revaluated along with the allocations for future years of the programme.

The fleet replacement programme currently has £1.8m of orders outstanding, of this around £0.7m has been reallocated to 2017/18 due to the lead times of receiving some of the vehicles currently on order.

COMMISSIONING & COMPLEX DEPARTMENT**Revenue Budget as at 31st December 2016**

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance to Date (Overspend) £'000
<u>Expenditure</u>				
Employees	6,282	4,671	4,573	98
Other Premises	243	186	193	(7)
Supplies & Services	342	309	313	(4)
Other Agency Costs	620	600	604	(4)
Transport	187	140	143	(3)
Contracts & SLAs	151	113	89	24
Emergency Duty Team	94	70	70	0
Payments To Providers	2,212	1,519	1,520	(1)
Total Expenditure	10,131	7,608	7,505	103
<u>Income</u>				
Sales & Rents Income	-198	-141	-154	13
Fees & Charges Income	-232	-174	-129	(45)
Reimbursements & Other Grant Income	-492	-229	-250	21
CCG Contribution To Service	-360	-193	-129	(64)
Transfer From Reserves	-1,351	0	0	0
Total Income	-2,633	-737	-662	(75)
Net Operational Expenditure	7,498	6,871	6,843	28
<u>Recharges</u>				
Transport	393	202	227	(25)
Premises Support	236	177	177	0
Central Support Services	1,088	797	797	0
Internal Recharge Income	-649	-421	-421	0
Net Total Recharges	1,068	755	780	(25)
Net Department Expenditure	8,566	7,626	7,623	3

Comments on the above figures

Net departmental expenditure is currently £3,000 below budget profile at the end of the third quarter of the financial year.

Employee costs are currently £98,000 below budget profile. This results from savings made on vacant posts above the targeted staff turnover savings level of £300,000. The majority of these savings have been made from vacancies within Day Services and Mental Health Services which in the main have now been recruited to.

Premises expenditure is currently running above budget profile by £7,000. This budget will be monitored carefully during the year, given that the winter months will bring additional pressures on utility costs, and remedial action will be taken if necessary to ensure a balanced budget at year-end.

Income is less than anticipated at budget setting time. The income above target in relation to sales and rents relates to trading services provided by Day Services, which continue to perform well. However, income from charging service users for transport costs is significantly below target, resulting in a projected under-achievement of Fees and Charges income in the region of £60,000 for the year.

The income shortfall is not anticipated to continue in 2017/18, as charges have been scheduled to increase from April 2017, and the income target is projected to be achieved. Income received from the Clinical Commissioning Group also remains a concern. This income relates to Continuing Health Care funded packages within Day Services and the Supported Housing Network. Whilst all due income is

received, there is a disparity between the target and the actual level of income received, as the rate charged is dependent on the nature of service user's care packages. The shortfall is currently projected to be £90,000 for the year.

At this stage in the financial year, it is anticipated that spend will be to budget at year-end, the net projected under-achievement of targeted income is expected to be offset by savings above target on staff vacancies.

COMMISSIONING & COMPLEX DEPARTMENT

Capital Projects as at 31st December 2016

Capital Expenditure	2016/17 Capital Allocation £'000	Allocation to Date £'000	Actual Spend £'000	Total Allocation Remaining £'000
ALD Bungalows	299	200	200	99
Bredon Reconfiguration	356	70	63	293
Grangeway Court Refurbishment	343	200	197	146
Community Capacity Grant	57	0	0	57
Total Capital Expenditure	1,055	470	460	595

Comments on the above figures.

Building work on the ALD Bungalows is expected to be completed within the financial year, with spend to match allocation.

The Bredon Reconfiguration project is funded from previous year's Adult Social Care capital grant. Spend is anticipated to be within the capital allocation, and completed in 2017/18.




Work to refurbish Grangeway Court is currently underway, and it is expected that the works will be completed within the financial year. At this stage it is anticipated that total expenditure will remain within the capital allocation.

The Community Capacity Grant allocation represents unspent grant funding from previous financial years, which is available to fund new capital projects, or augment existing capital allocations.





8.0 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 is better as 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 as compared to the same period last year.
N / A 	Indicates that the measure cannot be compared to the same period last year.

Environment and Urban Renewal PPB – Priority Based Monitoring Report

Reporting Period: **Quarter 4 – 1st January 2017 – 31st March 2017**

1.0 Introduction

- 1.1 This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the fourth quarter of 2016/17 for service areas within the remit of the Environment and Urban Renewal (E&UR) Policy and Performance Board.
- 1.2 Key priorities for development or improvement in 2015-18 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & Urban Renewal Policy & Performance Board i.e.:
 - Development & Investment Services
 - Open Spaces and Waste and Environmental Improvement
 - Highways, Transportation & Logistics and Physical Environment
 - Housing Strategy
- 1.3 The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

2.0 Key Developments

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

Development & Investment Services

a. Investment Enquiries

The Business Improvement and Growth (BIG) Team managed 62 commercial property inward investment enquiries in Quarter IV 2016/17. The cumulative inward investment enquiries total (Quarter 1 – 4) is 221 against a target of 250. 8 inward investment enquiries were 'converted' (inward investment enquiries 'converted' into actual investment projects) in Quarter 4. The cumulative conversions total (Quarter 1 – 4) is 9% against a target of 10%.

b. Liverpool City Region Integrated Business Support (LCRIBS) Programme

The Business Growth Programme (previously the "Liverpool City Region Integrated Business Support (LCRIBS) programme") within Halton continues to progress well. There are **147** businesses listed on the Halton LCRIBS database. Of these, **95** are engaged in the programme and are either in or have completed the Diagnostic phase in the programme. Of these **78** are in the Specialist assistance phase. To date **47** businesses have been assisted and **11** jobs created. The targets to date have been met in full. The delivery of the LCRIBS programme within Halton is integrated with the Halton Growth Hub service. LCRIBS interventions are logged on to the City Region Evolutive CRM. To date there have been **504** LCRIBS engagements logged on Evolutive.

c. Business Growth Hub Brokerage Service

March has been designated as 'Growth Hub Month' to raise awareness of the service and promote success to date. A Liverpool City Region (LCR) Growth Hub Showcase event was organised at the end of March 2017 to mark the occasion. Over 100 people attended the Local Growth Hub Showcase at Liverpool Football Club to learn more about the government apprenticeship reforms. David Millet, Head of the Alstom Academy, was one of the speakers and also member of the expert panel for the question and answer session.

There were a number of business support programmes exhibiting – All About STEM, Business Growth Programme, Degree Apprenticeships, Enterprise Hub, Future Energy, Health Enterprise Hub, Innovated to Succeed, LCR 4.0, LCR Manufacturing, Low Carbon Eco Innovatory, New Markets, NPIF, Sensor City and Skills for Growth.

d. Halton Growth Hub

Since the official launch in May 2016 the Halton Growth Hub has responded to **574** business enquiries helping businesses access over **807** initiatives.

Activity for Quarter IV includes engagement with **137** Halton based businesses and undertaking **85** business diagnostics. This activity helped businesses access **132** business initiatives including brokerage to :-

Business Support

Agency / Initiatives	Referrals
Brokerage - Chamber RGF Programme	2
Brokerage - Enterprise Hub / Start Up Programme	19
Brokerage - LCRIBS	26
Brokerage - MSIF	4
Brokerage - New Markets 2	3
Brokerage - Property / Investment	26
Brokerage - Events	5
Brokerage - Training	3
Brokerage - Commercial Support	1
Brokerage - Workforce Development	1
Brokerage - Chamber Services	7
Brokerage - LCR 4.0	1
Brokerage - Skills for Growth	12

(N.B. Short case studies are available if required)

e. Business Improvement District (BID) Programme

Security

Work is ongoing to install the new CCTV system at Halebank. Several obstacles have been overcome, for example a change in the location of the monitoring station for operational reasons and because of difficulties gaining sufficient height and alignment for the cameras to be networked by Wi-Fi across the

estate. Two cameras are currently operational and the system roll out is expected to be completed towards the end of April.

Select Security is responsible for monitoring both the CCTV and the proposed new ANPR system on Astmoor.

The Select Security contract for both Astmoor and Halebank BID areas ended on 31st December 2016. Select Security will, however, continue to be the security provider until the end of the current BID term in March 2018. Security services are, therefore, continuing as normal. Additional patrols have, however, been introduced at Halebank during the installation of the CCTV system.

An independent audit of the Astmoor ANPR system was undertaken in Quarter 4 2016/17. The audit identified a plethora of problems including bad wiring, outdated PCs and failing analogue cameras. A meeting will take place on 6th April 2017 between Select Security's CCTV engineer, the BID team and a recommended supplier to draw up a system specification capable of interfacing with the current Select Security monitoring platform. A tender will then be developed and promoted to local suppliers by the Chamber of Commerce. It is anticipated that the system will be fully functional in late 2017.

Forty 'SelectaDNA' marking kits have been provided by Cheshire Police and will be distributed by PCSOs and the Astmoor Beat Officer across both estates. These supersede the old Smartwater kits. New signage, which in itself is a major deterrent, will also be prominent on both estates.

Training

Training courses undertaken in Quarter 4 2016 include Emergency First Aid at Work, a three day First Aid at Work, and First Aid Requalification. A new schedule has been circulated for the period from April 2017, which will include more specialist training including Working at Heights, MIG Welding, Abrasive Wheels and Oxy Cutting Welding

Feedback from previous Health & Safety (H&S) courses has indicated that there are weaknesses in several companies concerning adequate and legally compliant First Aid cover. The BID has addressed this issue by delivering 'Health and Safety Myth Busters Breakfast Seminars' where H&S professionals can network to better understand the requirements to remain legally compliant and avoid prosecution. The BID hopes to run other similar events in the coming months.

The BID Programme has been successful in encouraging several businesses to draw down Skills for Growth grants, which has seen businesses attend specialist and niche courses for which there is insufficient demand for the BID to run a course. Courses have been 80% funded by the Skills for Growth Fund and 20% funded by the BID Programme. In line with all BID training courses, there is no cost associated for eligible BID businesses.

Co-ordinated, Promoted and Supported Estate

Thirteen defibrillators have been installed across the two estates and training provided for over 55 employees. Internal directional signage and external signage has been provided identifying each host business as a defibrillator location. All businesses will be provided with a map detailing the location of their nearest machine together with accessibility instructions.

Image

Quotes were requested from local tree surgeons to fell thirteen trees, identified as dangerous and a threat to infrastructure on Astmoor. The successful submission came from Treebor Tree Services, who recommended felling 6 trees and lifting the crown/hard pruning on the others. This work was completed over the weekend of 18th/19th March 2017.

Logistics company Kuehne and Nagel, on Edison Road, also sought the help from the Bid Programme to fell trees and shrubs overhanging their boundary that have caused a number of accidents and minor injuries. This work was also completed by Treebor.

The BID has reached agreement with Halton Borough Council to fell overgrown trees and shrubs on adopted land on Davy Road. Clearance of the area facilitated the letting of a 17,000 ft² unit at 7 Davy Road to a new tenant. The tenant has since moved in and became operational in April. However, they experienced issues with Merseylink road washers hosing down their vehicles at the stand pipe outside of the unit which resulted in mud and slurry across their entrance and raised concerns about the newly cleaned drain. The BID worked with Merseylink to stop drivers from continuing the practice. Merseylink also restored the entrance to its original condition.

f. Sci-Tech Daresbury

Techspace One completed in January 2017 and the official launch event was held in March 2017 for property agents and companies. There is strong interest from 3 companies who are in initial lease negotiations with the Joint Venture.

The design team have been instructed for the next stage of the developments with a planning application expected in summer 2017.

The Skills Factory submission to the Single Investment Fund (Skills Capital) was successful at Strategic Outline Case and we have been invited to submit a Full Business Case.

Field 54 (adjacent to the A56) has been brought into Halton BC ownership to enable the close down of DSIC Ltd (the company subsequently replaced by the PubSec JV with STFC and HBC). The land will be held by Halton for potential compensatory planting alongside Daresbury Firs.

g. Castlefields

Lakeside Phase 2 continues on site with the scheme now expected to be complete earlier than anticipated in September 2017. The scheme will deliver 79 two and three bedroom homes. Keepmoat are continuing with site investigation and feasibility work for Lakeside Phase 3.

h. 3MG

HBC Field is progressing well. Alstom are on site and the construction of the new Transport Technology Centre is well underway. The Official Opening is being arranged for June 2017. The profile of the remaining land is increasing and we see it as a prime opportunity for Alstom or Jaguar Land Rover suppliers.

Stobart have made excellent progress on their Biomass Facility and began commissioning in March 2017. Stobart also obtained planning consent for a new Biomass Headquarters on Mathieson Road, Widnes.

Stoford are in the process of acquiring the Newstead Road site from Ainscough and have submitted a Single Investment Fund (SIF) bid to the Liverpool City Region Combined Authority (LCR CA).

i. External Funding

The External Funding Team is experiencing an unprecedented demand for funding advice with 132 enquiries having been received in the year 2016/17. Not all enquiries convert into full project support, however, the Team operates a pipeline list of around 30 projects which are receiving more in-depth support with bid-writing.

j. European Programme

Ways to Work Project

The Ways to Work Project is designed to help people of all ages develop their skills, gain training and start employment. The total amount of European Social Fund (ESF) allocated is £29.5m, with HBC accessing £2.1m for the three year project. Project delivery commenced in Halton in January 2016. Claim 5 is due to be submitted in April 2017 and we expect to be claiming approximately £370,000.

New Markets 2

This is a business support programme for more developed businesses to help them access new market opportunities by using specialist consultants for activities such as marketing etc. This project will draw down £5.6m of ERDF for a range of delivery bodies across the City Region including Sci-Tech Daresbury. To date 39 companies have expressed interest in the programme, 11 have engaged on the programme and 3 have progressed to bespoke support.

Include IT-Mersey

HBC are also part of a LCR wide consortium bid with the Voluntary Organisation Learning Association (VOLA) who are the lead applicant for a Digital Inclusion Project through the Big Lottery Fund (BLF) Building Better Opportunities call. BLF are an 'Opt In' provider of the European Social Fund who have recently released two calls; 'Digital Inclusion' and 'Financial Inclusion'. The total amount of funding available is £1.6m for Digital and £2.5m for Financial. The consortium bid has been successful and Halton was awarded £62,000. Delivery is due to start in April.

k. Regeneration

The Ten Locks Flight pub on the former Crosville site will open on Monday 10th April 2017. The remainder of the site a coffee shop and public car park are due to open later in the year.

Open Spaces and Waste and Environmental Improvement

l. Fixed Penalty Notices

A report was presented to Executive Board in March concerning new powers available to Local Authorities to issue Fixed Penalty Notices (FPN) for fly tipping offences. Members were advised that FPN's would be used for small to medium scale offences whilst large scale offences would be dealt with through the Courts. FPN notices would be fixed at £400 with an early payment discount of £100 where payment is made within 10 days.

The new power to issue FPNs was seen as a more cost-effective way of dealing with fly-tipping offences, which could previously only be dealt with by way of prosecution; which can be a costly and resource-intensive process

Members were advised that FPNs will only be used to deal with small and medium scale fly-tipping offences, with large scale incidents continuing to be dealt with through prosecution.

m. Delayed Winter Vegetation Maintenance

During Q4 there was a major storm event (on 23 February 2017) which resulted in hundreds of trees being blown down. On the day staff worked hard to clear blockages and all highways were cleared by 20:00 on the day. Over the following days and weeks other damaged trees were found and the result was that planned winter work for the period 23 February to 27 March 2017 was not carried out. This work has had to be put back until Q3/4 of 2017/18 year.

Highways, Transportation & Logistics and Physical Environment

n. Highway Development

Difficulties throughout the year in recruiting to the Flood Risk Engineer post have had an effect on the delivery of the Flood Defence Grant in Aid (FDGiA) programme. The Environment Agency (EA) has been informed and a strategy agreed for re-profiling the funding over future years. A successful appointment has now been made with the post holder commencing work in April 2017. A permanent appointment has also now been made to the Senior Engineer (Section 38 Post).

Work is ongoing on major planning applications for Lead Local Flood Authority/Highways. There is ongoing involvement with the Mersey Gateway project, in regulatory and approval authority roles.

The Council has sent a response to the consultation held by Highways England on the proposed M56 junction 11A. Following a meeting by the Executive Board, 'Option B' has been identified as the Council's preferred layout.

Work is ongoing with Mersey Gateway Crossings Board on the feasibility for future delivery of the West Bank / Widnes Loops link road. Also, further feasibility work has been commissioned on the delinking of the expressways to the Silver Jubilee Bridge on the Runcorn side of the crossing.

The surveys of Halton's Highway Assets are now partially complete for LTP PI16.

The Highways Asset Management Plan (HAMP) has now approved by PPB and Executive Board.

o. Highway Schemes and Maintenance

Work is ongoing on the Sustainable Transport Enhancement Package (STEP) and Influencing Travel Behaviour (ITB) programmes, to include works to Widnes Town Centre access improvements and cycle links to Heath/Ineos.

These schemes aim to improve sustainable travel, such as cycling, walking and public transport, to and from key sites in and around the borough, including places of work and education. Physical improvements to routes, better lighting, signalled crossings, etc. are also included.

A Department for Transport (DfT) Challenge Fund bid to supplement the existing major maintenance funding was made via Merseytravel, the results of which are due in May 2017.

Securing this funding would enable the remaining outstanding steel arch elements to be painted during the planned closure of SJB that is due to be implemented from autumn 2017, following the Permit to Use (PTU) date of the Mersey Gateway.

p. Policy and Development Services

An injunction against the residential use of the Gypsy site at Ponderosa in Daresbury was successfully obtained in the High Court in August 2016. The Council received notification on 6th April 2017 from the Court of Appeal that all attempts to challenge the August 2016 decision have been refused. However the Council's injunction remains stayed until Smith's challenge to the PINS decision of October 2016 (dismissing Smith's planning appeal) is heard by the High Court. No trial date has been set at present.

The Local Planning Authority (LPA) received notification from Department for Communities and Local Government (DCLG) on 16th December 2016 that it may be a 'county matter' and that the planning authority may be liable for designation under section 62A of the Town and Country Planning Act 1990 (aka 'special measures'). County matters are primarily minerals and waste applications. HBC received

two such applications over the period of determination (past two years). On inspection of our records, one application was determined within the time period allowed.

This means that 50% of county matters applications were determined on time and Halton should not be liable for designation, meaning that performance on the speed and quality of its decisions on applications for major developments is within acceptable limits. This information has been sent to the DCLG for them to update their records and on the 13th March 2017, the DCLG confirmed that it would not be designating Halton under 'special measures' and that Halton's data corrections had been accepted by the DCLG.

The focus of planning work for the team remains the production of a draft Delivery and Allocations Local Plan (DALP) and supporting its evidence base. Member's Local Development Framework (LDF) Working Parties have been held to take Members through the key policy areas that the DALP will deal with, this includes future land allocations.

q. Traffic and Risk & Emergency Planning/Health & Safety

The LED street lighting conversion programme for this financial year (2016/17) was completed and will be continuing into future years. A programme to convert traffic signals to LED is underway as funds permit. Both of these initiatives will reduce energy and maintenance costs.

The coordination of the works for the Mersey Gateway to try and minimise the impact of the works on the travelling public is increasing. This is continuing to prove a challenge as works are underway at multiple sites throughout the Borough, in order to meet the completion date. The work around Ditton roundabout (where the roundabout is being replaced with a traffic signal controlled junction) and the closure of Watkinson Way between Ashley Way and the Silver Jubilee Bridge are the most challenging. Other sections are re-opening and this is helping to ease pressures on the Runcorn side of the project.

A scheme to train older drivers is underway. This allows older drivers to receive training free of charge to help them deal with the challenges of driving with changes made since they would have first passed their test. .

The Runcorn Site Control of Major Accident Hazards (COMAH) Operators Exercise was postponed in February 2017 due to Storm Doris but has now been rescheduled. The site in Runcorn has been reclassified as having six separate COMAH sites, with exercises now taking place on an annual basis.

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:-

Development & Investment Services

a. External Funding

The service is currently experiencing a period of bids being rejected for reasons of excessive competition for funds; this combination of increased demand and high competition for funds necessitates an even more strategic approach to ensure the most appropriate and high quality bids are submitted and that productive relationships are forged with key funding bodies. It is increasingly important that we also engage at LCR region level as funders are often looking at partnership approaches to funding applications; engaging at this level also ensures that Halton gets access to its fair share of funding where appropriate. One example of this is we are currently working closely with Liverpool LEP in relation to visitor economy projects and funding streams.

The Team is focusing on ensuring all Halton BC colleagues are aware of the resources that can be provided in relation to securing funding. We continue to meet with management teams and have begun a programme of training which includes a bid-writing masterclass, a Meet the Funder session, training specifically targeted at Faith Organisations and training in evaluating projects. A full training programme for 2017 has been developed and 13 people attended the first Bid-writing Master Class in March.

Open Spaces and Waste and Environmental Improvement

b. Dog Controls Orders

By way of the Anti-Social Behaviour, Crime and Policing Act 2014 all Dog Control Orders are to be replaced with Public Spaces Protection Orders (PSPOs) within 3 years of the Acts introduction. Officers are currently reviewing existing Dog Control Orders with a view to replacing them with PSPOs by October this year. As part of this exercise, Officers will be proposing that additional measures be covered by the new PSPOs to help deal more effectively with dog fouling and other forms of anti-social behaviour caused by irresponsible dog ownership. The proposals will include introducing greater controls in respect of:

- The exclusion of dogs from fenced off children's play areas
- Complying with a direction to put nuisance or dangerous dogs on a lead
- Requiring individuals to evidence that they have a suitable receptacle to pick up dog faeces whilst out walking a dog.
- Fouling

Highways, Transportation & Logistics and Physical Environment

c. Highway Development

The bid for A558 dualling feasibility work was unsuccessful. Further bids have been submitted for LGF 3 - schemes at Widnes Fiddlers Ferry Rd gyratory, Halton Lea and Gorsey Point (Bayer) and station access – applications currently being appraised.

Halton are working with Cheshire East and Cheshire West and Chester to produce a SUDS guide - this will need to go hand in hand with policy amendments as part of Land Allocations Plan
The Environment Agency (EA) requires Preliminary Flood Risk assessment to be updated by June 2017 – guidance has now been received and work on a template replacement document commenced.

d. Mersey Gateway Highway Links

Discussions are ongoing with the Mersey Gateway Crossings Board over the Widnes approaches to SJB and re-configuration of the existing carriageway over the bridge deck.

e. Highway Schemes and Maintenance

A new Highways Maintenance Code of Practice was recently published at the end of Q2. Councils have 2 years to implement its recommendations, the most significant of which is a risk based approach to Highway Maintenance.

f. Policy and Development Services

Government Reform

Housing White Paper

<https://www.gov.uk/government/collections/housing-white-paper>

Paper has far reaching impacts, but these are too detailed and numerous to set out in this briefing. However reforms can be grouped into three strands:

- Plan properly so the right homes are built in the right places. (Perception that some LAs duck the difficult decisions and fail to produce plans that actually meet their housing need).
- Speeding up the rate of build-out. (Government recognises that country is not building fast enough)
- Diversify the housing market. (At present, around 60% of new homes are built by just 10 companies. Small independent builders can find it almost impossible to enter the market.)

As a flavour of the content of the paper, key changes include:

- a) Neighbourhood Planning Bill proposes to allow the Secretary of State to require local planning authorities to review local plans and other local development documents at prescribed intervals - Every 5 years.
- b) Statement of Common Ground between LAs on cross boundary issues like housing
- c) Consult on options for introducing a standardised approach to assessing housing requirements
- d) Ensure all authorities can dispose of land with the benefit of planning permission which they have granted to themselves. Gov will consult on extending LAs flexibility to dispose of land at less than best consideration

Other Reforms

The following government publications put forward other reforms:

- **The government publishes consultation (until 01/05/2017) relating to Build to Rent.** February 2017: Planning and Affordable Housing for Build to Rent - A consultation paper ([pdf](#)) ([link](#)).
- **DCLG publishes the “government response to consultation” with respect to starter homes regulations.** February 2017: Government response to the technical consultation on starter homes regulations ([pdf](#)) ([link](#)).
- **DCLG publishes the “government response to consultation” with respect to rural planning, along with a further consultation (until 02/05/2017) relating to agricultural PD rights.**
- **DCLG publishes the “government response to consultation” with respect to additional storeys in London.**
- **DCLG publishes the “government response to consultation” with respect to application fees, small sites register, local plans, testing competition, financial benefits, s106 dispute resolution, PD rights for schools, and statutory consultation.** February 2017: Summary of responses to the technical consultation on implementation of planning changes, consultation on upward extensions and Rural Planning Review Call for Evidence ([pdf](#)) ([link](#)).

Key changes include:

Fee Increase

Gov is bringing forward a package of measures in the Housing White Paper to address concerns about local authority resourcing, including a **20% increase in planning application fees in July 2017**. Alongside these measures, Gov will continue to engage with areas interested in reforming their planning service and committing to performance improvements, in return for greater fee flexibility."

Intervention in Local Plans

The PCPA 2004 ([link](#)) amended the TCPA 1990 to allow **the Secretary of State (SOS) to intervene in local plans**. For info, further amendments to this power were made by the Localism Act 2011 ([link](#)), and by the Housing and Planning Act 2016 ([link](#)). For example, the SOS:

"may direct a local planning authority to review their existing plan, or to modify an emerging plan or submit the document for his approval". Furthermore, the SOS "may also arrange for a document to be prepared or revised for a local planning authority that is failing to do".

In terms of the **criteria** for such an intervention, the "consultation" document proposed that the government will **"prioritise intervention"** where:

- "there is under delivery of housing in areas of high housing pressure".
- "the least progress in plan-making has been made".
- "plans have not been kept up-to-date".
- "intervention will have the greatest impact in accelerating local plan production".

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 suite of 2016 – 17 Directorate Business Plans.

Progress concerning the implementation of all high-risk mitigation measures were reported in Quarter 2.

5.0 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 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://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality_-_objectives_progress_report_-_April_2013.pdf

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.

Policy, Planning and Transportation

Key Objectives / milestones

Ref	Milestones	Q4 Progress
PPT 01	Review progress against LCR SJB maintenance strategy and deliver 2016/17 major bridge maintenance works programme, March 2017 .	
PPT 02	Adopt the Delivery and Site Allocations Local Plan (DALP) March 2017 .	
PPT 03	To deliver the 2016/17 LTP Capital Programme March 2017 .	
PPT 04	To manage the Flood Defence Grant in Aid (FDGiA) capital programme of scheme delivery, and preparation of funding bid for future years. March 2017 .	

Supporting Commentary

PPT 01

The major maintenance works, principal inspections and other structural monitoring activities have been completed on SJB for Year 1.

PPT 02

Target taken from the adopted Local Development Scheme 2016. The DALP is available as an unpublished draft document with policies under preparation. A public consultation of the draft document is expected in early 2017.

PPT 03

Works completed on site for the two footbridge GRP re-decking schemes on East Lane, Runcorn.

The LTP Highway Capital programme consists of two main strands:





















- Integrated Transport: STEP schemes are continuing to be developed for; Widnes Town centre connectivity; Runcorn town Centre to the Heath business park which is now at ECI and Runcorn East Station Car Park improvements. These projects are likely to commence from Q2 onwards in the New Year. The programme of bus accessibility improvements are continuing as is the improvements to the East/West bus priority routes along Liverpool road. We have successfully completed resurfacing and other minor improvement works at Liverpool Rd / Chestnut Lodge in Feb with further bus priority routes being developed to lead from Liverpool Road/Chesnut Lodge junction to Ditton Road along Hale Road.
- 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 has been completed.







PPT 04

Difficulties throughout the year in recruiting to the Flood Risk Engineer post, have had an effect on the delivery of the Flood Defence Grant in Aid (FDGiA) programme. EA have been informed and a strategy

agreed for reprofiling funding over future years. A successful appointment has now been made with the post holder due to commence work in April 17.

Key Performance Indicators

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q4 Actual	Q4 Progress	Direction of travel
PPT LI 02	Net additional homes provided.	471 (2015/16)	552	N / A	N / A	N / A
PPT LI 03	Number of affordable homes delivered (gross).	146 (2015/16)	138	N / A	N / A	N / A
PPT LI 04	Processing of planning applications (%) as measured against targets for, a) 'major' applications b) 'minor' applications c) 'other' applications	100.00% 70.00% 86.00%	60.00% 80.00% 80.00%	77.8% 88.9% 100%	  	  
PPT LI 08	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.) .	38.60 (2015)	46.00 (2016)	41.2		
PPT LI 09	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.).	5.20 (2015)	6.20 (2016)	5.4		
PPT LI 11	The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	-7.20% (2015)	-5.60% (2016)	-3.80%		
PPT LI 13	Damage to roads and pavements (above intervention levels) repaired within 24 hours.	100.00%	98.00%	100%		
PPT LI 16	% of network where structural maintenance should be considered: a) Principal Roads b) Non-Principal Roads c) Unclassified Rpsads d)	1.00% 2.00% 2.00%	2.00% 4.00% 9.00%	1.00% 1.00% 3.00%	  	  

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q4 Actual	Q4 Progress	Direction of travel
PPT LI 17	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):					
	a) Percentage of buses starting route on time	94.88%	98.50%	96.22%		
	b) Percentage of buses on time at intermediate timing points	90.07%	94.50%	86.52%		
PPT LI 20	% of bus stops with Quality Corridor accessibility features. (No. of stops – 603).	70.00% (422 Bus Stops)	75.00% (452 Bus Stops)	73% (434 Bus stops)		

Supporting Commentary

PPT LI 02 & 03

Reported annually in Q1 for the previous year.

PPT LI 04

There has been an issue with late responses from statutory consultees and applicants not submitting the correct supporting documents on time.

PPT LI 08

Another small fall in casualty numbers

PPT LI 09 & 11

After a small rise, casualty figures have fallen, although given such small numbers it is volatile.

PPT LI 13

Figures confirmed via monthly KPI results from Contractor.

PPT LI 16

In line with the Highways Asset Management Plan consideration needs to be given to further overall long term investment and highway condition.

PPT LI 17a & b




- a) This indicator continues to perform well with services departing the terminus on time. It has improved significantly on last year.
- b) This indicator is down on last year which operators report to be due to road works both in the Borough and in neighbouring authorities. Operators continue to monitor services to make adjustments to improve reliability.

PPT LI 20

Figure is slightly down on the expected target due to the construction of 2 new accessible bus stops at Wren Close following a request from passengers which meant funding used for converting bus stops was novated to accommodate the request.

Open Spaces and Waste and Environmental Improvement

Key Objectives / milestones

Ref	Milestones	Q4 Progress
CE 05	Woodland Expansion - Additional 200m2 of Woodland planted Borough wide - March 2017 .	
CE 06	Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council's recycling services is maximised and that residents comply with the requirements of the Council's Household Waste Collection policy - March 2017 .	
CE 07	Continue to review and assess the effectiveness of the Council's Environmental Enforcement Plans and Policies and maintain actions to ensure that the Council continues to effectively prevent and tackle a range of waste and environmental offences - March 2017 .	

Supporting Commentary

CE 05

An additional woodland area exceeding 200m2 was planted at Phoenix Park in Q4.





CE 06



Actions to achieve this milestone have been on-going throughout the year. Initiatives have included holding a number of community events to engage residents in raising awareness of recycling and waste prevention, and directly mailing households in areas where residents have failed to comply with the Council's waste collection procedures. A number of participation surveys and 'door knocking' exercises have been undertaken to engage with residents in areas where poor take-up of recycling services was evident.

CE 07

A review of the Council's arrangements for reducing incidents of fly-tipping, litter and dog fouling, and the subsequent issuing of Fixed Penalty Notices for such offences, continued throughout the year. A number of initiatives were carried out to help achieve this overall objective which has included themed targeted campaigns. A new initiative was also introduced which saw Council Officers and Police Officers carrying out joint enforcement patrols to tackle a range of environmental offences.

Key Performance Indicators

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q4 Actual	Q4 Progress	Direction of travel
CE LI 09	Residual household waste per household.	578 Kgs	593 Kgs	591 Kgs		
CE LI 10	Household waste recycled and composted.	42.00%	42.00%	41.35%		
CE LI 11	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces.	N / A (Survey was not undertaken in 2015/16)	92.00%	N / A	N / A	N / A

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q4 Actual	Q4 Progress	Direction of travel
CE LI 12	Improved Local Biodiversity – Active Management of Local Sites.	50.94%	56.00%	30.77%		

Supporting Commentary

CE LI 09 & 10

This is an estimated figure as end of year waste data was not available at the time of writing this report. Although marginally, estimated performance shows that this target may not be achieved. Estimated performance appears in line with 2015/16 performance, however, only once verified data is available can it be certain whether the target will be met and how performance compares to 2015/16.

CE LI 11











Question to go in next Halton 2000 survey.

CE LI 12

The overall score for the period 2015 – 16 for all Local Wildlife Sites in positive management is 30.77. Over the last few years however that the score is being heavily influenced by those sites outside of council ownership and therefore we cannot influence them. Therefore we now also count the HBC owned sites and the non HBC owned sites separately. The score for HBC owned sites is 61.54 and the non HBC owned sites is zero as we have received no feedback from the owners. Some of the privately owned sites may be in positive management but I have no evidence to prove that they are.

Development and Investment Services

Key Objectives / milestones

Ref	Milestones	Q4 Progress
EEP 01a	Commence development of Beyer Site by - March 2017 .	
EEP 01b	Complete Asset Review by – June 2016 .	
EEP 01c	Complete Widnes Market Hall refurbishment by - March 2017 .	
EEP 01d	Complete Phase 1 of Fairfield Primary by - March 2017 .	
EEP 01e	Start Term Contracts by – June 2016 .	
EEP 03a	Refresh Markets Business Plan by September 2016	
EEP 03b	Establish Service Level Agreement with third sector regarding external funding provision by June 2016	
EEP 03c	Develop a charging policy for business and funding support by September 2016	
EEP 03d	Completion of Tech Space Development (SciTech Daresbury) by September 2016	
EEP 03e	Complete site preparation Eastern Plots (SciTech Daresbury) by September 2016	

Supporting Commentary

EEP 01a

Site investigation work commenced in January 2017. The Development Agreement with Marshall's has been signed.

EEP 01b

Asset Review is complete. Preparing report for Executive Board to seek agreement to asset disposals plan.

EEP 01c

Roofing work has now been reissued for pricing, returns due back in April, refurbishment works therefore delayed.

EEP 01d

Phase 1 complete, phase 2 ongoing, due for completion in June 2017

EEP 01e

Complete and contractors appointed.

EEP 03a

Market business plan was updated in June 2016 and is due to be updated April 2018

EEP 03b

Initial discussions have been held with 3rd Sector representatives. However, it has proved to be difficult to arrive at a consensus position

EEP 03c

A detailed 'Review of Options for Charging Policy and Income Generation' was completed in December 2016. The options contained within that report have been evaluated and a more concise list of potential options are being developed



EEP 03d












The building is now complete and being marketed to companies.

EEP 03e

The Joint Venture has agreed to tender the site preparation works as opposed to extending the existing contract.

Key Performance Indicators

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q4 Actual	Q4 Progress	Direction of travel
EEP LI 01	Greenhouse gas (GHG) emissions indicator (Tonnes CO2E).	21,124 tonnes CO2e (actual 14/15)	19,675 tonnes CO2e	19,874 tonnes CO2e (actual 15/16)	N / A	N / A
EEP LI 02	Occupancy of HBC industrial Units.	TBC	90.00%	88%		N / A
EEP LI 03	Occupancy of Widnes Market Hall.	TBC	95.00%	84%		N / A

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q4 Actual	Q4 Progress	Direction of travel
EEP LI 14	Number of inward investment enquiries per annum.	174	250	221		
EEP LI 15	Inward investment enquiry conversion rate per annum (%).	N / A	10%	9%		N / A
EEP LI 16	Land developed for regeneration / housing (acres).	19	10	10		
EEP LI 17	Land prepared for regeneration (acres).	30	30	17		
EEP LI 18	Number of funding enquiries per annum.	94	60	132		
EEP LI 19	% of successful funding bids.	80%	70%	58.8%		

Supporting Commentary

EEP LI 01

The figures are only produced on an annual basis. The figures for 2015/16 show an overall decrease in emissions of 5.9% since 2014/15 and are 4.9% below the target for the year. The overall emissions of 19,874 tonnes is broken down into the following five categories:-

School Buildings 7730t, Corporate buildings 5781t, Unmetered supply 4637t, Fleet Transport 1370t, Business Mileage 356t. There was a reduction in emissions across all areas other than fleet transport which saw a 15.7% increase. Street Lighting had the largest annual reduction in the amount of 12%. The target for 2016/17 has now been revised to 19,675 tonnes CO2e The annual figure for this indicator is a year behind and therefore only reported in the following year.

EEP LI 02

The Council has now sold most of its industrial units. Only one remains, the 'Black Cat' units which are behind the former Moor Lane business centre.

EEP LI 03

This quarter 11 new trader applications have been considered resulting in 4 new traders. In addition 2 current businesses have expanded at the market. Two traders have left the market and one has downsized from two to one stall.

EEP LI 14

The cumulative inward investment enquiries total is 221 against a target of 250.

EEP LI 15

8 inward investment enquiries were 'converted' in Quarter 4. The cumulative conversions total is 9% against a target of 10%.

EEP LI 16

This comprises the Crosville Site Runcorn, and developments on the Widnes Waterfront at Johnson's Lane.

EEP LI 17

This comprises land at Murdishaw, Picow Farm Road 3MG and Venturefields - it excludes Gorse Point







EEP LI 18

The number of funding enquiries is higher than in previous years, totalling 132 for this financial year.

EEP LI 19

After a frustrating Q3, the total funding secured in Q4 is a much improved total of £757,323 bringing the annual total of funding secured to £8,106,968.

Housing Strategy**Key Performance Indicators**

Ref	Measure	15 / 16 Actual	16 / 17 Target	Q4 Actual	Q4 Progress	Direction of travel
CCC4	The % of households accepted as statutorily homeless who were accepted as statutorily homeless by Halton within the last 2 years.	0	0	0		
CCC5	Number of households living in Temporary Accommodation.	15	17	1		
CCC6	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).	5.1	5.5	6.62		

Supporting Commentary**CCC 4**

The Authority places strong emphasis upon homelessness prevention and achieving sustainable outcomes for clients.

This target is no longer collected, therefore, the Authority will cease reporting on this priority from Q1 2017/18. Additional priority targets will be added to reflect the true picture of homelessness within the Borough.

CCC 5

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. There are established prevention measures in place which are fully utilised by the Housing Solutions team to ensure vulnerable clients are fully aware of the services and options available.

The emphasis is focused on early intervention and empowerment to promote independent living and lifestyle change.

CCC 6

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 strives 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.




7.0 Financial Statement

The Council's 2016/17 year-end accounts are currently being finalised. The year-end position for each Department will therefore be made available via the Intranet by 30th June 2017.




8.0 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 is better as 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 as compared to the same period last year.
N / A	N / A	Indicates that the measure cannot be compared to the same period last year.

REPORT TO: Environment & Urban Renewal Policy and Performance Board

DATE: 28th June 2017

REPORTING OFFICER: Strategic Director Enterprise, Community and Resources

PORTFOLIO: Transportation

SUBJECT: Proposed Installation of Bus Shelters at Bus Stops located On Clifton Rd with the Junction of Malpas Rd

WARDS:

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to inform the PPB of the recent request from public transport users for bus shelters to be installed at the bus stops shown in appendix 1 of this report.
- 1.2 The report also seeks to inform the board of the consultation and comments received during the process.

2.0 RECOMMENDATION: That the Board consider the matter and make appropriate recommendations.

3.0 SUPPORTING INFORMATION

- 3.1 Initially, a request was received for a bus shelter to be installed at bus stop A, as identified in appendix 1 of this report.
- 3.2 As a result, a period of consultation was undertaken and during this period, a further request was made by a respondent to have a shelter installed at the corresponding bus stop, bus stop B, also identified in appendix 1 of this report.
- 3.3 Due to receiving the additional request, a second round of consultation was undertaken across a wider area within the proximity of the bus stops with 75 properties receiving a letter.
- 3.4 The results from the consultation can be seen at appendix 2 to this report with a total of 10 households responding providing a 13.3% response rate.
- 3.5 The results identified that 4 households objected to the proposal with 6 households in favour of the proposal.

- 3.6 The majority of the objections are due to the fear of the bus shelters attracting anti-social behaviour. It should be noted that bus shelters were in place at the location some years ago and it is understood that the shelters were removed due to anti-social behaviour at that time.
- 3.7 However, recent evidence gained from the Safer Halton Partnership show that no incidents of anti-social behaviour have been recorded in the immediate vicinity or periphery of the bus stop location. Although, one of the respondents objecting to the proposal has recently called the Transport Co-ordination Office to report anti-social behaviour in the vicinity of the bus stops. These comments can be found at appendix 2 to this report.

4.0 POLICY IMPLICATIONS

- 4.1 None

5.0 FINANCIAL IMPLICATIONS

- 5.1 The installation of the shelters will attract a cost £1984 per shelter with ongoing maintenance costs which will be borne within the existing bus stop maintenance budget.

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

None

6.4 A Safer Halton

None

6.5 Halton's Urban Renewal

7.0 RISK ANALYSIS

- 7.1 There are no risks associated with the report.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 Public transport infrastructure plays an important role for passengers with a wide range of disabilities who wish to access local public transport services.
- 8.2 From 1st January 2015, all single decker buses weighing under 7.5 tonnes and carrying 22 or more passengers that are used on local or scheduled bus services have been required to be fully Public Service Vehicle Accessibility Certificate (PSVAR) compliant.
- 8.3 The current Department for Transport (DFT) document “Inclusive Mobility” provides a guide to best practise in relation to making accessibility improvements to public transport infrastructure. The document provides guidance on number of accessibility improvements one of which is the recommendation to provide a bus shelter at bus stops where possible.
- 8.4 The document also identifies recommended walking distances without a rest for people with varying disabilities. The table below shows the distances identified;

Impaired group	Recommended distance limit without a rest
Wheelchair users	150m
Visually impaired	150m
Mobility impaired using stick	50m
Mobility impaired without walking aid	100m

- 8.5 Standing can also be difficult and painful for some people who have disabilities with the document also identifying that people can find it difficult to stand for a period as short as 1 minute. However, some people with disabilities were able to stand for a period up to 10 minutes.
- 8.6 Without these facilities passengers with disabilities may be excluded from using the local public transport network.

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

- 9.1 There are no background documents under the meaning of this Act.

Appendix 1

Bus Stop A



Bus Stop B



Appendix 2

Date	Details	Comments
23/5/2016		Against shelter installation due to ASB. Shelter was removed some years ago regarding following complaints from residents in the vicinity of the shelter
23/5/2016		Received call 11/1/17 objecting to the shelters and will formally write in.
17/1/17		Received Email objecting to the Shelters being installed.
11/1/17		Call received stating witnessed ASB at the bus stop on the evening of the 10/1/17. 3 youths shaking information case and pole. Called at resident's house who went out to the youths to remonstrate with regards to ASB. The resident was asked not to go out at the time but just wanted to witness the ASB. Further call received regarding ASB at the bus stop. School pupils kicking the post and entering the driveway to house.
11/1/17		Thinks bus shelters are a good idea and hopes they will be installed soon.
May 16		Would like shelters at both stops and supports the proposal
April 16		Initially asked for shelter in April 16 via local Councillor
11/1/17		No objections to the shelters and supports the proposal
12/1/17		Received email in support of the shelter installation proposal.
14/1/17		Received email from..... in support of the shelters being installed. Mum is elderly and uses buses.

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 28th June 2017

REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

PORTFOLIO: Physical Environment

SUBJECT: Delivery and Allocations Local Plan (incorporating revised Core Strategy Policies)

WARDS: All Wards

1.0 PURPOSE OF THE REPORT

- 1.1 This report will provide the Environmental and Urban Renewal PPB with an overview of the next key document to be produced in Halton's Local Plan. It also provides the opportunity to view the proposed draft policies to be included within the Revised Core Strategy policies and Delivery and Allocations Local Plan (Appendix A).
- 1.2 The Revised Core Strategy policies and Delivery and Allocations Local Plan will replace and update certain policies in the current Core Strategy and will replace the remainder of the saved Unitary Development Plan (UDP) policies. This will help to ensure that the policies can carry full weight in the decision making process for planning applications and appeals.

2.0 RECOMMENDATION: That

- 1. the content of this report is noted; and**
- 2. any comments or issues identified by the Board in relation to the proposed draft policies to be included within the Revised Core Strategy policies and Delivery and Allocations Local Plan are provided to the Planning and Transport Strategy Team.**

3.0 SUPPORTING INFORMATION

- 3.1 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.

- 3.2 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) 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)
- 3.3 The Delivery and Allocations Local Plan (DALP) will update certain Core Strategy policies in line with the Revised Scoping consultation (2014) and current evidence base. The other Core Strategy policies will be retained and will not be subject to consultation. 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.
- 3.4 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

Production Process

- 3.5 The production of a Local Plan must follow the Town and Country Planning (Local Planning) Regulations 2012. The process is similar to that followed for the Core Strategy, with consultation taking place on draft documents. A period of informal public consultation is required prior to formal consultation on the version of the plan that the Council intends to submit and subsequently adopt.

Timetable

- 3.6 The timetable for producing the Delivery and Allocations Local Plan is a challenging one. The next consultation stage is the Publication consultation and is expected to take place in Autumn 2017, with submission of the document to the Secretary of State for examination in 2018.

4.0 POLICY IMPLICATIONS

- 4.1 The Delivery and Allocations Local Plan are set to replace the remainder of the Unitary Development Plan 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.
- 4.2 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 and economic prosperity strategies.

5.0 FINANCIAL IMPLICATIONS

- 5.1 Aside from the financial implications of producing material for public consultations and hosting consultation events, it may be necessary to use planning consultancy services where specialist expertise or independent scrutiny is required.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

It is likely that the Delivery and Allocations Local Plan will guide an increase in the number of homes and people within Halton. Liaison with appropriate bodies is being undertaken as this is likely to have potential implications for Commissioning and School Place Planning.

6.2 Employment, Learning & Skills in Halton

The Delivery and Allocations Local Plan will be allocating land for employment development in the Borough and providing policies to guide employment development in the future.

6.3 A Healthy Halton

The Delivery and Allocations Local Plan will guide an increase in the number of homes and people within Halton. Liaison with appropriate bodies is being undertaken as this is likely to have potential implications for the provision of health services and leisure facilities.

The Local Plan will also have the ability to protect community facilities or to allocate land for additional facilities where necessary.

6.4 A Safer Halton

The Delivery and Allocations Local Plan will include policies to ensure that new developments are appropriately designed, including to discourage crime and create a safer Halton.

6.5 Halton's Urban Renewal

The Delivery and Allocations Local Plan will be seeking to allocate and designate land within the Borough. This may be to protect land for nature conservation reasons or as playing pitches or it could be to allocate land for residential development or employment development.

The Local Plan will also be vital in ensuring a high standard of development across the Borough, through development management policies on matters such as design, access and parking.

7.0 RISK ANALYSIS

7.1 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.

7.2 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 expected, that may supersede / invalidate the previous work commissioned by the Council necessitating a change in the housing numbers within the Plan.

7.3 Members will be aware of the sensitivities surrounding land in the Green Belt. 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.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 The policies in the emerging Revised Core Strategy policies and Delivery and Allocations Local Plan will be applied equally to all sections of Halton's communities.

8.2 Equality Impact Assessments will be carried out during the production of the document to identify the potential impact of proposed policies on Halton's residents.

8.3 Consultation on draft policies will take place with the stakeholders and the Borough's population and efforts will be made within available resources to ensure that all sectors of the community are reached.

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

Document	Place of Inspection	Contact Officer
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
Executive Board report [9th January 2014] Delivery and Allocations Local Plan Scoping Consultation	Municipal Building, Widnes	Alasdair Cross
Executive Board report [10th December 2015] Revised Delivery and Allocations Local Plan (DALP) Scoping Report	Municipal Building, Widnes	Alasdair Cross

Halton Local Plan 2014-2037

Revised Core Strategy Policies and Delivery and Allocations Publication Document

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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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.	110
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1. 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)¹ in March 2012.²
 - 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 2016³ for Mid-Mersey, commissioned jointly with St Helens and Warrington Councils.
 - e. Emerging new housing and employment evidence from the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA).
- 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.
- I.6. Recent experience from planning appeals and local plan examinations in other parts of the Country show that plans based on the old regional spatial strategies, or districts where there isn't enough land earmarked in plans to keep a positive five year supply, are often unable to protect their communities from housing proposals put forward by developers on sites which aren't allocated in a local plan and don't comply with plan 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.

¹ CLG (2012) National Planning Policy Framework (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)

² 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).

³ SHMA 2016 (GL Hearn) (www.halton.gov.uk)

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), or via email on the Halton Local Plan Comments Form to 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. Or you can view a paper copy at the Halton Direct Links (HDLs) at either Runcorn Shopping Centre (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 Centre 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

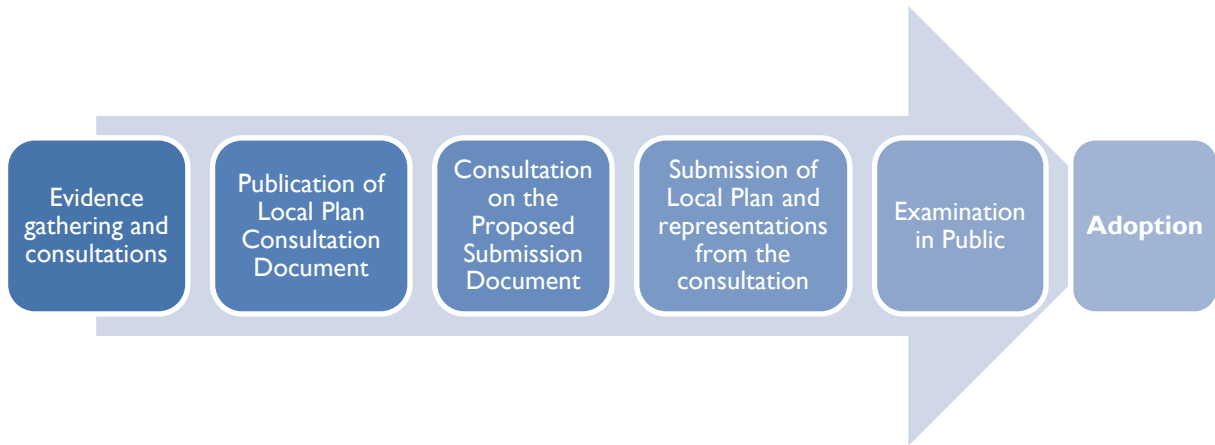
what you think. This is a chance for you to have your say and help plan for the Borough for the next 20 years.

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. Whilst Part 1 (**Sections 5 - 13**) provides the Revised Core Strategy policies and Part 2 (**Sections 14 - 21**) sets out the Delivery and Allocations policies, and Part 3 provides the policies for the Key Areas of Change.
- I.15. The Local Plan Policies do not cover all areas: where principles for development are addressed by national, they are not repeated. Whilst 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 Policies Map which will be produced alongside and accompany the DALP.

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).
- 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 2018 however due to the complex nature of the work; the programme is kept under regular review.

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

1.21. 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) or contact the Planning Policy Team at 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)⁴. 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 advice⁵, and national planning policy for waste⁶.
- 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)⁷ 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

⁴ CLG (2012) National Planning Policy Framework (<https://www.gov.uk/government/publications/national-planning-policy-framework--2>)

⁵ CLG (2012) Planning policy for traveller sites (<https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>)

⁶ CLG (2014) National Planning Policy for Waste (<https://www.gov.uk/government/publications/national-planning-policy-for-waste>)

⁷ 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 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 Plan⁸ and will complement the policies of the Joint Merseyside and Halton Waste Local Plan (Joint Waste Local Plan)⁹.
- 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

⁸ HBC (2013) Halton Core Strategy Local Plan
(<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/CoreStrategy.pdf>)

⁹ 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,¹⁰ which outlines the long-term vision to achieve sustainable improvement in Halton; the Halton Local Transport Plan 3¹¹ and the Liverpool City Region Transport Plan for Growth¹² 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 has recently signed a Devolution Agreement with Halton, the five Merseyside Authorities and the Liverpool City Region Local Enterprise Partnership that will see the devolution of additional powers to the new office of Mayor. These powers include defined strategic planning functions, including the production of a Single Statutory Strategic Framework for the City Region.
- 2.19. 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 scoping document whilst fully engaging with partner authorities to support and influence the delivery of the Spatial Framework.

¹⁰ HBC (2010) Halton Sustainable Community Strategy 2011-2026
(http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/Sustainable_Comunity_Strategy.pdf)

¹¹ HBC (2011) Halton Local Transport Plan 3
(<http://www4.halton.gov.uk/Pages/councildemocracy/TransportPolicy.aspx>)

¹² 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 Document¹³. 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 completed¹⁴ in 2014 and is available on the Council website (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 on-going dialogue with infrastructure providers.

Habitats Regulations Assessment

¹³ HBC (2014) Delivery and Allocations Local Plan SA Scoping Report (www4.halton.gov.uk/Pages/planning/policyguidance/DALP.aspx)

¹⁴ HBC (2014) Infrastructure Plan: 2014 Review (<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/dalp/InfrastructurePlan2014Review-FinalConsultationDocument.pdf>)

- 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 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 the next stage of the consultation.

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 the next stage of the consultation.

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 Act¹⁵ 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 2011¹⁶ 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.

¹⁵ HMSO (2010) Equality Act 2010 (www.legislation.gov.uk/ukpga/2010/15/pdfs/ukpga_20100015_en.pdf)

¹⁶ HM Gov (2011) Localism Act (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 and JGC, Work ongoing) This study will bring together the evidence base for both housing need and employment land need, taking into account the anticipated economic growth in the City Region over the next 25 years to provide a robust basis for Local Plan policies and allocations across the City Region.
 - **Joint Employment Land and Premises Study** (BE Group, 2010): The study assesses the quantity and quality of employment land in the Borough and recommends future allocations of employment land to maintain economic growth.
 - **Halton Retail and Leisure Study** (GVA Grimley, 2009): This is a capacity study looking to identify trading roles and performance of the Borough's main retail centres and to quantify the need, if any, for additional provision.
 - **Halton Retail Study** (England and Lyle, 2016): This study will include a capacity study to update the 2009 Study, but will also include a town centre health check and further consideration of the hierarchy and town centre areas. (Work Ongoing)
 - **Halton Landscape Character Assessment** (TEP, 2009): This identifies, describes and maps areas according to various landscape character types.
 - **Halton Open Space Study** (PMP and HBC, 2006). The study assesses existing and future needs for open space, sport and recreation in Halton and the current ability to meet these needs
 - **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.

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 the details of the Revised 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.
- 5.2. 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
 - CS17 – Liverpool John Lennon Airport
 - 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. 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 XXXX net additional dwellings
- Approximately XXX ha (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)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/six “Key Areas of Change” across the Borough where the majority of new development will be located. The five/six areas are:

a) 3MG, (Ditton) in Widnes

To continue to build on the success of this area, to support and expand the employment opportunities around the multi-modal freight facility.

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.

f) Speke

Delivering greenfield expansion to the east of Speke.

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.

4. Halton's rural areas and Green Belt

The rural character and green infrastructure of the Borough's villages and Green Belt will predominantly be maintained.

More detail regarding Halton's Green Belt is set out in CS(R)6 and Section 22.

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 **XXXXXX** net additional dwellings.
 - a. At an average of **XXX** dwellings each year.
 - b. With development continuing at an average of **XXX** 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 which have already been 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 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) 2016²⁰ 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) 2016²¹.

Objectively Assessed Need

- 7.3. Objectively Assessed Need or OAN is the core output of the Strategic Housing Market Assessment (SHMA). It 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.
- 7.4. [FIGURES TO BE ADDED ONCE LCR SHELMA AGREED] The Liverpool City Region SHELMA 2016 has updated some of the information and considerations of the Mid-Mersey SHMA . It sets out a demographic housing need of XXX 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 a economic-led baseline housing requirement of XXX 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 XXX dwellings each year. The LCR SHELMA therefore identifies an objectively assessed need for Halton of between XXX and XXX dwellings each year.

Mix of Housing

- 7.5. 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 bed roomed. 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.

²⁰ Mid-Mersey Strategic Housing Market Assessment (SHMA) 2016 (GL Hearn, 2016)

<http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/MidMerseySHMA.pdf>

²¹ Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) 2016 (GL Hearn, 2017)

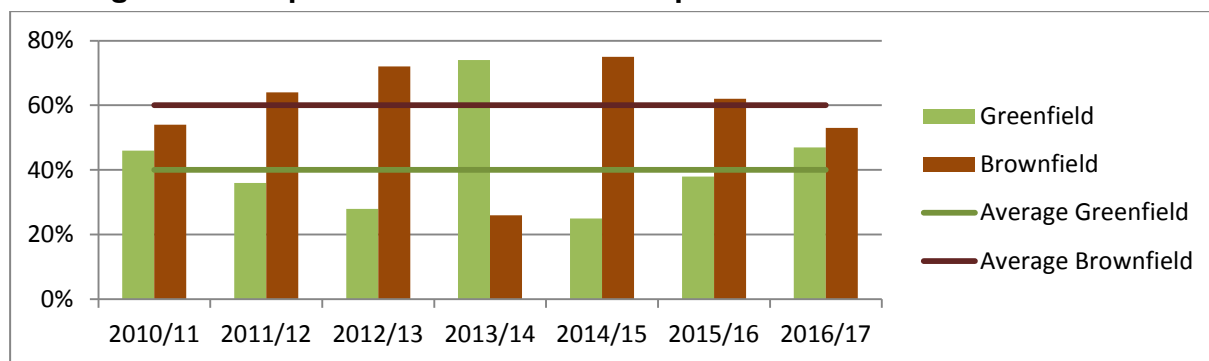
Liverpool City Region

- 7.6. [FIGURES TO BE ADDED ONCE LCR SHELMA AGREED] The Liverpool City Region SHELMA 2016 identifies the objectively assessed need for the City Region and identifies a need for between XXXX and XXXX dwellings in the Mid-Mersey Housing Market Area and between XXXX and XXXX 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

- 7.7. 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.²²²³
- 7.8. 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

- 7.9. 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.

²² HCA (2010) Halton Local Brownfield Strategy

²³ Arup (2010) Greenfield: Brownfield Exchange Concept

- 7.10. 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

- 7.11. 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 xxha of land for employment purposes over the period 2014 to 2037.
 - a. With an appropriate mix of sites provided to support:
 - i. The local economy, with a particular emphasis on logistics and distribution; science; 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. Sites with planning permission, or sites that are currently under construction, for employment uses; and
 - v. 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 projecting²⁴ 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 each respective area. 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 **XXXXX** in the baseline scenario or **XXXXXX** jobs in the growth scenario. Using these figures the SHELMA sets out a need for between **XXXha to XXXha** for B1 Uses, and **XXXha to XXXha** for B2 Uses across the Liverpool City Region. The SHELMA has also considered past take up rates, this identified a need for **XXXha** of B1 Uses, **XXXha** of B2 Uses and **XXXha** of Small Scale B8 Uses across the City Region.
- 8.8. Within Halton the SHELMA highlights an employment jobs growth of **XXXX** in the baseline scenario and **XXXXX** in the growth scenario. This is equated to **XXha** of B1 Uses and **XXha** of B2 Uses in the baseline scenario, **XXha** of B1 Uses and **XXha** of B2 Uses in the growth scenario and **XXha** of B1, **XXha** of B2 and **XXha** of Small Scale B8 Uses based on the past

²⁴ The Liverpool City Region LEP Economic Outlook (July 2016)

completions trend. Giving a suggested requirement of between XXha and XXXha 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 XXXha and XXXha of large scale B8 Uses across the City Region. The higher figure is based on the Transport for the North freight strategy²⁵, 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 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. An assessment of the supply of sites with potential suitability for large scale B8 employment in Halton identifies 63ha of land.

²⁵ 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 and enhanced 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	Widnes Halton Lea (including Runcorn Shopping Centre, Trident Retail Park, Asda and Lidl)	
District Centres	A focus for convenience, local and niche comparison and service retail and leisure uses	Runcorn Old Town	
Local Centres	Focus for local convenience and service retail and complementary community facilities.	Runcorn <ul style="list-style-type: none"> • Ascot Avenue • Beechwood • Brookvale • Castlefields • Grangeway • Greenway Road • Halton Brook • Halton Road • Halton Village • Langdale Road • Murdishaw • Palacefields • Picton Avenue • Preston Brook • Russell Road • Sutton Park • Windmill Hill 	Widnes <ul style="list-style-type: none"> • Alexander Drive • Bechers • Cronton Lane • Farnworth • Halebank • Hale Road • Halton View Road • Hough Green • Liverpool Road • Moorfield Road • Queens Avenue • Upton Rocks • Warrington Road • West Bank Hale <ul style="list-style-type: none"> • Ivy Farm Court

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:
- Sandymoor
 - Daresbury

c. South Widnes

3. Table C(R)5.2 below sets out the retail capacity

Table CS(R)5.2 Halton Retail Capacity				
	Convenience Goods	Non-Bulky Comparison Goods	Bulky Goods	Total
Halton Lea	577 sqm	3,551 sqm	2,118 sqm	6,282 sqm
Runcorn Old Town	36 sqm			
Widnes	923 sqm	4,206 sqm	2,994 sqm	8,123 sqm
Total	1,536 sqm	7,757 sqm	5,112 sqm	14,405 sqm

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. To the south lies Asda (Simms Cross) and the Tesco Extra superstore which opened in 2012. 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 Centre, 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 (now known as Runcorn Shopping Centre) and the building of the busway that cut through the centre did lead to a decline in Runcorn Town Centre. The centre has since been subject to a number of schemes and projects to increase the vitality and viability of the centre.
- 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 identified the retail capacity for each of the 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
Convenience Goods				
Widnes	909	923	870	853
Halton Lea	547	577	537	543
Runcorn	33	36	32	33
Non-Bulky Comparison Goods				
Widnes	802	1,278	2,305	4,206
Runcorn	1,244	1,583	2,263	3,551
Bulky Comparison Goods				
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. The Green Belt washes over the villages of Moore, Daresbury and Preston-on-the-Hill.
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.
- 1.1. 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.
2. The Government expect that all sites that provide ten or more homes, or are larger than 0.5hectares will provide 20% of homes as Starter Homes.

Affordable Homes

3. 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.
 - 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

4. 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
5. 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

- 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 each year in 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 the initial purchase of 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 early 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.

Table CS(R)14.1: Pitch Provision		
2013-2018	2018-2023	2023-2028
12	6	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 present 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 Sites⁵⁸ 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.

Table CS(R)14.2 Gypsy and Traveller Pitches and Travelling Showpeople Plots (2016)					
	Permanent		Transit	Travelling Showpeople	Total
	Private	Council			
Runcorn	13	14	10	0	27
Widnes	0	23	0	0	23
Total	13	27	10	0	50

- 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 (GTTSAA) 2014⁵⁹ 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 GTTSAA has assumed that all unauthorised sites, waiting list needs and sites with temporary planning permission are addressed in the first five years. Whilst household formation is apportioned over time.

⁵⁸ 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

⁵⁹ Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTTSAA) 2014 (ORS, 2014) <http://www4.halton.gov.uk/Pages/planning/policyguidance/pdf/CheshireGTAAREport.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”*.

13.CS(R)15: SUSTAINABLE TRANSPORT

- 13.1. This policy sets out the transport and traffic considerations that development proposals should
 13.1. address. The policy seeks to ensure that new development is accessible by sustainable
 13.1. transport methods such as walking, cycling and public transport.
 13.1.

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.

13.1.

Justification

- 13.1. Increasing the proportion journeys made by sustainable modes including walking, cycling and
 13.1. public transport is an important priority for Halton. Advantages of using sustainable transport
 13.1. are many and varied, from reducing the number of private vehicles on the road and hence
 13.1. cutting congestion and exhaust emissions, whilst improving air quality, enabling healthy
 13.1. lifestyles through walking and cycling to access to key services and facilities.
 13.1.

- 13.1. Further detail regarding the need to encourage travel by sustainable modes will be set out in
 13.1. the Connectivity section of this document and the Transport and Accessibility SPD. These
 13.1. policies and the SPD will provide further guidance on accessibility; outline the requirements for
 13.1. Transport Assessments and Travel Plans; and, set car and cycle parking standards for various
 13.1. types of development.
 13.1.

13.1.

13.1.

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13.1.

I 4. Part 2: Delivery and Allocations

- I 4. I. 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.

15. Economic Development

EDI: Employment Allocations

- 15.1. 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

Ref	Site	Status	Brownfield/ Greenfield	Size (Ha)	Uses
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Table E2.2: Widnes and Hale

Ref	Site	Status	Brownfield/ Greenfield	Size (Ha)	Uses
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Justification

- 15.2. 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.

- 15.3. 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.
- 15.4. 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

- 15.5. 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.
- 15.6. STFC, Langtree Group and Halton Borough Council have formed a public-private joint venture at Daresbury Science and Innovation Campus to stimulate the UK economy by building 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

- 15.7. 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:
- 15.8. **Phase 1 3MG (East)** offering distribution space with bespoke multimodal logistics solutions. The site is operated by Stobart Group and currently provides 570,000sqft of existing distribution and rail connected high bay warehousing. It has a fully operational intermodal terminal facility already handling over 120,000 TEUs per year.
- 15.9. **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 40,000sqm of warehousing plus ancillary offices.

Widnes Waterfront, Widnes

15.10. 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 tourism development site where high quality office accommodation sits alongside a successful leisure park in a stunning riverside setting.

West Runcorn / Inovyn, Runcorn

15.11. 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 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, Stobarts and INEOS, are major businesses, who bring significant corporate strength and expertise to any future partnership working and delivery.

ED2: Employment Development

- 15.12. 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. Primarily Employment Areas will be identified on the Policies Map. Development within Use Classes B1, B2, B8 and Sui Generis industrial uses will normally be acceptable in these areas.
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 it meets all of the requirements of Policy GR2: Amenity and it is 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 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

- 15.13. 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.
- 15.14. 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

15.15. 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

- 15.16. Employment areas may on occasion benefit from the inclusion of other small scale ancillary complementary services and facilities, such as catering facilities, small scale retail (up to 280 sqm net¹¹⁷), Restaurants and Cafes, Drinking Establishments, Hot Food Takeaways 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.
- 15.17. 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.

¹¹⁷ Consistent with provisions of the Sunday Trading Act 1994

16. Residential Development

RD1: Residential Development Allocations

- 16.1. 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 RD1: Residential Development Allocations

1. The following Strategic Residential Locations, as detailed in the **Section x: Site Allocations** and identified on the Policies Map, will be allocated for residential purposes to deliver the requirements set out in Policy H1:
 - 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)
2. The following sites, as detailed in the **Section x: Sites Allocations** and on the Policies Map, will be allocated for residential development purposes to deliver the requirements set out in Policy H1.

Runcorn

Table RD.1 Residential Development Allocations in Runcorn

Ref	Site	Status	Brownfield/ Greenfield	Remaining Capacity	Size	Total Capacity	Density
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Widnes and Hale

Table RD1.2 Residential Development Allocations in Widnes and Hale

Ref	Site	Status	Brownfield/ Greenfield	Remaining Capacity	Size	Total Capacity	Density
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Justification

- 16.2. 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 housing markets and to allow for development that is appropriate to the locality.
- 16.3. 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.
- 16.4. These allocations include sites that are to be removed from the Green Belt at:
- Identify sites that were previously in Green Belt.

Housing Land Supply

		Halton
A	Housing Figure	
B	Completions 2014/15-2016/17 (net)	1,675
C	No. of dwellings on sites under construction (at 31/03/17)	847
D	No. of dwellings (net) on sites with Planning Permission (at 31/03/17)	1,512
E	10% non-delivery supplement to the existing commitments	
F	Anticipated demolitions?	
G	Total dwellings needing to be Allocated (A-B-C-D+E+F)	
	Allocations	

- 16.5. 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

- 16.6. Figure x below, illustrates the expected rate of housing delivery through a housing trajectory for the plan period.

RD2: Gypsy & Travellers (Allocations)

- 16.7. 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.

Runcorn

Table RD2.1: Gypsy and Traveller Site Allocations in Runcorn

Ref	Site	Status	Permanent	Transit	Private / Council
	Warrington Road (extension)	Residential Consent			
	Windmill Street, Runcorn	Residential Consent	8	0	Private
	Bigfield Lodge, Runcorn	Residential Consent	11	0	Private

Widnes and Hale

Table RD2.2: Gypsy and Traveller Site Allocations in Widnes

Ref	Site	Status	Permanent	Transit	Private / Council
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2. There will be a presumption against the loss of existing permanently consented Gypsy and Traveller or Travelling Showpeople sites leading to or exacerbating an identified shortfall 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
	Warrington Road	Authorised	12	0	Council
	Runcorn Transit Site	Authorised	2	10	Council

Widnes and Hale

Table RD2.4: Gypsy and Traveller Sites in Widnes

Ref	Site	Status	Permanent	Transit	Private /
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				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.				

Justification

- 16.8. 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*'.
- 16.9. 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 (GTTSA) 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 GTTSA over 5 year periods up to 2028:

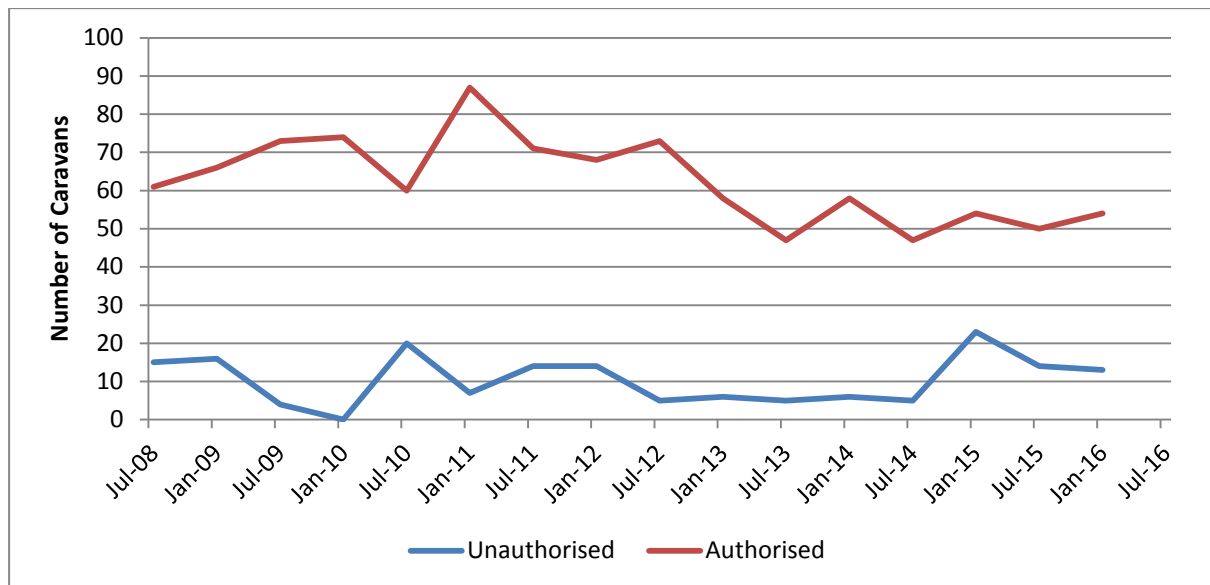
Table RD2.5: Gypsy and Traveller provision for Halton in 5 Year Periods				
	2013-2018	2018-2023	2023-2028	Total
Pitch	12	6	7	25
Provision ¹¹⁸				

- 16.10. The latest count of Gypsy and Traveller caravans¹¹⁹ (January 2016) showed that there were 67 caravans in Halton. This data comes from the bi-annual survey of Gypsy and Traveller caravans, required by government, conducted by each Local Authority in England on a specific date in January and July of each year, and reported to CLG. However, this count is of caravans and not households, which makes it more difficult to interpret as it does not count pitches or resident households. It must also be remembered that the count is merely a 'snapshot in time' conducted by the Local Authority on a specific day and that any unauthorised encampments which occur on other dates will not be recorded. Likewise any caravans that are away from authorised sites on the day of the count will not be included.

- 16.11. Figure **RD2.1**: Gypsy Caravan Count July 2008 to January 2016

¹¹⁸ The GTTSA 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.

¹¹⁹ <https://www.gov.uk/government/collections/traveller-caravan-count>



16.12. Failure to allocate sufficient permanent sites to meet the local need, would have significant impacts across the Borough including:

- i. an increase in planning applications being decided on appeal, which can result in unsuitable sites being permitted;
- ii. restricting our ability to enforce against unsuitable unauthorised development;
- iii. contravening national policy;
- iv. contravening our duty under the Housing Act 2004;
- v. increasing the risk of roadside encampments and unauthorised developments, causing tensions between communities, and adding pressures on the Council to deal with such encampments; and
- vi. increasing difficulty for the Gypsy and Traveller communities to access services, causing inequalities and deprivation.

16.13. The Cheshire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment identifies no need for any plot provision for travelling showpeople in Halton.

RD3: Dwelling Alterations, Extensions, Conversions and Replacement Dwellings

- 16.14. 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 of 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 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 form, 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; and they
 - g. 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-g) 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
 - i. sub-division or intensification of the existing residential use they would not create or contribute to a harmful concentration of such uses and it
 - ii. 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-g) 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

- 16.15. 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.
- 16.16. 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 if they would be 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 policy CS18 and SD1, and should consider any impact upon the wider street scene.
- 16.17. 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.
- 16.18. Further information and detailed design guidance specifically in relation to householder applications can be found in the House Extensions Supplementary Planning Document.
- 16.19. 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: Open Space Provision for Residential Development

16.20. The provision of open space 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: Open Space Provision for Residential Development

1. All residential development that increase the demand for open space will be expected to make an appropriate contribution towards meeting this additional demand, having regard to the standards detailed in table R5.1 below.

Table RD4.1: Open Space for Residential Developments Standards

Typology	Description	Local Standard (m ² /person)
Amenity Greenspace	Opportunities for informal activities close to home or work or the enhancement of residential areas	10
Provision for Children and Young People	Areas designed for play and social interaction involving children and young people e.g. equipped play areas, skateboard areas / teenage shelters	2
Parks & Gardens	Accessible, high quality opportunities for informal recreation and community events	12.5
Natural & Semi Natural	Wildlife conservation, biodiversity & environmental education & awareness	27.5
Allotments & Community Gardens	Opportunities for people to grow their own produce as part of sustainable, healthy and socially inclusive living	0.9

2. The open space 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 open space 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.
3. Off-site provision or financial contributions will only be agreed where it can be demonstrated that there is no practical alternative. The provision of open space off site can be made either in kind or through financial contributions. If the developer provides enough open space to meet the full requirement on site or in kind then no financial contribution is required.

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. Developer contributions for Outdoor Sports Facilities and Playing Pitches will be informed by the emerging Playing Pitch Strategy.

Justification

- 16.21. The type, size and quality of parks and open spaces, 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.
- 16.22. 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.
- 16.23. 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.
- 16.24. 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
- 16.25. 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.

- 16.26. 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.
- 16.27. 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.
- 16.28. 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.
- 16.29. 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.
- 16.30. 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 estimated population of the development can be determined. In this instance an outline permission will state the maximum number of dwellings, and the clause will state all the other known variables.
- 16.31. 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

- 16.32. 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.
- 16.33. 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 developments¹²⁰ 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;

and where the development provides for those who may have mobility impairments,

¹²⁰ 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.

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. The following sites, as detailed in the **Section x Sites Allocations / Appendix x** will be allocated for specialist residential housing to contribute to the delivery of the **Core Strategy requirements**.

Ref	Site	Status	Brownfield/ Greenfield	Remaining Capacity	Size	Total Capacity	Density
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6. Affordable housing provision in line with Policy H3 will still be required where the proposal for specialist accommodation provides self-contained dwellings.

7. 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

16.34. 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.

16.35. 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.

16.36. 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.

16.37. 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." .

16.38. Bungalows are often identified as well suited to meeting the needs of older people and retirement communities could be encouraged.

16.39. 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.

16.40. 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.

16.41. Sites should be well located in order to provide good access to public transport, health, leisure and other facilities.

16.42. The Council will actively seek to discourage an overprovision of residential care homes that exceed identified local demand and encourages the often unsustainable inward migration of older populations into Halton from outside the Borough and the Mid-Mersey housing market area.

16.43. 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".

- 16.44. 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

16.45. 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

16.46. 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.

16.47. 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

16.48. The availability of Custom and Self build housing is limited by the two key factors of land supply and finance. This Custom and Self Build policy will play an important part in supporting planning decisions which deliver land for potential custom and self builders.

Policy RD7: Custom and Self Build Housing

1. To support prospective custom and self builders, residential developments of more than 50 dwellings will be encouraged to supply at least 5% of dwelling plots for sale to custom and self builders, which will be managed as follows:
 - a. Planning permission should include conditions requiring custom and self build developments to be completed within three years of a custom or self builder purchasing a plot; and
 - b. Where plots have been made available and marketed for at least 12 months and have not sold, the plot(s) may either remain on the open market as Custom or Self Build Plots or be offered to a Housing Association 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.

Justification

16.49. The Council recognises the benefits in Custom and Self Build housing including supporting a more resilient supply of housing from a diversity of sources.

16.50. 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.

16.51. 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.

16.52. The Council would expect sites delivering Custom or Self Build plots, to seek a planning permission for the self build element of the scheme which shall:

- i. Agree that each plot shall have legal access to a public highway; and;
- ii. Avoid fixing the details concerning the appearance of the dwellings, beyond any matters agreed via a design code, where it is considered appropriate and agreed with the Council. Design details should be applied for via reserved matters to be determined by the occupants or if necessary through a variation to a planning application.

16.53. 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.

16.54. 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).

17.Connectivity

CI: Transport Network and Accessibility

- 17.1. 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 provide 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:
 - a. The use of Ditton Station as part of the public transport network
 - b. The use of the Halton Curve rail line as part of the rail networkThe re-opening of these transport facilities will be permitted.
6. Development will only be permitted where it retains the opportunity for new railway stations at:
 - a. Beechwood
 - b. South WidnesNew 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:
 - a. Ditton
 - b. Locations where the scheme would reduce congestion, alleviate parking issues, or increase accessibility to employment for those in the most deprived areas.

Waterways

9. The Council will strive to:
 - a. Maintain waterside transport infrastructure where appropriate
 - b. Encourage physical waterborne leisure activities in appropriate locations, boosting the tourism economy and promoting health improvements
 - c. Enhance watercourses and related infrastructure where appropriate and where funding permits.

Road schemes

10. The Council will continue to work with partners to support appropriate road schemes such as:
 - a. The Mersey Gateway Bridge
 - b. J11A of the M56
 - c. 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

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 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,

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Justification

17.2. 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

- 17.3. 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.
- 17.4. 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.
- 17.5. 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.
- 17.6. 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.
- 17.7. 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 we believe that the developer should provide full funding for the footbridge, for smaller proposals a contribution would be sort 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, prior to 50% of dwellings being constructed, this will be a condition of any approval.
- 17.8. 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.

- 17.9. 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.
- 17.10. 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

Parking Spaces

17.11. Halton follows DfT guidance and principals when addressing the size of parking spaces.

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.

17.12. 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.

17.13. 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.

17.14. A brief overview of parking requirements can be seen below or Appendix X:

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. Residential disabled parking “off street” should be allocated at 5% of overall parking. See Appendix X	Standard on street disabled bay 1.2m transfer zone, 2.4m x 4.8m, a minimum of 2 applies. For commercial/retail and other see Appendix x

C2: Parking Standards

17.15. 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 **Table C2.1 / Appendix D**. Any variation 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. Car parking in excess of the standards will not be permitted. Justification will need to be provided if minimum parking standards are not proposed to be met.

Table C2.1: Parking Standards

Use Class	Description	Car Parking Standard	Cycle Parking	Electric Vehicle Infrastructure
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(This could be in an appendix if it v.large)

4. **consider off-airport car parks (LJLA)**
5. 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

17.16. 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).

- 17.17. The necessary infrastructure for electric and alternative fueled 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. The Council will be flexible about the ways in which infrastructure for electric and alternative fueled vehicles should be incorporated.
- 17.18. 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.
- 17.19. 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.
- 17.20. 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.

C3: Delivery of Telecommunications Infrastructure

- 17.21. 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.
- 17.22. 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

17.23. 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.

17.24. 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.

17.25. 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: Expansion of Liverpool John Lennon Airport

17.26. 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 C4: Expansion of Liverpool John Lennon Airport

1. To support the operation and expansion of LJLA, the Green Belt boundary surrounding the airport is proposed to be amended. **This Green Belt boundary change and the amended public safety zone are defined on the Draft Policies Map (extract below).**
2. Development within the proposed airport boundary falling within Halton Borough Council, as defined on the draft Policies Map, will be permitted where it is for:
 - a) The purpose of the runway extension
 - b) Associated aircraft safety requirements
 - c) Proposals associated with the extension to the Speke Garston Coastal Reserve
3. 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.

4. The proposed extension to the runway at LJLA should incorporate localised screening and structural landscaping to the eastern boundary to minimise any visual impacts on Hale Village and must not adversely affect the operational integrity or safety of the airport. All boundary treatments should be compliant with policy
5. 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.

C5: Operation of Liverpool John Lennon Airport

17.27. 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 C5: 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 current Airport Surface Access Strategy.
9. **Airport Parking?**

Justification

17.28. 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.

17.29. Figures released in 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 last 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.

17.30. Green Belt Release To support the operation and expansion of LJLA, the Green Belt boundary surrounding the airport is proposed to be amended.

17.31. 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 Zones¹²¹ 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. Any extension of the PSZ in accordance with the LJLA's proposed runway extension is shown on the draft policies map.

17.32. 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.

17.33. 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.

17.34. 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.

17.35. 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.

¹²¹ Department for Transport (Dft) (2010) Circular 01/2010: Control of Development in airport Public Safety Zones

- 17.36. 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.
- 17.37. 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.
- 17.38. 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).
- 17.39. 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.
- 17.40. 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.
- 17.41. 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.
- 17.42. 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.

18.Halton's Centres

HCI: Vital and Viable Centres

- 18.1. 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 open spaces;
 - 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 net¹²²) 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

18.2. 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*'.

18.3. 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).

¹²² Consistent with provisions of the Sunday Trading Act 1994

- 18.4. 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.

HC2: Allocations within Halton's Centres

- 18.5. 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				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
443	Former DofE Offices, Halton Lea	Prior Approval?	Brownfield	1.53ha	Residential
340	Land east of East Lane, Halton Lea	Prior Approval	Brownfield	1.14ha	Residential

Widnes and Hale

Ref	Site	Status	Brownfield/ Greenfield	Size	Proposed Use
114	Former Police Station and Magistrates Court		Brownfield	0.77ha	Mixed
115	Broseley House		Brownfield	0.33ha	Mixed
116	Land to the west of		Brownfield	0.25ha	Mixed

	Widnes Road				
178	Albert Square Car Park		Brownfield	0.84ha	TBC
	Widnes Retail Park (Phase 2)	Extant Permission	Brownfield		Retail
	South Widnes Local Centre				Retail

Justification

18.6. Policy Justification

18.7. Local Centres

18.8. Halton Lea

18.9. Runcorn Old Town

18.10. Widnes

HC3: Primary Shopping Areas and Frontages

- 18.11. 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 (unless otherwise specified) for A1 uses will generally be supported where they provide an active frontage.
3. Within the defined Primary Shopping Frontages, the use of ground floor units (unless otherwise specified) for non-A1 uses will be permitted where:
 - a. The overall proportion of A1 retail uses will not fall below x% of units / metres of frontages, unless the unit has been shown to not be feasible for A1 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-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 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

18.12. The Primary Shopping Area, identified within 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.

18.13. 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

18.14. 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

18.15. 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.

18.16. 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

18.17. 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

18.18. 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.

18.19. 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'.

HC6: Community Facilities (including health facilities)

18.20. 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 to accommodate the current community use, or the use has already ceased, and the building or site cannot be retained or sensitively adapted to accommodate other community facilities;
 - c. The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or site; or
 - d. Alternative replacement community facilities are provided in a suitable alternative location.

Justification

18.21. 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. Local shops are protected under **policy xxx**.

18.22. 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. 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).
- vii. Whether the site or building has been listed as an asset of community value.

HC7: Visitor Attractions

18.23. Tourism is an important cultural and economic driver for the 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 open spaces, (see appendix X map of visitor attractions).

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 x;
 - 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

18.24. 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.

18.25. Ancillary complementary services could include catering facilities, small scale retail (up to 280 sqm net¹²³) and Restaurants and Cafes.

Liverpool City Region

18.26. Without doubt, 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.¹²⁴

¹²³ Consistent with provisions of the Sunday Trading Act 1994

¹²⁴ Liverpool City Region Visitor Economy Board, Visitor Economy Investment Plan for Growth 2016 – 2025 (July 2016)

HC8: Food and Drink

18.27. 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-A5) including restaurants, hot food takeaways and late night bars or pubs 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. proximity to schools and young persons' facilities; and
 - j. impact on the promotion of healthy lifestyles.
2. In addition, in order to address the problem of obesity amongst children, proposals for hot food takeaways (Use Class A5) within 400 metres of any primary school, secondary school, further education establishment, playing field or children's play area will not be permitted. Exceptions will be made where:
 - a. It is located within a designated town, district or local centre; or
 - b. The premises are not open until after 1700 hours.

Justification

18.28. 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.

18.29. 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.

18.30. 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.

18.31. Halton had a significantly higher percentage of obese reception children compared to England during 2014/15. Whilst the percentage of obese year 6 children in Halton was higher than England and the North West, but not significantly so.

18.32. Further detailed information can be found in the Halton Hot Food Takeaway SPD.

HC9: Mixed Use Area

18.33. 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 net¹²⁵**) (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 D1¹²⁶;

¹²⁵ 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 net¹²⁷) (Use Class A1);
 - b. Restaurants and cafés (Use Class A3);
 - c. Leisure uses (Use Class D2);
 - d. Use Class D1¹²⁸;
 - 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 net¹²⁹) (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 each of these Mixed Use Areas development proposals for uses not listed will be

¹²⁶ 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.

¹²⁷ Consistent with provisions of the Sunday Trading Act 1994

¹²⁸ 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.

¹²⁹ Consistent with provisions of the Sunday Trading Act 1994

decided on their individual merits.

Justification

- 18.34. 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.
- 18.35. 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. Halton's Environment

HEI: Natural Environment and Nature Conservation

- 19.1. 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

19.2. 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).

- 19.3. 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.
- 19.4. Paragraph 9 of the Framework 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 the Framework. 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).
- 19.5. 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.
- 19.6. 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.
- 19.7. 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.
- 19.8. Development should be designed to ensure the health and future retention of existing trees, including veteran trees, and hedgerows are not compromised.
- 19.9. 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.
- 19.10. 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.
- 19.11. 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.
- 19.12. 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

- 19.13. 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.
- 19.14. 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 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

- 19.15. 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.
- 19.16. 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 Gardens¹³⁰
 - v. Registered Battlefields¹³¹
 - vi. World Heritage Sites¹³²
- 19.17. 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)

¹³⁰ None located in Halton

¹³¹ None located in Halton

¹³² 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
- 19.18. 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.
- 19.19. 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.
- 19.20. A Heritage Statement is required under paragraph 128 of the NPPF and should accompany all applications that affect heritage assets.
- 19.21. 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.
- 19.22. 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.
- 19.23. 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 open spaces either within or near to the area and its wider landscape setting.
- 19.24. 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.
- 19.25. 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.

HE3: Halton's Waterways and Waterfronts

19.26. 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

19.27. 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.

19.28. 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

19.29. 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.

19.30. 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.

19.31. 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.

19.32. 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.

19.33. Core Strategy para 13.11: The removal of road infrastructure may also present opportunities to reinstate the former alignment of the Bridgewater Canal between Runcorn Old Town and Runcorn Waterfront to the Manchester Ship Canal. This has the potential to create a second Cheshire Canal Ring further encouraging and supporting the leisure and recreational potential of the Bridgewater Canal. The route of the alignment will be protected through the Delivery and Allocations Local Plan. ... Have received representations from Peel against the realignment. Need to decide how to tackle...

HE4: Green Infrastructure

19.34. 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, Open Spaces, 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

19.35. 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.

19.36. 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.

19.37. 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, cycling routes, pedestrian paths, the Greenway Network and rights of way
- f. **Other** – including agricultural land, allotments, community gardens, cemeteries and church yards

19.38. 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.

19.39. 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 open spaces.

HE5: Trees and Landscaping

19.40. 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 and veteran trees;
 - c. In a Conservation Area; or
 - d. Within a recognised Nature Conservation Asset¹³³.
 - e. Within an Area of Special Landscape Value
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;

¹³³ 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.

- e. supports biodiversity; and
- f. where appropriate, provides suitable and appropriate mitigation for the restoration of damaged landscape areas.

Justification

- 19.41. 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.
- 19.42. 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.
- 19.43. 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.
- 19.44. 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.
- 19.45. 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.
- 19.46. Landscape proposals will usually be required for most developments, ranging from individual dwellings to large scale housing schemes, 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.

- 19.47. 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.

HE6: Open Space and Outdoor Sports Provision

Policy HE6: Open Space and Outdoor Sports Provision

1. Proposals for the provision, enhancement and / or expansion of amenity or recreational open space (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 open space will only be permitted where the following criteria can be met:
 - a. It can be demonstrated that the open space 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 open space 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 open space 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

19.48. Publicly accessible open space and outdoor sports provision have a vital role to play in helping to promote more healthy lifestyles.

19.49. 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.

19.50. When considering proposals for the provision, enhancement and / or expansion of amenity or recreational open space 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.

HE7: Pollution and Nuisance

19.51. The Local Plan can affect pollution in a number of ways, including considering what development is proposed and where. This policy is another way, it 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

- 19.52. 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
- 19.53. 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.
- 19.54. 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.
- 19.55. 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

19.56. 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

19.57. 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.

19.58. 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.

19.59. 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

19.60. 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. Halton is at risk from many 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

- I. 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 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).
 - 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 and related flood defence plans and strategies.

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. maintain the sites natural discharge process;
 - b. store rainwater for later use;
 - 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 open space.
11. Any development of 10 or more homes or 1,000 sqm of non-residential floorspace should provide sustainable drainage, and reduce discharge to greenfield run-off rates wherever feasible.

Protecting Water Resources

12. 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

13. New development will need to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve the development.

14. 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

- 19.61. 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)
- 19.62. 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.
- 19.63. 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, 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.
- 19.64. 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 and the speed at which it reaches water courses, improving water quality and amenity.
- 19.65. United Utilities have requested 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 informed of realistic and achievable delivery timescales for development and approach infrastructure in a coordinated manner.
- 19.66. Developers will be required to produce drainage strategies for each phase of development in agreement with the Council, 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.

- I9.67. Development will be subject to appropriate conditions or a legal agreement to secure the implementation of SuDS and to secure appropriate management and maintenance measures.
- I9.68. 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 and impact on watercourses.
- I9.69. 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.
- I9.70. Applicants are advised to contact the Environment Agency for information on specific areas which are at risk from flooding.

HE10: Minerals Allocations (Mineral Safeguarding Areas)

- 19.71. 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.
- 19.72. 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.
- 19.73. 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. xx
 - b. xx
 - c. xx
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

- 19.74. 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.
- 19.75. 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.
- 19.76. 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”.
- 19.77. 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

19.78. 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: Minerals

1. In line with Policy CS25, to minimise the need for minerals extraction, the use of recycled and secondary aggregates across the Borough will be encouraged.
2. Development for the exploration of minerals, the winning and working of minerals will be assessed with regard to the extent to which they meet all of the following criteria:
 - a. The development will not have an unacceptable detrimental impact on the following interests of acknowledged importance:
 - i. The Green Belt and Green Infrastructure;
 - ii. Dwellings or other environmentally sensitive uses and identified development sites in terms of visual amenity, noise, vibration, dust windblown materials, odour, litter, vermin, air, and or water pollution or other nuisance defined in policy PR1: Pollution and Nuisance;
 - iii. Quality of the water environment, water resources (surface waters and groundwater), or the capacity of flood storage areas;
 - iv. Structural integrity and setting of Listed Buildings;
 - v. Sites of archaeological, ecological, geological or geomorphological interest;
 - vi. Conservation Areas;
 - vii. The best and most versatile agricultural land;
 - viii. Public rights of way and the amenity of users of public rights of way;
 - ix. Features of landscape value (including the general landscape setting) protected trees, and ancient woodland;
 - x. Aerodrome safety and highway capacity and safety;
 - b. The development will be sited at a sufficient distance from dwellings or other sensitive nearby properties and laid out, fenced and screened to as to avoid visual intrusion and nuisance from the sites operation;
 - c. The development will not lead to the permanent loss or reduction in quality of the best and most versatile agricultural land; and
 - d. The development will not lead to the unacceptable sterilisation of mineral deposits within the site or adjacent areas.
3. Any planning applications for conventional or unconventional oil and gas development exploration, appraisal or production resulting from the award of licences would be determined in accordance with the National Planning Policy Framework together with the criteria set out in this policy.
4. All minerals development will be required to provide details of community liaison measures to be put in place during the operation of the site, including mineral extraction, 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 minerals development 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 of minerals and the winning and working of minerals 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

- 19.79. 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.

- 19.80. 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.
- 19.81. 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.
- 19.82. 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.
- 19.83. 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)
- 19.84. A hydrological assessment will be required in support of any planning application and water availability may be a limiting factor in any proposal.
- 19.85. 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.
- 19.86. 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.

- 19.87. 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.
- 19.88. Legislation allows the Council to impose aftercare conditions through agreements under section 106 of the Town and country Planning Act 1990.

HEI2: Growth and Improvement Priority Areas

I9.89. Within some parts of the Borough . . .

Policy HEI2: Growth and Improvement Priority Areas

12. Development within the Growth and Improvement Priority Areas will be expected to:
- a. be of a quality of design that enhances the character and appearance of the local environment;
- and either:
- b. Stimulate economic development and create jobs for local people; or
 - c. Provide housing to meet local needs; or
 - d. Provide local facilities for the community; or
 - e. Reclaim derelict and contaminated land and bring such land back into beneficial use.
13. Proposals within the Growth and Improvement Priority Areas will generally be supported where they would result in a demonstrable benefit to the local community.
14. The preparation of proposals within the Growth and Improvement Priority Areas will require full involvement and consultation with the affected local communities. A masterplan or development brief should be prepared demonstrating that proposals will positively support and complement the comprehensive wider development of the area.

Justification

- I9.90. The Growth and Improvement Priority Areas are areas within which the wider Council enabled regeneration efforts will be aided by flexible land use policies, allowing opportunities for old redundant land uses to be replaced by new uses or improved developments.
- I9.91. Each Growth and Improvement Priority Area is identified on the Policies Map. It is expected that in the future Supplementary Planning Documents, Masterplans or Development Briefs will be prepared for each of these areas.

HE13: Open Countryside

Policy HE4: Open Countryside

19.92. Meeting the Local Plan's targets for growth will inevitably place continued pressure on land which is not allocated for development or protected by Green Belt / nature conservation designations. This policy aims to ensure that high quality development is accommodated sensitively whilst that which would undermine the character of the open countryside is resisted ensuring development continues to be directed to the most sustainable locations.

Policy HE4: Open Countryside

- I. On land allocated as Open Countryside, on the Policies Map, new development will not be permitted unless it is essential for agriculture, forestry, outdoor recreation or for other purposes appropriate to a rural area.

Policy Justification

19.93. Most of the land outside Halton's urban area is protected in some way by the Green Belt policy and/or various landscape protection and nature conservation policies. This policy ensures the preservation of the openness and rural nature of the remaining undeveloped land that falls between the urban area and the Green Belt.

POLICY CONTEXT:

National Policy	NPPF (Principally paras 17 and 55)
Local Evidence	Halton Landscape Character Assessment (TEP, 2009)
Strategic Objectives	10
SCS Priorities	Environment and Regeneration in Halton
SA Objectives	
SA Outcomes	

POLICY REQUIREMENTS:

Allocations Required	No
Designation Required	Yes
Available on Policies Map	Yes
Policies to be replaced	S23

20. General Requirements

GRI: Design of Development

- 20.1. All development will be required to incorporate the principles of appropriately high quality design. High quality 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.
- 20.2. Achieving appropriately 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 appropriately 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 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

- 20.3. 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.
- 20.4. 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.
- 20.5. 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 open spaces 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 open space network. The Council expects all development to contribute to achieving high quality networks of green infrastructure in accordance with Policy **NH5**. 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.

GR2: Amenity

- 20.6. 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 significant 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.
4. The redevelopment of residential areas will be supported where it would improve amenity, quality and the local environment.
- 5.

Justification

- 20.7. 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.
- 20.8. 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.

- 20.9. 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
- 20.10. 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 properties¹³⁴.
- 20.11. 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.
- 20.12. 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.

¹³⁴ As set out in the Design of Residential Development SPD

GR3: Boundary Fences and Walls

20.13. 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

20.14. The Council will have regard to the amenity and visual impact of all proposed boundary treatments and will also have regard to security considerations.

GR4: Temporary Buildings

20.15. 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 5 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

20.16. 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 x.x**. 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

- 20.17. 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.
- 20.18. 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.
- 20.19. 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.
- 20.20. 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.
- 20.21. 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.

20.22. 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.

20.23. INSERT FIGURE FOR 'POTENTIAL FOR WIND GENERATION AREAS'

21.Green Belt

GB TEMP: Green Belt Release Allocations

- 21.1. 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. This policy is to be deleted on adoption of the document.

Policy GB TEMP: Green Belt Release Allocations*

*Will be dependent on the outcome of the Green Belt Study

1. The extent of the existing Green Belt remains unchanged, apart from the removal of land at the following sites (shown in Figure x):
 - a.
2. New development of 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.

Justification

- 21.2. 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.
- 21.3. 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.
- 21.4. 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.

21.5. LCR

GBI: Control of Development in the Green Belt

- 21.6. 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 disproportionate¹³⁵ additions over and above the size of the original building and that it is of an appropriate scale, character and appearance;
 - d. limited infilling¹³⁶ in the villages of Daresbury, Moore and Preston on the Hill, and limited affordable housing for local community needs under policies set out in the Local Plan; or
 - e. limited infilling¹³⁷ or the partial or complete redevelopment of previously developed sites (brownfield land¹³⁸), 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.

¹³⁵ 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.

¹³⁶ 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.

¹³⁷ 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.

¹³⁸ Defined in NPPF

3. The development of new detached dwellings within residential curtilages and / or 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

- 21.7. 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.
- 21.8. 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.
- 21.9. The National Planning Policy Framework 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.
- 21.10. 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.
- 21.11. 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.

- 21.12. 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.

GB2: Safeguarded Land

21.13. 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. Site x:

Justification

21.14. 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'.

22.Part 3: Key Areas of Change

23.3MG

24.South Widnes

25. West Runcorn

26. East Runcorn

27.North Widnes

28. 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. ¹⁴²
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.

¹⁴² 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		<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"> • Land that is or has been occupied by agricultural or forestry buildings; • 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; • Land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and • 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.
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 open spaces, 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		<p>Locally important heritage assets identified by the Local Planning Authority, where there is often a strong local affinity or association:</p> <ul style="list-style-type: none"> • Areas of Local Archaeological Interest (including the Areas of Archaeological Potential and Sites of Archaeological Importance identified in Local Plans) • Buildings of local architectural or historic interest (Local List) • Locally important built assets not on the Local List • Locally significant historic parks and gardens • Other locally important historic landscapes
Open Countryside		The open countryside is defined as the area outside the settlement boundaries Runcorn, Widnes and Hale and not designated as Green Belt or Safeguarded land.
Open Space		All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Original Building		A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.
Outdoor Sports Facilities		Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.
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

A pitch on a 'gypsy and traveller' site.

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.

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	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:

- land that is or has been occupied by agricultural or forestry buildings;
- 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;
- land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and
- 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.

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"> • Social progress that recognises the needs of everyone; • Effective protection of the environment; • Prudent use of natural resources; and • Maintenance of high and stable levels of economic growth and employment.
Sustainable	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

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

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

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

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Halton's Local Plan Policy
Building a Strong, Competitive Economy	(21) Set criteria, or identify strategic sites, for local and inward investment to match the [economic vision and] strategy and to meet anticipated needs over the plan period.	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"> the accessibility of the development; the type, mix and use of the development; 	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"> the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles 	
Supporting High Quality Communications Infrastructure	(43) In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband.	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.	HE1: 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.	HE11: 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	HE10: 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	C5: 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
Halton UDP (Adopted 2005)		
S1	Regeneration	<i>Deleted by CS1</i>
S2	The Built Environment	<i>Lapsed 2008</i>
S3	The Green Environment	<i>Deleted by CS21</i>
S4	Pollution and Health	<i>Deleted by CS23</i>
S5	Major Accident Land Use Risk	<i>Deleted by CS23</i>
S6	Reuse and Remediation of Previously Used or Contaminated Land	<i>Deleted by CS23</i>
S7	Minerals and Waste	<i>Deleted by CS24 / CS25</i>
S8	Sustainable Waste Management Facilities	<i>Deleted by CS24</i>
S9	Waste Management Facilities	<i>Deleted by Waste Plan</i>
S10	Reducing Greenhouse Gas Emissions	<i>Deleted by CS19</i>
S11	Renewable Energy Sources	<i>Deleted by CS19</i>
S12	Areas at Risk from Flooding	<i>Lapsed 2008</i>
S13	Transport	<i>Deleted by CS15</i>
S14	A New Crossing of the River Mersey	<i>Deleted by CS16</i>
S15	Leisure and Tourism	<i>Proposed to be deleted by HC7</i>
S16	Retail Hierarchy	<i>Deleted by CS5</i>
S17	Retail Development	<i>Deleted by CS5</i>
S18	Provision of Land for Housing	<i>Deleted by CS3</i>
S19	Provision of Land for Employment	<i>Deleted by CS4</i>
S20	Regional Investment Sites	<i>Deleted by CS8</i>
S21	Green Belt	<i>Deleted by CS6</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
S22	Unallocated Land in Urban Areas	<i>Proposed to be deleted</i>
S23	Open Countryside	<i>Proposed to be deleted</i>
S24	Sustainable Urban Extensions	<i>Deleted by CS1</i>
S25	Planning Obligations	<i>Deleted by CS7</i>
Chapter 1 – Regeneration		
RG1	Action Area 1 - Southern Widnes	<i>Proposed to be deleted</i>
RG2	Action Area 2 - Central Widnes	<i>Proposed to be deleted</i>
RG3	Action Area 3 - Widnes Waterfront	<i>Proposed to be deleted</i>
RG4	Action Area 4 - Runcorn and Weston Docklands	<i>Proposed to be deleted</i>
RG5	Action Area 5 - Halebank	<i>Proposed to be deleted</i>
RG6	Action Area 6 - Castlefields and Norton Priory	<i>Proposed to be deleted</i>
Chapter 2 – Built Environment		
BE1	General Requirements for Development	<i>Proposed to be deleted by GRI: Design of Development</i>
BE2	Quality of Design	<i>Proposed to be deleted by GRI: Design of Development</i>
BE3	Environment Priority Areas	<i>Proposed to be deleted</i>
BE4	Scheduled Ancient Monuments	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE5	Other Sites of Archaeological Importance	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE6	Archaeological Evaluations	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE7	Demolition of Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE8	Changes of Use of Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE9	Alterations and Additions to Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE10	Protecting the Setting of Listed Buildings	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE11	Enabling Development and the Conservation of Heritage Assets	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE12	General Development Criteria - Conservation Areas	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE13	Demolition in Conservation Areas	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE14	Outline Applications – Conservation Areas	<i>Lapsed 2008</i>
BE15	Local List of Buildings and Structures of Architectural and Historic Interest	<i>Proposed to be deleted by HE2: Historic Environment</i>
BE16	Alterations to and New Shop Fronts	<i>Proposed to be deleted by HC4: Shop Fronts, Signage and Advertising</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
BE17	Advertising and Advertisements	<i>Proposed to be deleted by HC4: Shop Fronts, Signage and Advertising</i>
BE18	Access to New Buildings Used by the Public	<i>Proposed to be deleted</i>
BE19	Disabled Access for Changes of Use, Alterations and Extensions	<i>Proposed to be deleted</i>
BE20	Disabled Access in Public Places	<i>Proposed to be deleted</i>
BE21	Telecommunications Apparatus	<i>Proposed to be deleted by C3: Delivery of Telecommunications Infrastructure</i>
BE22	Boundary Walls and Fences	<i>Proposed to be deleted by GR3: Boundary Fences and Walls</i>
BE23	Temporary Buildings	<i>Proposed to be deleted by GR4: Temporary Buildings</i>
Chapter 3 – The Green Environment		
GE1	Control of Development in the Green Belt	<i>Proposed to be deleted by GB1: Control of Development in the Green Belt</i>
GE2	Hale Village Green Belt	<i>Proposed to be deleted</i>
GE3	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>
GE4	Re-use of Buildings in the Green Belt	<i>Proposed to be deleted by GB1: Control of Development in the Green Belt</i>
GE5	Outdoor Sport and Recreation Facilities in the Urban Fringe and Open Countryside	<i>Proposed to be deleted by HE6: Open Space and Outdoor Sports Provision</i>
GE6	Protection of Designated Greenspace	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE7	Proposed Greenspace Designations	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE8	Development within Designated Greenspace	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE9	Redevelopment and Changes of Use of Redundant School Buildings	<i>Proposed to be deleted</i>
GE10	Protection of Linkages in Greenspace Systems	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE11	Protection of Incidental Greenspaces	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE12	Protection of Outdoor Playing Space for Formal Sport And Recreation	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE13	Intensifying Use of Existing Outdoor Sports and Recreation Provision	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE14	Noisy Outdoor Sports	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
GE15	Protection of Outdoor Playing Space for Children	<i>Proposed to be deleted by HE4: Green Infrastructure</i>
GE16	Protection of Allotments	<i>Proposed to be deleted by HE4: Green Infrastructure</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
GE17	Protection of Sites of International Importance for Nature Conservation	<i>Lapsed 2008</i>
GE18	Protection of Sites of National Importance for Nature Conservation	<i>Proposed to be deleted by HE1: Natural Environment</i>
GE19	Protection of Sites of Importance for Nature Conservation	<i>Proposed to be deleted by HE1: Natural Environment</i>
GE20	Protection and Creation of Local Nature Reserves	<i>Proposed to be deleted by HE1: Natural Environment</i>
GE21	Species Protection	<i>Proposed to be deleted by HE1: Natural Environment</i>
GE22	Protection of Ancient Woodlands	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
GE23	Protection of Areas of Special Landscape Value	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
GE24	Protection of Important Landscape Features	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
GE25	Protection of Ponds	<i>Proposed to be deleted by HE1: Natural Environment</i>
GE26	Protection of Hedgerows	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
GE27	Protection of Trees and Woodland	<i>Proposed to be deleted by HE5: Trees and Landscaping</i>
GE28	The Mersey Forest	<i>Proposed to be deleted</i>
GE29	Canals and Rivers	<i>Proposed to be deleted by HE3: Halton's Waterways and Waterfronts</i>
GE30	The Mersey Coastal Zone	<i>Proposed to be deleted</i>
Chapter 4 – Pollution and Risk		
PR1	Air Quality	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR2	Noise Nuisance	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR3	Odour Nuisance	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR4	Light Pollution and Nuisance	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR5	Water Quality	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR6	Land Quality	<i>Proposed to be deleted by HE8: Contaminated Land</i>
PR7	Development Near to Established Pollution Sources	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR8	Noise Sensitive Developments	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
PR9	Development within the Liverpool Airport	<i>Proposed to be deleted by C5: Operation</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
	Public Safety Zone	<i>of Liverpool John Lennon Airport</i>
PR10	Development within the Liverpool Airport Height Restriction Zone	<i>Proposed to be deleted by C5: Operation of Liverpool John Lennon Airport</i>
PR11	Development of Sites Designated under the Control of Major Hazards (Planning) Regulations 1999 (COMAH)	<i>Proposed to be deleted</i>
PR12	Development on Land Surrounding COMAH Sites	<i>Proposed to be deleted</i>
PR13	Vacant and Derelict Land	<i>Lapsed 2008</i>
PR14	Contaminated Land	<i>Proposed to be deleted by HE8: Contaminated Land</i>
PR15	Groundwater	<i>Proposed to be deleted by HE9: Water Management and Flood Risk</i>
PR16	Development and Flood Risk	<i>Proposed to be deleted by HE9: Water Management and Flood Risk</i>
Chapter 5 – Minerals and Waste Management		
MW1	All Minerals and Waste Management Developments	<i>Proposed to be deleted by HE11: Minerals</i>
MW2	Requirements for all Applications	<i>Proposed to be deleted by HE11: Minerals</i>
MW3	Requirements for all Waste Management Applications	<i>Deleted by Waste Plan</i>
MW4	Aggregate Minerals	<i>Proposed to be deleted by HE11: Minerals</i>
MW5	Protection of Mineral resources	<i>Deleted by CS25</i>
MW6	Aftercare	<i>Proposed to be deleted by HE11: Minerals</i>
MW7	Waste Recycling and Collection Facilities	<i>Deleted by Waste Plan</i>
MW8	Aerobic Composting Facilities	<i>Deleted by Waste Plan</i>
MW9	Anaerobic Digestion Facilities	<i>Deleted by Waste Plan</i>
MW10	Wastewater and Sewage Treatment Facilities	<i>Deleted by Waste Plan</i>
MW11	Extensions to Wastewater Treatment Facilities	<i>Deleted by Waste Plan</i>
MW12	Recycling and Household Waste Centres	<i>Deleted by Waste Plan</i>
MW13	Energy Recovery	<i>Deleted by Waste Plan</i>
MW14	Incineration	<i>Deleted by Waste Plan</i>
MW15	Landfill/Landrising of Non-inert Wastes	<i>Deleted by Waste Plan</i>
MW16	Landfill/Landrising of Inert Wastes	<i>Deleted by Waste Plan</i>
MW17	Waste Minimisation and Recycling	<i>Deleted by Waste Plan</i>
MW18	Energy from Non-fossil Sources	<i>Proposed to be deleted by GR5: Renewable and Low Carbon Energy</i>
Chapter 6 – Transport		
TP1	Public Transport Provision as Part of New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP2	Existing Public Transport Facilities	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP3	Disused Public Transport Facilities	<i>Proposed to be deleted by C1: Transport</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
		<i>Network and Accessibility</i>
TP4	New Public Transport Facilities	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP5	Taxi Ranks and Offices	<i>Proposed to be deleted</i>
TP6	Cycle Provision as Part of New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP7	Pedestrian Provision as Part of New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP8	Pedestrian Improvement Schemes	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP9	The Greenway Network	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP10	The Trans-Pennine Trail and Mersey Way	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP11	Road Schemes	<i>Proposed to be deleted</i>
TP12	Car Parking	<i>Proposed to be deleted by C2: Parking Standards</i>
TP13	Freight	<i>Proposed to be deleted</i>
TP14	Transport Assessments	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP15	Accessibility to New Development	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP16	Green Travel Plans	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP17	Safe travel for All	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP18	Traffic Management	<i>Proposed to be deleted by C1: Transport Network and Accessibility</i>
TP19	Air Quality	<i>Proposed to be deleted by HE7: Pollution and Nuisance</i>
TP20	Liverpool Airport	<i>Deleted by CS17</i>
Chapter 7 – Leisure, Tourism and Community Facilities		
LTC1	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>
LTC2	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>
LTC3	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>
LTC4	Development of Local Leisure and Community Facilities	<i>Proposed to be deleted by HC6: Community Facilities</i>
LTC5	Protection of Community Facilities	<i>Proposed to be deleted by HC6:</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
		<i>Community Facilities</i>
LTC6	Children's Day Care Provision	<i>Proposed to be deleted by HC6: Community Facilities</i>
LTC7	The Proposed Halton Arts and Cultural Centre Site	<i>Lapsed 2008</i>
LTC8	Protection of Tourism Attractions	<i>Proposed to be deleted by HC7: Visitor Attractions</i>
LTC9	Tourism Development	<i>Proposed to be deleted by HC7: Visitor Attractions</i>
LTC10	Water Based Recreation	<i>Proposed to be deleted by HE3: Halton's Waterways and Waterfronts</i>
Chapter 8 – Shopping and Town Centres		
TC1	Retail and Leisure Allocations	<i>Proposed to be deleted by HC2: Allocations within Halton's Centres</i>
TC2	Retail Development to the Edge of Designated Shopping Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC3	Warrington Road/Eastern Widnes Bypass Site	<i>Proposed to be deleted by HC2: Allocations within Halton's Centres</i>
TC4	Retail Development within Designated Shopping Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC5	Design of Retail Development	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC6	Out of Centre Retail Development	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC7	Existing Small Scale Local Shopping Facilities Outside Defined Shopping Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC8	Non-retail Uses within Primary and Secondary Shopping Areas	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC9	Non-retail Uses within Neighbourhood Centres	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC10	Runcorn Mixed Town Centre Uses Area	<i>Proposed to be deleted by HC1: Halton's Centres</i>
TC11	Food and Drink Outlets	<i>Proposed to be deleted by HC1: Halton's Centres</i>
Chapter 9 – Housing		
H1	Provision for New Housing	<i>Proposed to be deleted by RD1: Residential Development Allocations</i>
H2	Design and Density of New Residential Development	<i>Deleted by CS3</i>
H3	Provision of Recreational Greenspace	<i>Proposed to be deleted by RD4: Open Space Provision for Residential Development</i>
H4	Sheltered Housing	<i>Proposed to be deleted by RD5: Specialist Housing</i>

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
H5	Gypsy Sites	<i>Deleted by CS14</i>
H6	House Extensions	<i>Proposed to be deleted by RD3: Dwelling Alterations, Extensions and Replacement Dwellings</i>
H7	Conversions to Flats	<i>Proposed to be deleted by RD3: Dwelling Alterations, Extensions and Replacement Dwellings</i>
H8	Non Dwelling House Uses	<i>Proposed to be deleted by GR5: Amenity</i>
Chapter 10 – Employment		
E1	Local and Regional Employment Land Allocations	<i>Proposed to be deleted by ED1: Employment Allocations</i>
E2	Priority Employment Redevelopment Areas	<i>Proposed to be deleted by ED1: Employment Allocations</i>
E3	Primarily Employment Areas	<i>Proposed to be deleted by ED1: Employment Allocations</i>
E4	Complementary Services and Facilities within Primarily Employment Areas	<i>Proposed to be deleted by ED3: Complementary Services and Facilities within Employment Areas</i>
E5	New Industrial and Commercial Development	<i>Proposed to be deleted by ED2: Employment Development</i>
E6	Daresbury Laboratories	<i>Deleted by CS11</i>
E7	Ditton Strategic Rail Freight Park	<i>Deleted by CS8</i>
Core Strategy		
SPATIAL POLICIES		
CS1	Halton's Spatial Strategy	<i>Proposed to be deleted by CS(R)1: Halton's Spatial Strategy</i>
CS2	Presumption in Favour of Sustainable Development	To be retained
CS3	Housing Supply and Locational Priorities	<i>Proposed to be deleted by CS(R)3: Housing Supply and Locational Priorities</i>
CS4	Employment Land Supply and Locational Priorities	<i>Proposed to be deleted by CS(R)4: Employment Supply and Locational Priorities</i>
CS5	A Network of Centres	<i>Proposed to be deleted by CS(R)5: A Network of Centres</i>
CS6	Green Belt	<i>Proposed to be deleted by CS(R)6: Green Belt</i>
CS7	Infrastructure Provision	To be retained
KEY AREAS OF CHANGE		
CS8	3MG	To be retained and kept under review
CS9	South Widnes	To be retained and kept under review
CS10	West Runcorn	To be retained and kept under review
CS11	East Runcorn	To be retained and kept under review

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
CORE POLICIES		
CS12	Housing Mix	To be retained
CS13	Affordable Housing	<i>Proposed to be deleted by CS(R) 13: Affordable Housing</i>
CS14	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>
CS15	Sustainable Transport	<i>Proposed to be deleted by CS(R) 15: Sustainable Transport</i>
CS16	The Mersey Gateway Project	To be retained
CS17	Liverpool John Lennon Airport	To be retained
CS18	High Quality Design	To be retained
CS19	Sustainable Development and Climate Change	To be retained
CS20	Natural and Historic Environment	To be retained
CS21	Green Infrastructure	To be retained
CS22	Health and Well-Being	To be retained
CS23	Managing Pollution and Risk	To be retained
CS24	Waste	To be retained
CS25	Minerals	To be retained

Appendix D: Parking Standards

Table C2.1: 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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Appendix E: Visitor Attractions

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:

- 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.
- Rarity – Appropriate for all assets, as judged against local characteristics
- 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.

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 your completed Local List Form via email to forward.planning@halton.gov.uk or by post to Planning Policy, Halton Borough Council, 2nd 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 your completed Local List form via email to forward.planning@halton.gov.uk or by post to Planning Policy, Halton Borough Council, 2nd 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) ¹⁴³		
	Personal Details	Agent Details ¹⁶
Name		
Email		
Postal Address		
Telephone		
Organisation ¹⁴⁴		
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)		

¹⁴³ 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.

¹⁴⁴ Where applicable

Asset Description	
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?	

Policy Designation
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 Open Space, Key Area of Change etc).

Planning History		
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		

Statement of Significance / Heritage Value	
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 or by post to Planning Policy, Halton Borough Council, 2nd Floor, Municipal Building, Kingsway, Widnes, WA8 7QF

Should you need any help completing the form, please contact: forward.planning@halton.gov.uk or 0151 511 645

Appendix G: Call for Sites Form

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 your completed Call for Sites form via email to forward.planning@halton.gov.uk or by post to Planning Policy, Halton Borough Council, 2nd 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 your completed Call for Sites form via email to forward.planning@halton.gov.uk or by post to Planning Policy, Halton Borough Council, 2nd Floor, Municipal Building, Kingsway, Widnes, WA8 7QF.

Call for Sites Form

Your Details (if completing this form by hand please write clearly) ¹⁴⁵		
	Personal Details	Agent Details ¹⁶
Name		
Email		
Postal Address		
Telephone		
Organisation ¹⁴⁶		
Position ⁴⁴		
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

¹⁴⁵ 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.

¹⁴⁶ 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.					

Physical Constraints							
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"/>

Policy Designation
Please tell us about any known policy designations that may need to be considered when developing this site (e.g. Green Belt, Protected Open Space, 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	
<p>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.</p>	

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 or by post to Planning Policy, Halton Borough Council, 2nd 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 or 0151 511 6458

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 28 June 2017

REPORTING OFFICER: Strategic Director, Enterprise, Community & Resources

PORTFOLIO: Transportation

SUBJECT: Preliminary Flood Risk Assessment Update

WARD(S) Boroughwide

1.0 PURPOSE OF THE REPORT

- 1.1 As part of its duties as a Lead Local Flood Authority (LLFA) Halton Council must undertake a Preliminary Flood Risk Assessment (PFRA). This is a high level screening exercise to determine whether there is a local flood risk within the LLFA boundary based on historic and potential future flood risk data.
- 1.2 The PFRA must be reviewed on a six yearly basis. Halton's first PFRA report was submitted to the Environment Agency (EA) on 22 June 2011, following UR PPB endorsement and the EA has requested a review be submitted by 22 June 2017. The Council has produced an updated Preliminary Assessment Report (PAR), along with a Review Self-Assessment Form and submitted these to the EA. This report outlines the findings of the draft PAR, and seeks endorsement for it to be submitted to the Executive Board for approval. The PAR and Self-Assessment will then be subject to a 6 month review period with the EA, prior to publication by 22 December 2017.

2.0 RECOMMENDATION: That the Board notes the findings of the Preliminary Flood Risk Assessment Review, and recommends it to the Executive Board for Approval.

3.0 SUPPORTING INFORMATION

- 3.1 An updated draft PFRA has been prepared by Halton Borough Council as Lead Local Flood Authority (LLFA) in order to meet the duties to manage local flood risk and deliver the requirements of the Flood Risk Regulations (2009) and the Flood and Water Management Act (2010). The production of the Preliminary Flood Risk Assessment (PFRA) is imposed by Sections 10-12 of the Flood Risk Regulations (2009) and it is the first step in the management of local flood risk. The PFRA process is aimed at providing a high level overview of flood risk from local flood sources through a review of historic flooding incidents and the predicted future extents of flooding, based on the outputs of computer models from both Halton Borough Council and

3.2 the Environment Agency.

In January 2017 the Department for Environment, Food and Rural Affairs (DEFRA) and the Environment Agency (EA) replaced its guidance on significant risk for the identification of flood risk areas for Lead Local Flood Authorities (LLFAs) about the criteria for assessing and reviewing whether a risk of flooding is significant. The Regulations require LLFAs to determine whether any part or parts of their area face significant risk of flooding and to identify any such areas as Flood Risk Areas (FRAs). This was produced under regulation 14(3) of the Flood Risk Regulations 2009 (FRR), and replaced the previous guidance published in 2010. LLFAs are only required to do this in relation to local flood risks which include flooding from surface water, ground water and ordinary watercourses. LLFAs do not need to consider risks of flooding from the sea, main rivers or reservoirs, except where these may affect flooding from another source. Flood hazard and risk maps and flood risk management plans must subsequently be prepared for the FRAs identified. The PFRA will provide a baseline for a full update of the Council's Local Flood Risk Management Strategy, the first edition of which was published in 2015.

- 3.3 The EA have already produced indicative Flood Risk Area maps for England and Wales, and identified a number of FRAs including Liverpool. These Indicative Flood Risk Areas occur where clusters of population of greater than 30000 people are located within an area of flood risk that is above prescribed national thresholds.
- 3.4 The PFRA uses a consistent prescribed approach to review the national Indicative Flood Risk Areas, using the most up to date locally available evidence. The data gathered and considered in the assessment is summarised and cross referenced in a self-assessment review form which forms part of the submission to the EA. Where relevant and necessary the updated PFRA must set out the need for any amendment to the indicative areas, providing a rationale behind the proposal.
- 3.5 The updated PAR, which is attached to this report as Appendix 1, sets out how the assessment has been undertaken and provides a robust evidence base to help support the full update of the Flood Risk Management Strategy. The PAR is based on data held by a wide variety of sources, but primarily the Environment Agency, United Utilities and Council data.

Key findings of the PFRA are as follows:

- In relation to historic flooding the previous PFRA flagged up some issues with missing or incomplete data, and the new duties now placed on Halton as LLFA have meant that Council records have improved. United Utilities and Cheshire Fire logged flood event data has also been analysed, with appropriate events relating to surface water flood risk being filtered out for review and presented in the report. However, there are still some limitations with the detail and consistency of data.

- As with the previous PFRA, based upon the data and evidence collected, in relation to local flooding, no past flood events were considered to have had significant harmful consequences (as defined in the national guidance criteria). Annex 1 of the Preliminary Assessment Spreadsheet therefore does not contain any records of past flooding (local flooding) within Halton. Of course, there have been instances of past flooding at several locations in Halton, although the most significant of these have been related to main river or sewer flooding, for example at Halebank, Peel House Lane and Halton Brow.
- In relation to future flooding, there does remain a risk of flooding from local sources, particularly from surface water at various locations across the Borough. Based upon the Environment Agency (EA) 'Risk of Surface Water Flooding' modelling it is estimated that approx. 809 residential properties and 127 non-residential properties across the whole of Halton are at risk from flooding to a depth of 0.3m during a rainfall event with a 1 in 100 annual chance of occurring. This does not, however meet the EA's threshold of 30000 people within a 'cluster' of significant areas that is required to identify a Flood Risk Area (FRA). Consequently Halton does not propose to declare any new FRAs within Halton (and none were identified within the previous PFRA).
- The indicative FRA for Liverpool encroaches slightly onto Halton's administrative area and this has been reviewed as part of Halton's PFRA. The area concerned is part of a cluster on the periphery of the Liverpool conurbation. Within Halton, however, the land is predominantly rural, to the west of Hale Village and does not coincide with any areas of flood risk identified in Halton's PFRA review. It is proposed that the EA be requested to amend the boundary of the Liverpool FRA, to coincide with the administrative boundary between Halton and Liverpool City.

The outcome of the first two stages of flood risk assessment review required by the Regulations (described in 3.1/3.2) is that no Flood Risk Area is proposed for Halton. This means that the next two stages, the production of Flood Risk Maps and preparation of a Flood Risk Management plan for FRAs are not triggered.

However there is still a requirement for Halton to keep its Local Flood Risk Management Strategy under ongoing review with a complete update every six years (due 2021).

Whilst the draft updated PAR and Self-Assessment is due to have been submitted to EA for review by 22 June 2017, it is proposed that the Board endorse the report and its presentation to the Executive Board for approval prior to publication by the EA by 22 December 2017.

4.0 POLICY IMPLICATIONS

There are no specific policy implications in relation to this report or within the PAR. The PFRA will inform the Local Flood Risk Management Strategy for Halton, which must be consistent with the National Strategy for Flood and Coastal Erosion Risk Management. The Board will be further appraised of progress in relation to flood risk management activities and the implementation of the Council's duties and functions as these develop.

5.0 OTHER IMPLICATIONS

- 5.1 Legal Implications Halton as a LLFA has a statutory duty under the Flood Risk Regulations 2009 to produce a PFRA and submit a Preliminary Assessment Report together with any proposed flood risk maps to the Environment Agency by 22nd June 2017.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

- 6.1 Children and Young People in Halton - There are no implications associated with this report.
- 6.2 Employment, Learning and Skills in Halton - There are no implications associated with this report.
- 6.3 A Healthy Halton -There are no implications associated with this report.
- 6.4 A Safer Halton -There are no implications associated with this report.
- 6.5 Halton's Urban Renewal - The PFRA will be of considerable value to the spatial planning and development process. The analyses undertaken and outputs from the assessment will help to promote sustainable development and support a more strategic approach to implementing sustainable surface water drainage solutions.

7.0 RISK ANALYSIS

- 7.1 If Halton defaulted in its duty to undertake a PFRA and submit a Preliminary Assessment Report within the timescales set by Defra, under the Flood and Water Management Act 2010, the Government may direct another risk management authority to exercise those functions and recover the costs of compliance from Halton.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 There are no Equality and Diversity issues in relation to this report.

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

- Halton Borough Council - Preliminary Flood Risk Assessment Review Document and Self Assessment Form
- Preliminary Flood Risk Assessment (PFRA) Final Guidance (Environment Agency)
- Place of Inspection - Highways Division, Municipal Building, Widnes

- Contact Officer – Jonathan Farmer

Appendix 1 PFRA Review Preliminary Assessment Report (Note: 48 page report including PFRA Analysis plus figures/maps)



**Halton Borough Council
Preliminary Flood Risk Assessment Review
June 2017**

**Draft for Submission to Environment Agency
22 June 2017**

**Subject to Halton Borough Council Board
Approvals:**

- **Environment and Urban Renewal Policy
and Performance Board - 28 June 2017**
- **Executive Board - 20 July 2017**

Executive Summary

This Preliminary Flood Risk Assessment has been prepared by Halton Borough Council as Lead Local Flood Authority (LLFA) in order to meet the duties to manage local flood risk and deliver the requirements of the Flood Risk Regulations (2009) and the Flood and Water Management Act (2010).

The production of the Preliminary Flood Risk Assessment (PFRA) is imposed by Sections 10-12 of the Flood Risk Regulations (2009) and it is the first step in the management of local flood risk. The PFRA process is aimed at providing a high level overview of flood risk from local flood sources through a review of historic flooding incidents and the predicted future extents of flooding, based on the outputs of computer models from both Halton Borough Council and the Environment Agency. Section 17 of the Flood Risk Regulations (2009) states subsequent reviews must be carried out at intervals of no more than 6 years. This document is the first review of the original PFRA published in June 2011.

In January 2017 the Department for Environment, Food and Rural Affairs (DEFRA) and the Environment Agency (EA) replaced its guidance on significant risk for the identification of flood risk areas for Lead Local Flood Authorities (LLFAs) about the criteria for assessing and reviewing whether a risk of flooding is significant. The Regulations require LLFAs to determine whether any part or parts of their area face significant risk of flooding and to identify any such areas as Flood Risk Areas (FRAs). This was produced under regulation 14(3) of the Flood Risk Regulations 2009 (FRR), and replaced the previous guidance published in 2010. LLFAs are only required to do this in relation to local flood risks which include flooding from surface water, ground water and ordinary watercourses.

LLFAs do not need to consider risks of flooding from the sea, main rivers or reservoirs, except where these may affect flooding from another source. Flood hazard and risk maps and flood risk management plans must subsequently be prepared for the FRAs identified.

The purpose in reviewing the results lies with the determination of whether the level of flood risk is severe enough to be reported at both a European and National scale. DEFRA has identified that a FRA containing a cluster of over 30,000 people would be considered for significant European importance. Of the indicative FRAs that have been identified nationally, none are located within Halton Borough Council administrative area. Depending on the approach taken to EU exit, there may be potential to make changes to the FRR in the coming years. EU exit does not, however, alter the requirement for LLFAs to review preliminary assessment reports and FRAs by 22nd June 2017 as the UK will still be a full member of the EU at that point. Any proposals to refine the approach to mapping flood hazard and risk or preparing FRMPs will be consulted on later in the cycle.

It is the responsibility of the LLFA to decide what it considers as a historical flood with “significant harmful consequences” at a local level. Initially there was no specific guidance determining the national flooding importance level. Halton Borough Council have liaised with several neighbouring LLFAs in shaping and finalising this significance level. This has led to the formation of the Cheshire Mid-Mersey Partnership with the aim to identify and resolve flooding issues at both the Tactical and Strategic levels whilst adhering to best industrial practices.

Halton Borough Council has decided that a flood of “significant harmful consequences” would have one or more of the characteristics listed in table 1.

Table 1: Flood Event of Significant Harmful Consequences

Impact of flooding on:	Category	Consequence
Human Health	Number of individuals	≥ 200
Economic Activity	Number of critical services	≥ 2
	Number of residential properties	≥ 83
	Number of non-residential properties	≥ 20
	Principal Highway Network	Transport links impassable for more than 12+ hours.

A review of information on past flood incidents have been received from various stakeholders, both locally and nationally, which include water and sewerage companies, utility companies, the Canal & River Trust, the Emergency Services, and other Risk Management Authorities. There were several limitations associated with the stakeholder data. The main issues related to inconsistent and incomplete records, resulting in limited knowledge of flooding sources and the consequences of events. There have been no flooding events identified from local sources that have been deemed to have “significant consequences”.

An analysis of data available on future flood risk has found that there could be flooding with adverse consequences as a result of surface water flooding. Modelling outputs provided by the Environment Agency indicate that up to 936 properties, 809 residential and 127 business, could be at risk from surface water flooding in a 1% (1 in 100) annual probability rainfall event. Therefore the scale of risk is not sufficient enough to be considered a FRA, reportable at a European Level. There is more detailed mapping that has been conducted as part of Halton Borough Council’s Surface Water Management Plan, however it does not cover the whole of the administrative area.

During the investigation process into historic and future flood risk there have not been any flooding instances which need to be reported at either a National or European level. Furthermore, the surface water modelling undertaken by the Environment Agency indicates that there is potential to be a significant number of properties at risk in the future.

The information on flood risk gathered for this PFRA will be used for future steps to guide flood risk management in Halton Borough Council. The methodology for producing this PFRA has been based on the Environment Agency’s Final PFRA Guidance and DEFRA’s Guidance on selecting Flood Risk Areas, both published in January 2017. Section 17 of the Flood Risk Regulations (2009) states subsequent reviews must be carried out at intervals of no more than 6 years. This document is the first review of the original PFRA published in June 2011.

To progress Halton Borough Council’s approach to flood risk management, including ongoing work post-PFRA submission, it will be designed to meet its objectives under the Flood Risk Regulations (2009) and the Flood and Water Management Act (2010) to:

- Continue to develop links with adjacent LLFAs and other bodies responsible for flood risk management;
- Utilise data collected to maintain a manageable GIS database, controlled centrally, for use on future development control queries, investigation, planning etc.;
- Provide assessments to identify the flood risk management prioritisations over the entire administrative area;
- Update the current Local Flood Risk Management Strategy;
- Continually update the Asset Register;
- Record, document and (where appropriate) investigate future floods.
- Require developers to give priority attention to the use Sustainable Urban Drainage Systems (SuDS), unless demonstrated to be inappropriate.

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Abbreviations

AOD: Above Ordinance Datum;

AStSWF: Areas Susceptible to Surface Water Flooding;

AStGwF: Areas Susceptible to Groundwater Flooding;

BGS: British Geological Survey;

BUA: Built-up Areas;

BUASD: Built-up Areas Sub-divisions;

CFMP: Catchment Flood Management Plan;

COW: Critical Ordinary Watercourse

DEFRA: Department for Environment, Food and Rural Affairs;

EA: Environment Agency;

EC: European Community;

EU: European Union;

FWMA: Flood and Water Management Act;

FRA: Flood Risk Area;

GIS: Geographical Information Systems;

IPCC: Intergovernmental Panel on Climate Change;

LGF: Local Government Forum;

LLFA: Lead Local Flood Authority;

NRD: National Receptor Dataset;

OEFRPG: Operational Emergency Flood Response Plan Groups;

OFWAT: Water Services Regulation Authority;

OS: Ordinance Survey;

PFRA: Preliminary Flood Risk Assessment;

RFCC: Regional Flood and Coastal Committee

RoFSW: Risk of Flooding from Surface Water

SFRA: Strategic Flood Risk Assessment;

SuDS: Sustainable Urban Drainage System;

SWMP: Surface Water Management Plan;

UKCP09: United Kingdom Climate Projections 2009;

uFMfSW: Updated Flood Map for Surface Water;

WAG: Welsh Assembly Government;

HBC: Halton Borough Council.

Environment Agency (Self-Assessment Form – January 2017)

The Environment Agency have produced and written a Self-Assessment Form (January 2017) and associated guidance for the LLFA with options for its delivery for the 2nd Edition Review. Halton Borough Council has rewritten the PFRA and is not adding an amendment to the existing PFRA (2011). To adhere to the requirements the following table is produced as a checklist.

PFRA report section		Activity for PFRA/FRA review		Response
1	Governance and partnership	1.1	Since publication of the PFRA in 2011, have there been any changes to, or creation of new, risk management authorities (RMAs) with responsibilities in the LLFA area?	New FWMA Schedule Enactment
		1.2	Are all roles and responsibilities for collecting and recording flood risk data and information clearly defined, including the respective roles and responsibilities of upper and lower tier authorities and other RMAs where relevant?	
2	Data systems and management	2.1	Do you have an up to date record of relevant sources of flood risk data and information for the LLFA area, including those held by other organisations?	EA modelling data has been revised and utilised since June 2011. Asset Register in place since June 2011. Modelling undertaken 2012.
		2.2	Have sources of 'locally agreed surface water information' been established and maintained for the LLFA area and agreed with relevant partners?	
		2.3	Are systems in place to collect, record and share data and information for the purpose of assessing flood risk in the LLFA area?	
		2.4	Are systems in place to assure the quality and security of data and information recorded for the purpose of assessing flood risk in the LLFA area?	
		2.5	Do you understand the condition and performance of the public, third party and private assets in your register in terms of flood risk?	
3	Past floods since Dec 2011 only) required for reporting to the European Commission	3.1	Have any flood events occurred since publication of the original PFRA report in December 2011 that have added to or changed your understanding of significant flood risk in the LLFA area? See the guidance document on which floods to report.	Updated records from flood events since the June 2011 Release.
		3.2	Has your current understanding of significant flood risk in the LLFA area changed as a result of the consequences of floods that have occurred since 2011? How?	
4	Future flood information Information on future floods is required for reporting to the European Commission	4.1	Have you created or received new information on potential future floods that has added to or changed your understanding of significant flood risk in the LLFA area since publication of your original PFRA report in 2011?	EA modelling data has been revised and utilised since June 2011. Ongoing investigations and data gathering.
		4.2	Have you created or received new information to improve the understanding of the future impact of climate change on flood risk in the LLFA area?	
		4.3	Have you created or received new information on long term developments to improve your understanding of flood risk in the LLFA area?	

PFRA report section			Activity for PFRA/FRA review	Response
		4.4	Has your understanding of flood risk in the LLFA area changed since 2011 as a result of new information on the potential consequences of future floods, the impact of climate change or long term developments? How?	
5	Identification of Flood Risk Areas for 2nd planning cycle	5.1	Are the indicative FRAs an appropriate representation of significant surface water flood risk in your LLFA area?	Information within the PFRA 2017-23
		5.2	Do the consequences of flooding from other local sources, i.e. groundwater or ordinary watercourses, or from combined multiple sources, indicate any other areas of significant risk?	
	Identified FRAs are required for reporting to the European Commission	5.3	Has your PFRA review identified any other information which indicates other areas of significant risk?	
		5.4	On the basis of the national evidence provided and your review, do you agree with the indicative FRAs for your area?	
		5.5	On the basis of local evidence and your review, are you amending or identifying any additional FRAs for your area?	
6	Updating the original preliminary assessment	6.1	Have you completed an addendum to update your preliminary assessment report? Updates are required for reporting to the European Commission	Information within the PFRA 2017-23

1. Introduction

1.1 Background

Following extensive flooding across the United Kingdom in 2007, Sir Michael Pitt on behalf of the UK Government undertook a comprehensive review of the lessons to be learned from the floods and made a series of recommendations. The Pitt Review (2008) was the catalyst for Local Authorities and partner agencies to become more responsible for flood risk with many of the recommendations incorporated into the Flood and Water Management Act 2010 (FWMA 2010).

The FWMA 2010 identified a number of responsibilities, powers and duties to be executed in phases to help manage flood risk in a more holistic way. The FWMA 2010 defines a lead role for local authorities and designated Halton Borough Council a Lead Local Flood Authority (LLFA) responsible for the management of local sources of flooding such as surface water. An overview of these duties is provided in Section 3. The Environment Agency retained its role in managing flood risk from main rivers and coastal sources.

Alongside the Act, the EC Floods Directive (Directive 2007/60/EC) on the assessment and management of flood risk was transposed into domestic law in England and Wales under the European Communities Act 1972 via the Flood Risk Regulations 2009 (FRR 2009). The purpose of the EC Floods Directive is to establish a framework for assessing and managing flood risk across the European Community.

Halton Borough Council as a “Lead Local Flood Authority” (LLFA) has a duty to prepare a Preliminary Flood Risk Assessment (PFRA) in accordance with Part 2 of the FRR 2009 which sets out the requirements. Halton Borough Council published its original PFRA in June 2011 and subsequent reviews must be carried out at intervals of no more than 6 years. This document is the first revision of the original PFRA.

The PFRA (and any subsequent maps and plans) form part of the local flood risk management strategy that Halton Borough Council is required to prepare under the FWMA 2010.

1.2 Preliminary Flood Risk Assessments (PFRA)

The PFRA is a high level screening exercise to identify areas in which the risk of local flooding is significant and warrants further examination through the production of maps and management plans.

The Flood Risk Regulations (2009) provide a framework for managing flood risk over a 6 year cycle, comprising:

- 1. Production of a Preliminary Flood Risk Assessment report;**
- 2. Identification of Flood Risk Areas;**
- 3. Production of appropriate Flood Hazard and Flood Risk Maps and,**
- 4. Preparing Flood Risk Management Plans.**

This report marks the first of a four stage process. This document is the first revision of the original PFRA published in June 2011. The outcome of the review is to provide evidence for the identification of FRAs (Stage 2). The PFRA makes use of existing and available data, and focuses on local flood risk sources.

The identification of FRAs will establish whether or not the final two stages of preparing hazard and risk maps and flood risk management plans are required for the administrative area.

The local sources of flooding for the purposes of the PFRA are:

- **Groundwater** - Water that flows out from the ground due to high water tables locally or regionally;
- **Ordinary Watercourses** - Out of channel flows from small watercourses such as streams, brooks and drainage ditches that are not regarded to be Main River by the Environment Agency;
- **Surface runoff** - Water that flows over land following a heavy rainfall event, before it enters a natural watercourse or an artificial drainage network.

Note for the purpose of the PFRA the LLFA does not have to report on flood risk from Main Rivers and the sea, reservoirs and canals, except where these may affect flooding from another source. With the exception of canals flood risk is the responsibility of the Environment Agency. For canals, the primary responsibility for land drainage and flood prevention rests with private parties. The Rivers and Canals Trust do not have any specific statutory responsibilities (under FWMA 2010) in relation to flooding and, therefore, its responsibilities are those of an owner and operator of its canals and other waterways.

Table 2 indicates the work required to meet the requirements of the FRR. This PFRA aims to meet the review/revision element of the first two requirements.

Table 2: Elements of Work required under the Flood Risk Regulations, 2009.

Timescale for first edition	Assessment or Plan	Description	Timescale for first review / revision
22 nd June 2011	Prepare Preliminary Flood Risk Assessment Report	The PFRA should focus on local flood risk arising from surface water, groundwater, Ordinary Watercourses, and canals.	22 nd June 2017
22 nd June 2011	On the basis of the PFRA, identify Indicative FRAs	Indicative Flood Risk Areas are a defined term, and are areas of nationally significant risk affecting 30,000 people or more. The PFRA is also required to record " locally significant risk areas " which are flood areas, above a locally determined threshold of affected people, and having significant harmful consequences.	22 nd June 2017
22 nd June 2013	Prepare Flood Hazard Maps and Flood Risk Maps for each FRA	The hazard and risk maps will show the likely extent, depth, direction, speed of flow and probability of possible floods and their consequences.	22 nd June 2019
22 nd June 2015	Prepare Flood Risk Management Plans for each FRA	The Flood Risk Management Plans will set out what the risk management objectives are, the measures proposed to achieve those objectives and how the measures are to be implemented.	22 nd June 2021

The PFRA provides a useful source of reference for future local flood risk management strategies, informing the production of Flood Hazard and Flood Risk Maps (Stage 3), and contributing to the preparation of Future Flood Risk Management Plans (Stage 4).

1.3 UK Exit from the European Union

Depending on the approach taken to EU exit, there may be potential to make changes to the FRR in the coming years. EU exit does not, however, alter the requirement for LLFAs to review preliminary assessment reports and FRAs by 22nd June 2017 as the UK will still be a full member of the EU at that point. Any proposals to refine the approach to mapping flood hazard and risk or preparing FRMPs will be consulted on later in the cycle.

2. Aims and Objectives of the PFRA

2.1 Aims

The primary aim of this PFRA is to provide an assessment of potential local flood risk by applying a high level screening exercise across the administrative area of Halton Borough Council; hereby referred to as the study area.

The analysis uses existing and available information and is intended to reassess governance and partnership working, as well as information sharing within the adjacent LLFA areas, since the first publication of the report in June 2011 so that efficient flood risk management strategies are developed. This version of the PFRA will also provide assurance the Council's roles, responsibilities, and continual development under the FRR 2009 and FWMA 2010. The PRFA review is an opportunity to ensure those assessments are up to date and fit for purpose.

The risk of local flooding is defined as significant by European Standards for the PFRA if the flooding is affecting a cluster of more than 30,000 people. These local flooding risks are grouped in areas and are deemed Indicative FRAs. If these areas are found to exist within the Local Authority Boundary then they may warrant further examination at a later stage through the production of Flood Risk and Hazard maps and Flood Management plans.

2.2 Objectives

The objectives of this PFRA are to:

- Identify relevant partner organisations involved in future assessment of flood risk and summarise the means of future and ongoing stakeholder engagement.
- Describe arrangements for partnership and collaboration for ongoing collection, assessment and storage of flood risk data and information.
- Provide a summary of the systems used for data sharing and storing including provisions for quality assurance, security and data licensing arrangements.
- Summarise the methodology adopted for the PFRA with respect to data sources, availability and review procedures.
- Assess historic flood events within the study area from local sources of flooding (including flooding from surface water, groundwater and Ordinary Watercourses) and where possible, the consequences and impacts of these events.
- Establish an evidence base of historic flood risk information which will be built upon in the future and will to support and inform the preparation of Halton Borough Council Local Flood Risk Strategy.
- Assess the potential harmful consequences of future flood events within the study area.
- Review the provisional national assessment of indicative FRAs provided by the Environment Agency and provide an explanation and justification for any amendments required to the FRAs.

2.3 Halton Borough Council PFRA Study Area

The study area for Halton Borough Council PFRA is the administrative boundary of the Borough.

Halton covers some 90km² and is situated in the North West of England between Warrington and Liverpool. The latest population estimate, released by the Office for National Statistics (ONS) and based on the 2015 mid year population estimates, gives a population for the borough of 126,528. This is an increase of around 8,000 compared with the 2009 figure quoted in the previous PFRA 2011 report.

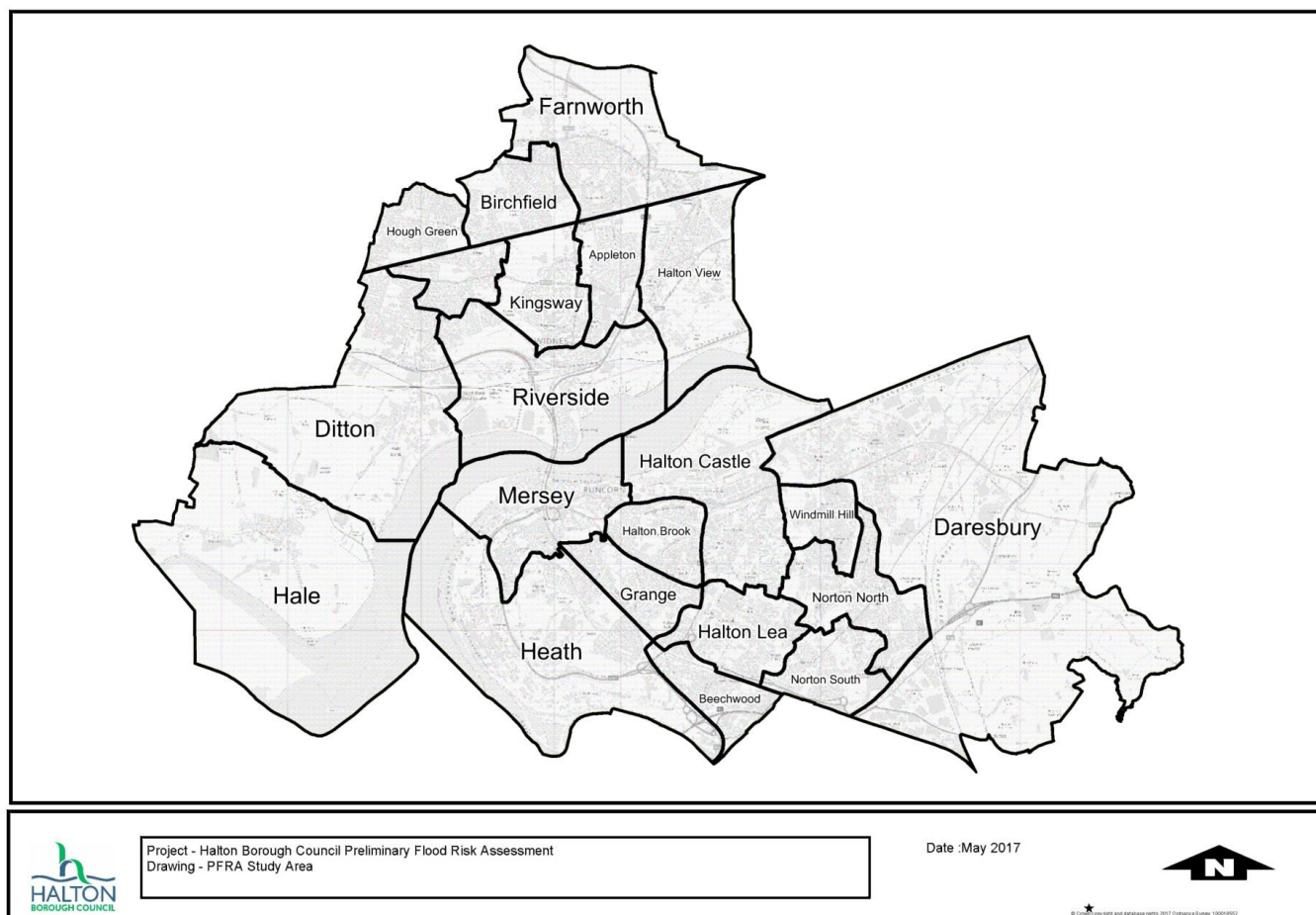
The study area of the PFRA covers the whole of Halton, from Barrow's Green in the north to Weston in the south, and the outskirts of Daresbury in the east to Hale in the west. It also includes a section of the Weaver Navigation. Two waterways, the tidal River Mersey and Manchester Ship Canal, divide the main urban area. In addition three large urban watercourses, Bowers, Ditton and Keckwick Brooks drain into the River Mersey. Responsibility for maintaining these Main Rivers rests with the Environment Agency.

There are two canals operated by subsidiary companies on behalf of Peel Ports Group within Halton, they are:

- Bridgewater Canal operated by the Bridgewater Canal Company Ltd,
- Manchester Ship Canal operated by Manchester Ship Canal Company Ltd.

Halton Borough Council owns and maintains parts of the Sankey Canal within the Halton Borough Council boundary.

Figure R1: PFRA Study Area



3. Lead Local Flood Authority (LLFA) Responsibilities

3.1 Introduction

The preparation of a PFRA is just one of several responsibilities of LLFAs under FRR 2009 and FWMA 2010. This section provides an overview of other responsibilities Halton Borough Council are obliged to fulfil under their role as a LLFA.

Table 3: Flood Risk Responsibilities

Level of Flood Risk	Organisation	Responsibilities
National Flood Risk	Environment Agency	Responsible for Main Rivers, the Sea and Reservoirs
Local Flood Risk	Lead Local Flood Authority	Responsible for Canals (where not in private ownership), Groundwater, Ordinary Watercourses, and Surface runoff The LLFA is the unitary authority for the area, or if there is no unitary authority, the county council. Note for Canals - Peel Ports Group and the Rivers and Canals Trust do not have any specific statutory responsibilities (under FWMA 2010) in relation to flooding and, therefore, its responsibilities are those of an owner and operator of its canals and other waterways.
Local Flood Risk	Water Company (i.e. United Utilities)	Responsible for sewers except where it is wholly or partly caused by rainwater not entering the system. Floods or raw sewage caused by blocking of a sewer for example are not covered by the regulations, neither is flooding from burst water mains.

3.2 Co-ordination of Flood Risk Management

In his Review of the Summer 2007 flooding, Sir Michael Pitt stated that “the role of local authorities should be enhanced so that they take on responsibility for leading the coordination of flood risk management in their areas”. As the designated LLFA, Halton Borough Council is therefore responsible for leading local flood risk management across the area.

Local knowledge and technical expertise necessary for Halton Borough Council to fulfil their duties as a LLFA lies with the Council and other partner organisations. It is therefore crucial that the Council work alongside these partners as they undertake their responsibilities to ensure effective and consistent management of local flood risk. Since the first publication of the PFRA in June 2011 a number of partnerships and working groups have been established across different organisations.

3.2.1 Stakeholder Engagement

As part of the PFRA process, Halton Borough Council as LLFA will continue to engage with stakeholders representing the following organisations and authorities:

- United Utilities;
- Environment Agency;
- Peel Ports Group (including the Manchester Ship Canal Company Ltd);
- Local Fire and Rescue Service;
- Local Police Service.

Data has also been collated internally within Halton Borough Council.

The Environment Agency, United Utilities and Halton Borough Council are all classed as Risk Management Authorities (RMAs). It is crucial that the Council continues to forge successful partnership RMAs to ensure effective coordination and management of flood risk across the area.

3.2.2 Other Lead Local Flood Authority (LLFA) Engagement

Due to the position of the study area being situated within the River Mersey Catchment, Halton Borough Council are in consultation with neighbouring Local Authorities.

Halton Borough Council is part of a sub-regional LLFA working group formed in 2010; the Cheshire and Mid-Mersey Flood Working Group. The group (hereby known as the Partnership) operates at both Tactical and Strategic levels.

The Risk Management Authorities (RMAs) of the Partnership are:

- Warrington Borough Council – Partnership Lead;
- Halton Borough Council;
- Cheshire East Council;
- Cheshire West and Chester Council;
- St Helens Borough Council;
- Staffordshire County Council;
- Environment Agency;
- United Utilities.

The Partnership has a critical role to play in managing the risk of flooding from all sources and in working with communities to help them become more resilient. It provides a forum to enable RMAs, other partners and communities, to identify how they can work together to deliver an improved and more effective and efficient flood risk management service.

The Operational Group

Engineers from Halton Council, United Utilities and Environment Agency meet on a quarterly basis or as required if flood events occur to discuss issues and scheme delivery. The Operational Level is where day-to-day Flood Risk Management activities take place.

The Tactical Group

Technical and operational leads/managers meet on a monthly basis to coordinate delivery, share skills and implement decisions made at the Strategic level. The Tactical Group is chaired by Warrington Borough Council and reports directly to the Strategic Group who are responsible for setting the overall strategic direction of the partnership.

The Strategic Group

Set the strategic direction for joint working and the management of flood risk across the Partnership. Elected Members and senior representatives from the RMAs meet each quarter. The meetings are timed to coincide with financial the planning cycle of the Regional Flood & Coastal Committee (RFCC).

Regional Flood & Coastal Committee (RFCC)

The RFCC for the North West region provides a local democratic role in the identification and management of flood and coastal erosion risk in order to ensure the purposeful and efficient spending of public money and other resources.

The RFCC works across with LLFAs, the Environment Agency and other RMAs to develop a mutual understanding of risk across its locality, and use this understanding to help develop plans to manage risk reflecting DEFRA's aims for flood and coastal erosion risk management. RFCC meetings are held each quarter, although there may be additional meetings at a sub-group level where local authorities are working together.

The RFCC provides a platform for frequent knowledge transfer with all Partnerships situated in the North West region. These are;

- Cheshire Mid-Mersey
- The Association of Greater Manchester Authorities (AGMA);
- Cumbria;
- Lancashire;
- Merseyside.

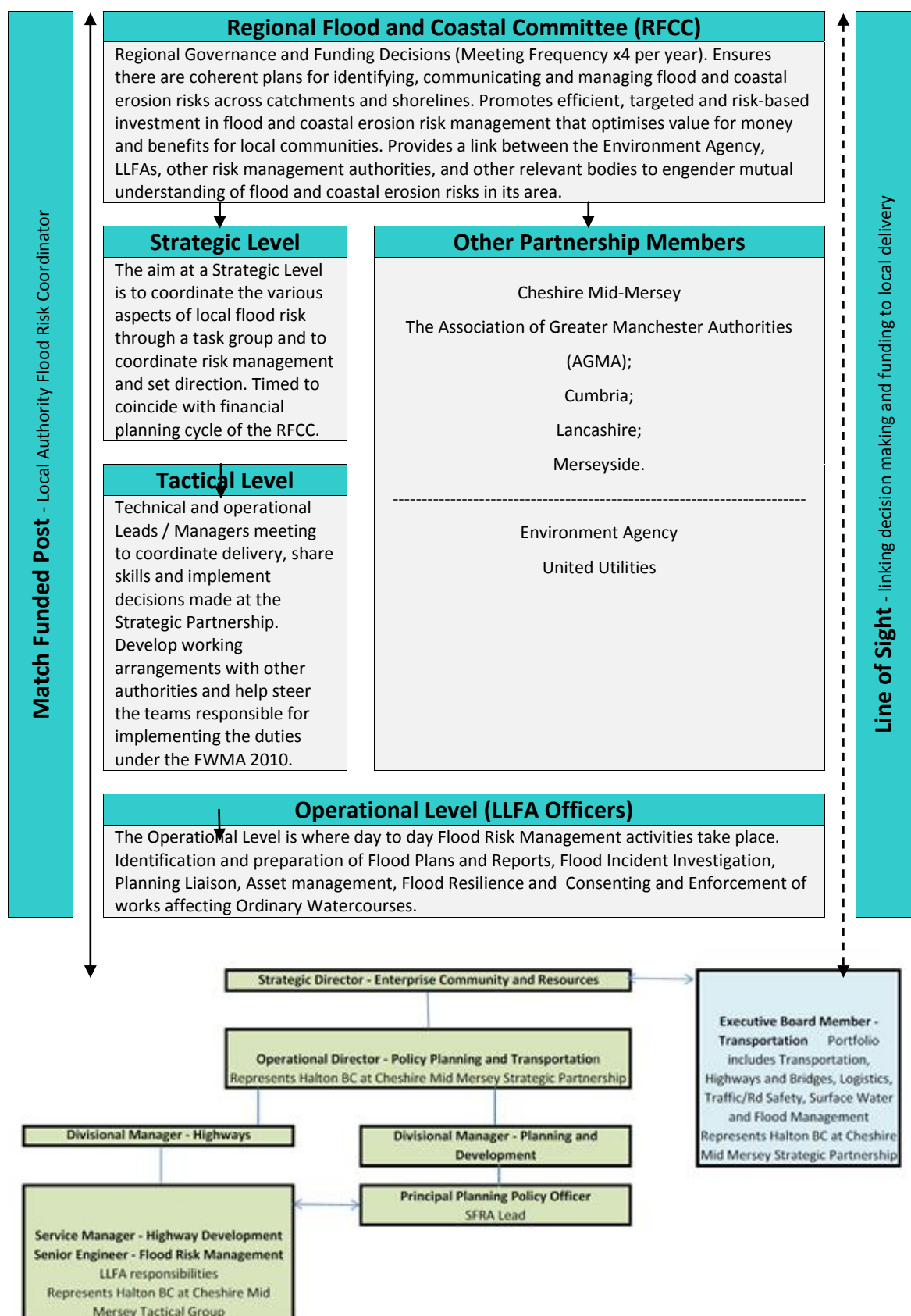


Figure R2: a) Cheshire Mid-Mersey Flood and Coastal Erosion Risk Management Partnership Structure & b) Governance & Structure within Halton Borough Council

3.2.3 Public Engagement

It is recognised that members of the public may also have valuable information to contribute to local flood risk management. The Environment Agency's 'Building Trust with Communities' (2005) document provided the basis for Halton Borough Council of how to communicate risk including the causes, probability and consequences to the general public and professional forums such as local resilience. The enforcement of FRR 2009 and FWMA 2010 into UK law accelerated the need for Council's to increase public engagement. This has brought significant benefits to local flood risk management including building trust, gaining access to additional local knowledge and increasing the chances of stakeholder acceptance of options and decisions proposed in future flood risk management plans.

3.3 Further Responsibilities

In addition to increasing partnership relations, coordinating, and leading on local flood management there are a number of other key responsibilities that have arisen for LLFAs since the introduction of the FRR 2009 and FWMA 2010. These responsibilities include:

- **Investigating flood incidents** – Section 19 of FWMA 2010 state LLFAs have a duty to investigate and record details of significant flood events within their area. This duty includes identifying which authorities have flood risk management functions and what they have done or intend to do with respect to the incident, notifying risk management authorities where necessary and publishing the results of any investigations carried out.
- **Asset Register** – Section 21 of FWMA 2010 state LLFAs have a duty to maintain a register of structures or features which, in the opinion of the authority, are likely to have a significant effect on a flood risk in its area, and a record of information about each of those structures or features, including information about ownership and state of repair. The register must be available for inspection and the Secretary of State will be able to make regulations about the content of the register and records.
- **Local Strategy for Flood Risk Management** – Under Section 9 of FWMA 2010 LLFAs are required to develop, maintain, apply and monitor a local strategy for flood risk management in its area. The local strategy will build upon information such as national risk assessments and will use consistent risk based approaches across different local authority areas and catchments. Halton's current Strategy was adopted in 2015, and is subject to ongoing review, with a full revision due in 2021 in line with the PFRA process.
- **Works powers** – LLFAs have powers to undertake works to manage flood risk from surface runoff and groundwater, consistent with the local flood risk management strategy for the area.
- **Designation powers** – Under Schedule 1 Section 30 of the FWMA 2010, LLFAs and the Environment Agency have powers to designate structures and features that affect flooding or coastal erosion in order to safeguard assets that are relied upon for flood or coastal erosion risk management.
- **Duty to Cooperate and Share information** – LLFAs, as well as other Flood Authorities (Environment Agency, Water Company, other LLFAs) have a duty to cooperate with each other, and also the power to request information, in connection with flooding, of any person or body.

- **Consenting changes to Ordinary Watercourses (Amendment to Land Drainage Act 1991: Sections 23, 24 and 25)** – 'Regulation' is the management of activities undertaken on watercourses. It involves granting consent for acceptable work to be carried out and taking enforcement action if work is unacceptable. If riparian owners wish to build a culvert/structure or make any alteration likely to affect the flow of an ordinary watercourse, land drainage consent is required from the Council as an LLFA.

Halton Borough Council have fully complied to the aforementioned responsibilities since the first publication of the PFRA and will continue to strengthen these for the period 2017 – 2023.

4. Methodology and Data Review

4.1 Introduction

The PFRA is a high-level screening exercise used to identify areas where the risk of flooding is considered to be significant and warrants further examination and management through the production of flood risk and flood hazard maps and flood risk management plans.

In January 2017 DEFRA replaced its guidance on significant risk for the identification of FRAs for LLFAs about the criteria for assessing and reviewing whether a risk of flooding is significant. This replaced the previous guidance published in 2010 (updated March 2011).

The PFRA involves:

- Collecting information on past (historic) and future (potential) floods.
- Assembling the information into a preliminary assessment report.
- Identifying FRAs.

4.1.1 Methodology

The following phased process has been undertaken in order to produce this report:

Table 4: Report Phases

Phase	Description
1	<ul style="list-style-type: none"> ➤ Key partnership liaison - internal and external data collection ➤ Stakeholder partnership meetings
2	<ul style="list-style-type: none"> ➤ Review and analysis of historic flood risk data ➤ Review and analysis of future flood risk data ➤ GIS mapping of data ➤ Draft report writing
3	<ul style="list-style-type: none"> ➤ Review of indicative FRAs ➤ GIS mapping ➤ Draft report writing
4	<ul style="list-style-type: none"> ➤ Internal draft report review from EA and internal Council staff ➤ Draft PFRA submitted to EA by 22nd June 2017 ➤ Council board approval

4.2 Phase 1 – Data Collection

4.2.1 Partner Organisations

The following authorities and organisations that were identified and contacted to share data for the preparation of the PFRA include:

- United Utilities;
- Environment Agency;
- Local Planning Authority;
- Emergency Services.

4.2.2 Critical Services

Within this PFRA critical services have been mentioned throughout. Critical services are defined by the EA as:

- Schools;
- Police Stations / Prisons;
- Nursing / Care / Retirement Homes;
- Fire Stations / Ambulance Stations / Hospitals;
- Electricity Installations / Sewage Treatment Works.

4.2.3 Data Collection

Table 7 catalogues the relevant information and datasets received from partner organisations and provides a description of each of the datasets that were obtained by Halton Borough Council.

The data is geo-referenced where possible. This has made it possible to display this information using GIS software and overlay layers to identify the spatial distribution of historic flood events and relate these datasets to receptor information, in order to assess the overall flood risk.

The majority of the data has been specifically provided for this PFRA study and is not publicly available due to data protection requirements, therefore there are restrictions on data use. Halton Borough Council must adhere to these data security measures. All data collected is stored on secured local servers, which are password protected.

Table 5 illustrates the restrictions on the use of this data.

Table 5: Summary of data restrictions and licensing details

Organisation	Restrictions on Use of Data
United Utilities	The use of provided data is restricted to Halton Borough Council and their partners for the preparation of its preliminary flood risk assessment
Environment Agency	The use of some data is restricted to Halton Borough Council and their consultants for the preparation of its preliminary flood risk assessment. The use of other data is unrestricted.

Table 6: Data Quality Assessment

Data Quality Score	Description	Explanations	Example
1	Best possible	No better available; not possible to improve in the near future	<ul style="list-style-type: none"> High resolution LIDAR River/sewer flow data Rain gauge data
2	Data with known deficiencies	Best replaced as soon as new data are available	<ul style="list-style-type: none"> Typical sewer or river model that is a few years old
3	Gross assumptions	Not invented but based on experience and judgement	<ul style="list-style-type: none"> Location, extent and depth of much surface water flooding Operation of un-modelled highway drainage 'future risk' inputs e.g. rainfall, population
4	Heroic assumptions	An educated guess	<ul style="list-style-type: none"> Ground roughness for 2D models

Table 7: Relevant Information and Datasets Description

Owner	Dataset	Description	Rating
Environment Agency	Risk of Flooding from Surface Water (RoFSW)	Published 2013 national surface flood map supersedes Areas Susceptible to Surface Water Flooding maps (2008) and Updated Flood Map for Surface Water (2010) Dataset provides banding for High, Medium and Low risk to depth and velocity. Dataset is updated annually.	2
	Flood Map (Rivers & Sea)	Shows the extent of flooding from rivers with a catchment of more than 3km ² and from the sea.	2
	Areas Susceptible to Groundwater Flooding (ASStGF)	1 kilometre square grid that identifies at a broad scale areas susceptible to flooding from groundwater on the basis of geological and hydrogeological conditions.	3
	National Receptor Database (NRD)	A national dataset of social, economic, environment and cultural receptors including residential properties, school, hospitals, transport infrastructure and electricity substations.	2
	Indicative Flood Risk Areas	Nationally identified flood risk areas, based on the definition of 'significant' flood risk described by DEFRA & WAG.	2
	Historic Flood Map (HFM)	GIS layer showing the maximum extent of all individual Recorded Flood Outlines from river, the sea and groundwater springs and shows areas of land that have previously been subject to flooding	3
	Mersey Estuary Catchment Flood Management Plan (CFMP)	CFMP's consider all types of inland current and future flooding, from rivers, groundwater, surface water and tidal flooding and are used to plan and agree the most effective way to manage flood risk in the future.	2
	LiDAR Data	Topographic Information held for Halton Borough Council is generally high resolution.	1
	Rain Gauge Information	2no. Gauge information available at selected sites across Halton Borough Council – available on request	2
	Telemetry	EA operates telemetry system across Halton, watercourse level and flow information collected. – available on request	1
Halton Borough Council	Anecdotal information	Anecdotal information: flood risk, flood history and local flood hotspots.	4
	Area Flood Risk Studies	Flood Risk Studies commissioned by the Council.	2
	CMM Partnership Ordinary Watercourse Critical Asset Identification & Condition Survey	Outputs from partnership work consist of: <ul style="list-style-type: none"> • Identification of critical assets • CCTV survey of identified culverts • Flood modelling • Ordinary Watercourse Condition data 	2
	Halton Borough Council Flood Risk Asset Inspection Project	Borough wide asset inspection works undertaken by Consultant on behalf of Halton Borough Council & Blockage Sensitivity Testing.	2
	Strategic Flood Risk Assessment Level 1	The Stage 1 SFRA focuses on collecting information regarding all sources of flooding. This helps to identify the spatial distribution of flood risk sources.	3
	Strategic Flood Risk Assessment Level 2	The Stage 2 SFRA focuses on the details nature of flood hazard taking into account the presence of flood risk management measures such as flood defences and the location of key development and regeneration areas.	2
	Critical Infrastructure dataset	Contains information of critical infrastructure.	2
	Water Cycle Strategy	The Water Cycle Strategy identifies the water services infrastructure that is needed to support and enable sustainable development in the mid Mersey area.	2
	Surface Water Management Plan Flood Depth Mapping	Surface Water Flood Modelling conducted as part of the SWMP Stage 2.	2
	Surface Water Management Plan Stage Interim Reports	Information on future surface water flood risk is outlined in these documents.	2
	S19 Flood Investigation reports	LLFAs have a duty to investigate and record details of significant flood events within their area. Reports include photographic evidence during and after flood event.	2
	Historic Flooding Records	Historic records of flooding from surface water, groundwater and ordinary watercourses.	2
	Asset Register / Record	Register of flood risk management assets.	2
	Scheme Business Cases	Business cases for schemes contain information regarding risk and potential solutions.	2
United Utilities	Flooding Register	Registers logs and records of sewer flooding incidents for each area.	2
	Modelling Information	Models of drainage systems operated and maintained by United Utilities.	2
	Asset Register	Asset register available to Halton Borough Council on request.	2
	Telemetry	Information regarding sewer performance	2
Fire & Rescue	Incident Response Register	Issue logs of all events recorded by Cheshire Fire and Rescue Service. This includes internal floods such as burst pipes and sewerage problems. Data from the website has been used as this is considered to be the best available data and for further information readers should visit the following website - http://www.cheshirefire.gov.uk/	2
Other	Media Records	Information obtained from online media – news websites / social media etc.	2

4.2.4 Data Limitations

The first edition of the PFRA identified a number of issues during the data collection process. Whilst a number of processes have since been improved a number of limitations still remain.

Inconsistent Recording Systems

Previously the lack of a consistent flood data being captured within one central recording system within Halton Borough Council had led to inconsistencies in the recording of flood event data. Halton Borough Council will continue to address this issue as part of day to day flood incident recording and in undertaking its' duties under Sections 19 and 21 of the FWMA 2010. Whilst sections of the study area that have recently been flooded have been scrutinised for consistency, the limitation of inconsistent recording still applies for those sections of the study area that have only experienced flooding historically.

Incomplete Datasets

Some of the datasets collated are not exhaustive and are questionable to accurately represent the complete local flood risk issues in a particular area. Halton Borough Council, along with the other stakeholders, has strived to reduce the number of incomplete datasets since 2011. Records for recent flooding locations are now more comprehensive, however knowledge gaps still remain in sections of the study area that have only experienced flooding historically and therefore hinder the identification of accurate FRAs.

Varied Quality of Data

Depending upon stakeholder objectives of collecting information there have been leniencies in the varied quality in historic flood records. This has made it difficult to accurately assess the consequences of historic local flooding.

Records of Consequences of Flooding

It is not always possible to clearly identify and compartmentalise flooding, particularly from engineered systems that are typically interconnected, which results in flooding from a combination of sources.

Data records provided by the other partner organisations were not always comprehensive for specific past flood events. Since 2011 there has been increased co-operation with stakeholders to standardise the recording procedure to become more aligned and comprehensive, increasing confidence to identifying flooding source and consequence.

Quality Assurance

Data collected was subject to quality assurance measures to monitor and record the quality and accuracy of acquired information and datasets. A data quality score was given, which is a qualitative assessment based on the Data Quality System provided in the Surface Water Management Plans (SWMP) Technical Guidance document (March 2010). This system is explained in Table 6. A confidence rating for the dataset was then determined as summarised in Table 7.

4.3 Phase 2 – Data Review and Analysis

4.3.1 Assessing Historic Flood Risk

Existing datasets, reports and anecdotal information from the stakeholders have been collated and reviewed to identify details of major past flood events which had locally significant harmful consequences. The analysis included an assessment of economic damage, environmental and cultural consequences and impact on the local population.

For further information on historical flooding please refer to Section 5 of this PFRA.

4.3.2 Assessing Future Flood Risk

The identification of FRAs through the PFRA should also take into account future floods, defined as any flood that could potentially occur in the future. This definition includes predicted floods extrapolated from current conditions in addition to those with an allowance for climate change. The assessment of future flood risks will primarily rely on a technical review of the Environment Agency's Risk of Flooding from Surface Water (RoFSW) maps first published in 2013 and updated annually.

The previous PFRA relied upon a technical review of surface water flood depth maps (1 in 200 annual chance of flood with 180 minute duration) produced for the Surface Water Management Plan (SWMP) as the best available information. For areas not covered by the SWMP modelling the Environment Agency's Areas Susceptible to Surface Water Flooding Map was used. Both datasets have been superseded by the RoFSW which when compared to observe actual flooding better represents the flood extents.

In January 2017 the PFRA guidance, first published in 2011, was revised due to increased understanding of the FWMA 2010 requirements, data collection and recording methods, completion of flood alleviation schemes, and technological advances to produce more accurate model predictions. Table 8 summarises the main differences between the guidance documents.

Table 8: Differences between assessment criteria

Description	2011 PFRA	2017 PFRA
Rainfall Return Period for analysis	1 in 30 year (3.3%) 1 in 200 year (0.5%)	1 in 30 (3.3%) 1 in 100 (1%) 1 in 1000 (0.1%)
Number of "blue squares" formed within a 3x3 km square grid to create a cluster. Refer to Section 4.1 for further information	5	5

RoFSW maps were generated using 'direct rainfall' modelling (the application of rainfall to all cells in a 2D model, and runoff is routed within the hydraulic model). RoFSW maps do not take into account any non-surface water influences such as rivers, sea, sewers or groundwater.

Table 9: Risk Categories for RoFSW maps

Banding	Return Period
High	>1 in 30 years (3.3%).
Medium	Between 1 in 100 (1%) and 1 in 30 years (3.3%).
Low	Between 1 in 1000 (0.1%) and 1 in 100 years (1%).
Very Low	<1 in 1000 years (0.1%).

Risk categories, to depth and velocity of flood waters, have been assigned based on the information provided by the Environment Agency. **Even though it is based as an annual chance of the event occurring, there is no limit on the event taking place at multiple times throughout the year.**

Table 10: Information contained in the RoFSW banding

Predicted Depth (mm) Banding	Predicted Velocity (m/s) Banding
>900	>0.25
300 to 900	<0.25
<300	

Further information regarding the Risk of Flooding from Surface Water Maps (formerly known as the updated Flood Map for Surface Water - uFMfSW) is available at the following webpage: <https://www.gov.uk/government/publications/flood-maps-for-surface-water-how-they-were-produced>

The following factors were considered when assessing the future flood risk across the study area:

- Topography.
- Location, and type, of drainage systems.
- Characteristics of watercourses (lengths, modifications).
- Location of Ordinary Watercourses and Flood Plains that retain water.
- Residential / economical areas.
- Effectiveness of any works constructed for the purpose of flood risk management.
- Current and predicted impact of climate change.
- Proposals for future development.

For further information on future flooding please refer to Section 6 of this PFRA.

4.4 Phase 3 – Reviewing Indicative Flood Risk Areas

Information on historic and future flood risk has been used to formally review FRAs. Flood risk indicators have been used to determine the impacts, and consequences, of flooding on human health, economic activity, environment and cultural heritage.

The flood risk indicators have been selected and analysed by DEFRA and the Environment Agency in order to identify areas where flood risk and potential consequences exceed a pre-determined threshold. The areas that have been identified using this methodology, and exceed 30,000 people at risk, have been mapped nationally and identified as Indicative FRAs (Appendix A, Figures 11-14).

Table 11: Key Flood Risk Indicators and Impacts

Impact of flooding on:	Flood Risk Indicators
Human Health	Number of residential properties. Critical services (Hospital, Police / Fire / Ambulance Stations, Schools, Nursing, Homes, etc.). The number of critical services can be identified using the National Receptor Dataset (NRD). However the LLFAs note that NRDs do not show the impact of flooding of individual sites.
Economic Activity	Number of non-residential properties. Principal road that is flooded for longer than 12 hours. Area of agricultural land. With the details of the lengths placed into NRDs. It is also important to consider significant consequences by looking at the importance of the route (national, regional, local), alternatives and diversions. This is important in a case of any settlement, routes, rail networks being cut off by flooding.
Environment	Designated sites (SSSIs, SACs, SPAs, etc.) and BAP habitat. It also identifies the flooding consequences around pollution (PPC, COMAH) and Contaminated land.
Cultural Heritage	Cultural heritage sites (World Heritage Sites), Scheduled Ancient Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens.

4.4.1 The Criteria

Table 12 sets out for people, services, properties and communities, the level of flood risk which LLFAs should consider to be significant for the purposes of the Regulations. These indicators and criteria relate to the risk of surface water flooding from a rainfall event with a 1% (or 1 in 100) chance of occurring in any one year.

The Environment Agency has provided a set of indicative FRAs for LLFAs to consider. These are shown in Figure 15, Appendix A. LLFAs are only required to do this in relation to local flood risks, including risks of flooding from surface water, groundwater and ordinary watercourses. They do

not need to consider risks of flooding from the sea, main rivers or reservoirs, except where these may affect flooding from another source.

Table 12: Indicators and criteria for assessing whether the risk of local flooding is significant for the purposes of identifying FRAs

Method	Definition	Indicator	Criteria
Cluster method	A cluster is formed where, within a 3x3 km square grid, at least 5 of the 1km squares meet the criteria for one or more of the indicators. Where multiple overlapping grids meet the requirement, these are unified to form a larger cluster. All of the clusters (both small and large) have been identified as indicative flood risk areas.	Number of people at risk of surface water flooding*	200 people or more per 1km grid square Number of people taken as 2.34 times the number of residential properties at risk.
		Number of key services at risk of surface water risk* e.g. utilities, emergency services, hospitals, schools	More than one per 1km grid square
		Number of reportable properties (residential and non-residential) properties at risk*	20 or more per 1km grid square
Communities at risk method	Community areas, as defined by the Office for National Statistics built-up areas (BUAs) and built-up areas sub-divisions (BUASD), where there is a large number of properties at risk.	Number of reportable properties (residential and non-residential) properties at risk*	3,000 or more reportable properties (residential and non-residential) within a BUA/BUASD.

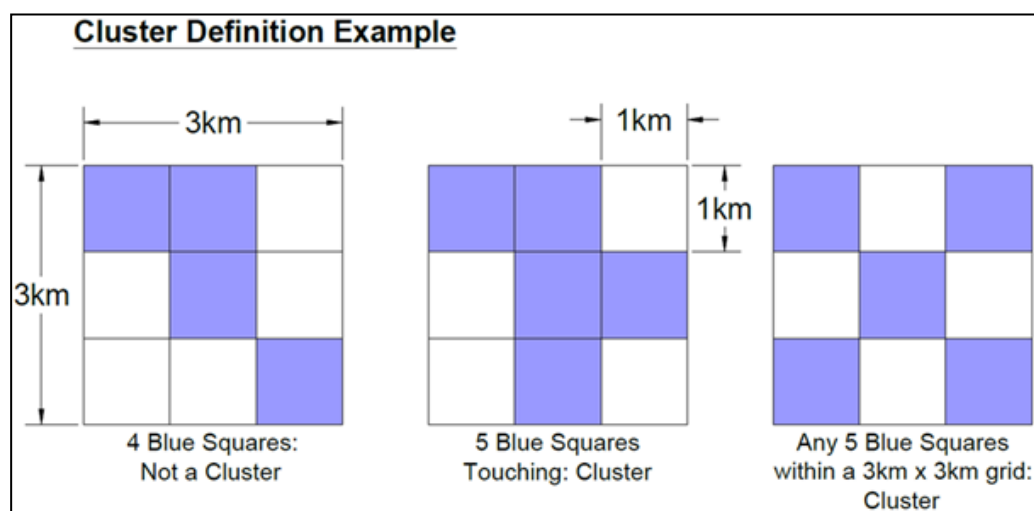
*Risk of surface water flooding from a rainfall event with a 1% (or 1 in 100) chance of occurring in any one year

The Environment Agency has used two methods and information held nationally to derive these indicative areas. The methods are:

1. The Flood Risk Areas cluster method

As used in the first cycle to identify high concentrations of risk. The country was divided into 1km squares and national information used to identify the squares meeting one or more of the cluster method related criteria in Table 12. A cluster is formed wherever, within a 3x3 km square grid, there are at least 5 squares meeting the criteria. Often multiple grids that meet this requirement will overlap. Overlapping grids are unified to form a larger cluster. All clusters, large and small are identified as indicative FRAs.

A rainfall event with a 1% chance (1 in 100 year return period) of occurring in any year has been utilised to generate the clusters rather than 0.5% chance (1 in 200 year return period) as in 2011 PFRA. This is because current surface water risk products do not include the assessment of a 0.5% chance rainfall event.



2. The Environment Agency's Communities at Risk method

Developed since 2010 which complements and validates the cluster method by identifying built up areas where total flood risk is high. Indicative FRAs are identified wherever there are 3,000 or more reportable properties (residential and non- residential) at risk within a built-up area (BUA) or built-up area sub-division (BUASD) as defined by the Office for National Statistics.

As with method 1, this is for a rainfall event with a 1% chance of occurring in any year.

When determining their FRAs, Halton Borough Council began with the Environment Agency's indicative FRAs and used its local knowledge and information to provide confidence with reference to Table 7.

The Environment Agency has suggested some additional indicators and criteria to consider in relation to Table 7 at the local level which may be sufficient for a flood risk to be considered significant factors to identify a change from the indicative FRAs:

- Flood risk from other local sources e.g. groundwater, local watercourses
- The combined impact of flooding from multiple sources.
- Areas susceptible to more frequent, less extensive flooding, that could over time result in significant damages.
- Vulnerable local sites, such as caravan parks or camp sites.
- Consequences of flooding for agricultural land.
- Consequences of flooding for roads, rail or other infrastructure.
- Consequences of flooding for internationally or nationally designated environmental sites or internationally or nationally important cultural heritage features, and
- Location of sites subject to Integrated Pollution Prevention and Control or Control of Major Accident Hazard regulation.

There is no national criterion for these local factors, but when considering whether a local factor related risk is significant, it should be assessed whether the magnitude of risk in relation to a local factor, or a combination of local factors, is comparable to the scale of the risk presented by the criteria in Table 12. Additional information to the methods used by the Environment Agency to develop indicative FRAs for this PRFA review is contained in Appendix B

4.4.2 Review

The following sections consider these additional local factors. Mapping has been presented in Appendix A and further analysis has been undertaken to ascertain the scale of the potential risk, to identify whether it is necessary to declare additional FRAs within Halton.

Method 1 - The Flood Risk Areas cluster method

Referring to Figure 2 of Appendix A there are 3 “blue squares” (1km grid squares) identified within the Halton Borough Council Boundary. Only 3 of these are contained within a 3x3 km square grid. No cluster identified.

The DEFRA / EA identified 1km² Squares Above Flood Risk Threshold (Blue Squares) for Halton is shown in Figure 2 of Appendix A.

Method 2 - The Environment Agency’s Communities at Risk method

Table 13: Indicative FRAs – Method 2 ‘Communities at Risk’ Approach

Rank	Sub Division	Total properties at risk	Intersecting LLFAs	% of BuA within LLFA boundary
28	Liverpool	4,413	Halton	0.0%
			Knowsley	15.3%
			Liverpool	82.9%
			Sefton	1.7%

Figure 15, Appendix A shows the geographical extent of the national Indicative Flood Risk Area (with over 30,000 people) for Liverpool which is ranked 13 by number of people at risk in England. The proposed Flood Risk Area also covers large parts of the Liverpool, Knowsley and Sefton LLFA administrative areas. This area encroaches slightly into a predominantly rural area within Halton. It does not correspond with any future flood high risk areas (identified in the Halton Borough Council PFRA using local flood risk knowledge and data) which are summarised in the mapping of Annex A

It is proposed that minor changes to the Liverpool indicative Flood Risk Area in Halton to more accurately reflect local conditions. The Liverpool Flood Risk Area has been removed from the Halton area as it only slightly encroaches into a predominantly rural area, on the periphery, of the borough and does not coincide with the locally defined areas of consequence. This revision reflects the relevant administrative boundaries, urban areas, the limited historical flood incident records in the area and the analysis of significant future flood risk resulting from this study. Halton Borough Council will take on the responsibility of reporting this information within Annex 3 of their Preliminary Assessment Spreadsheet.

4.4.3 Conclusion

There are no indicative FRAs or Clusters identified within the Halton Borough Council administrative area.

5. Historic Flood Risk – Assessment of Past Flooding

5.1 Introduction

This section summarises the readily available and relevant information on historic floods. The PFRA guidance requires floods identified with “significant harmful consequences” to be reported in the spreadsheet in Annex 1 of this report.

“Significant harmful consequences” are considered to be impacts of flooding that may have negative consequences for human health, the social and economic welfare of individuals and communities, infrastructure, and the environment (including cultural heritage).

The definition of a past flood with “significant harmful consequences” is determined by the LLFA. The level of significance is chosen so that only relatively harmful flood events are included in the PFRA. Such flood events are those that would be deemed significant when considered from a national perspective.

For the purposes of this PFRA, the definition of “significant” has been defined by Halton Borough Council as followed:

Table 14: Historically Significant Harmful Consequences

Impact of flooding on:	Category	Consequence
Human Health	Number of individuals	≥ 200
Economic Activity	Number of critical services	≥ 2
	Number of residential properties	≥ 83
	Number of non-residential properties	≥ 20
	Principal Highway Network	Transport links impassable for more than 12+ hours.
Environment	-	-
Cultural Heritage	-	-

Using the definition above, Halton Borough Council has no records of local floods with historically significant harmful consequences.

Irrespective of “significance”, Halton Borough Council considers that all flood events that affect property or people justify consideration. Therefore, where known, information on all flood events has been gathered. A summary of the information specific to each source of flooding relevant to the PFRA is included in this chapter. Other floods that do not meet the criteria, or for which the consequences are not known, are not included in Annex 1, as per the PFRA guidance, but their locations are plotted on the relevant figures.

It is noted that flooding can be the result of complex interactions between the different sources (e.g. Main River and surface water) and the degree of influence from other sources are not always fully understood.

The Halton Borough Council Local Flood Risk Management Strategy, first published in March 2015, addressed these issues from the first publication of the PFRA. The strategy is to be reviewed by June 2021.

5.2 Overview

5.2.1 Surface Water Flooding (Overland Flow)

Surface water flooding, also known as pluvial flooding, results from overland flow before the runoff enters a watercourse or drainage system. It is usually the result of high intensity rainfall exceeding the hydraulic capacity of the receiving system. However it can also occur with lower intensity rainfall when the land has a low permeability and/or is already saturated, frozen or developed.

Surface water flooding within the United Kingdom is becoming a regular issue due to the high rate of developments creating large impermeable surfaces.

Figures 3 and 5 (Appendix A) show the locations of all known past flood events collated from key RMAs and stakeholders. There are a total of 97 recorded historical surface water flooding events of varying significance and type.

Halton Borough Council has identified no incidents of historically significant harmful consequences for surface water flooding. Areas affected by surface water flooding which have not been classified as having significant harmful consequences will be reviewed as part of Halton Borough Council's longer-term strategy.

5.2.2 Ordinary Watercourse Flooding (Fluvial)

Flooding from any type of watercourse, also known as fluvial flooding, occurs when intensive or prolonged rainfall causes a watercourse to exceed hydraulic capacity. The additional inflow causes the water to rise above its banks or retaining structures and subsequently flows onto the land.

All watercourses within the study area have been identified using the Environment Agency's Detailed River Network (DRN) and are classified as either Main River or Ordinary Watercourse. These are indicated in Figure 4.

Main Rivers are usually larger rivers and streams. Other rivers are called Ordinary Watercourses. The Environment Agency carries out maintenance, improvement or construction work on Main Rivers to manage flood risk under the Water Resources Act 1991. Environment Agency powers to carry out flood defence work apply to main rivers only. Lead local flood authorities, district councils and internal drainage boards carry out flood risk management work on ordinary watercourses. The Environment Agency decides which watercourses are Main Rivers. It consults with other risk management authorities and the public before making these decisions. The Main River map is then updated to reflect these changes. Inclusion of Main Rivers is beyond the scope of this PFRA.

Ordinary Watercourses are any watercourses that are not designated a Main River by the Environment Agency and therefore come under the powers of Halton Borough Council. These include every river, stream, ditch, drain, cut, dyke, sluice, sewer (other than a public sewer) and passage through which water flows and which does not form part of a Main River.

Ordinary Watercourses with known flood risks associated to them (limited channel capacity, channel constrictions or a poor maintenance regime) were previously designated Critical Ordinary Watercourses (COWs). These were not classified as Main River but which the Council had agreed with the Environment Agency to be critical because they have the potential to put at risk from flooding large numbers of people or property. In 2006/7, the Environment Agency reclassified all COWs as Main Rivers and took over responsibility for their maintenance and management, in a process known as enmainment.

Halton Borough Council has identified no historically significant harmful consequences for fluvial flooding from Ordinary Watercourses. Areas affected by fluvial flooding which have not been classified as having significant harmful consequences will be reviewed as part of Halton Borough Council's longer-term strategy.

5.2.3 Sewer Flooding

Sewer flooding is often caused by drainage systems exceeding hydraulic capacity during periods of intensive, or prolonged, rainfall. These drainage systems, owned and maintained by the sewage undertaker (United Utilities), receive either:

- Foul only flows;
- Surface water flows;
- Both foul and surface water flows (combined system).

Combined sewerage systems are mostly associated with sections of the study area developed during the Victorian era. To maintain hydraulic efficiency the combined system contains a number of relief structures to divert excess flows to adjacent watercourses to reduce the risk of sewer flooding from manholes. These structures are known as Combined Sewer Overflows (CSOs). The operation of these increases the risk of fluvial flooding, as well as pollution of the watercourse. Developments from the late 1970s / early 1980s have been constructed using individually separate foul and surface water systems.

There are some housing developments from the early 20th century that utilise the principles of the separate system where both foul and surface water flows are routed in the one manhole. These dual manholes operate in a similar manner to CSOs and are normally situated at the head of the sewerage network, whereas CSOs are situated in the main body of the system. Dual manholes can cause major pollution problems from storm sewage discharges or dry weather discharges via surface water sewers as a result of foul sewer blockages.

United Utilities have provided an incident register for locations that have experienced internal (i.e. flooding within a property) and external flooding from a number of sources. The register has been filtered to identify hydraulic issues, such as overloading of the sewerage system or restriction at outfall locations caused by high level in the receiving watercourse. "Other" causes of flooding, for example blockages, asset failure or other operational issues, have been discounted from this PFRA.

Figure 5 in Appendix A presents the historic sewer flooding information provided by United Utilities. There have been a total of 14 flooding incidents (10 external and 4 internal) across the study area. Areas where the historic data suggests that sewer flooding may be a particular issue are Appleton and Grange Wards. This corresponds with Halton Bough Council records.

Halton Borough Council has identified no historically significant harmful consequences due to flooding from the sewerage system. Areas affected by sewer flooding which have not been classified as having significant harmful consequences will be reviewed as part of Halton Borough Council's longer-term strategy.

5.2.4 Groundwater Flooding

Groundwater flooding occurs when the water table rises above normally expected and anticipated levels and emerges at the ground surface. Groundwater flooding occurs in response to a combination of already high groundwater levels (regularly during mid or late winter) and intense or unusually prolonged periods of rainfall. Other mechanisms which produce groundwater flooding including:

- Artificial structures;
- Groundwater rebound (which occurs when abstraction, typically for drinking water, industrial or mine dewatering purposes, stops and water levels return to pre-abstraction levels);
- Mine water rebound;
- High in-bank river levels.

The occurrence of groundwater flooding is usually localised and, unlike flooding from watercourses, does not generally pose a significant risk to life due to the slow rate at which the water level rises but can last several months and can cause significant social and economic disruption to the affected areas.

Halton Borough Council has identified no historically significant harmful consequences due to flooding from groundwater. Areas affected by groundwater flooding which have not been classified as having significant harmful consequences will be reviewed as part of Halton Borough Council's longer-term strategy.

5.2.5 Canals

Canals are heavily controlled and are unlikely to respond in the same manner during periods of rainfall as natural watercourses. The probability of flooding is more associated with residual risks, such as overtopping of canal banks, breaching of embanked reaches or asset (gate) failure. Each canal also has significant interaction with other sources of flood risk, such as the main rivers and the minor watercourses that feed them, or drains that cross beneath them.

There are two canals operated by subsidiary companies on behalf of Peel Ports Group within Halton, they are:

- Bridgewater Canal operated by the Bridgewater Canal Company Ltd,
- Manchester Ship Canal operated by Manchester Ship Canal Company Ltd.

Halton Borough Council owns and maintains parts of the Sankey Canal within the Halton Borough Council boundary.

Halton Borough Council has identified no historically significant harmful consequences for flooding from canals within the administrative boundary. There has been one historical significant flooding incident from the Manchester Ship Canal; this was contained within the administrative area of neighbouring Warrington Borough Council. Details are contained within Warrington Borough Council's PFRA 2017 document.

Areas affected by canal flooding which have not been classified as having significant harmful consequences will be reviewed as part of Halton Borough Council's longer-term strategy.

5.2.6 Interaction with Main Rivers

Many of the sources previous mentioned connect to the Main Rivers which eventually drain to the Irish Sea. For the study area the Main Rivers are:

- The River Mersey
- The Weaver Navigation (engineered section of the River Weaver)
- Rams Brook
- Ditton Brook
- Bowers Brook
- Stewards Brook
- Keckwick Brook

Ordinary Watercourses flow into Main Rivers, and vice versa, and Main Rivers flow into or under canals and urban drainage systems outfall into Main Rivers. Flooding mechanisms associated with these interactions are often the result of flow backing up because another source has prevented normal discharge.

The Environment Agency is responsible for managing these main tributaries of the River Mersey.

The Canals and Rivers Trust are responsible for the section of the Weaver Navigation through Halton

Information about historical flooding will often be due to an unknown source, or because of interactions between sources. This interaction will be difficult to identify without detailed flood risk studies.

High water levels in the River Mersey are common due to tidal and fluvial events. Although flooding from main rivers does not need to be included in the PFRA, it is thought that there is a strong link between surface water flooding, sewer flooding incidents and flooding from ordinary watercourses and water levels on the River Mersey and its tributaries. There is evidence to suggest that surface water flooding is exacerbated in some areas, during high tidal cycles when gravity drains and outfalls are blocked with high tidal waters. However, due to the incomplete nature of the information available at present, the degree of influence on local flood risks cannot be determined.

Information about historical flooding will often be due to an unknown source, or because of interactions between sources. This interaction will be difficult to identify without detailed flood risk studies.

5.3 Summary

Halton Borough Council have reviewed and identified that there are no nationally significant or historical local significant flooding incidences within the study area. There are instances of flooding that are not significant, which the Council are aware. The consequence of past flooding means that no records match the threshold to be reported in the Annex Spreadsheets as historic locally significant flooding.

6. Future Flood Risk

6.1 Introduction

Whilst analysis of past flooding provides valuable information on the nature and extents of flooding that has occurred in Halton in the past, it does not necessarily inform us about how and where flooding may occur in the future.

Predictions of future flood risk are produced using combinations of hydrological and hydraulic modelling and analysis of past hydrological records to make future predictions. The following sections of this PFRA discuss the potential sources of flooding within the study area. The following sources of flooding have been considered in subsequent sections of this report:

- Ordinary watercourses (fluvial);
- Surface water;
- Groundwater;
- Canals;
- Reservoirs.

6.2 Overview

6.2.1 Surface Water Flooding

As identified in Table 7 there are a number of national and local level surface water flooding datasets available for the study area.

Since 2008 The Environment Agency has produced a series of surface water flood maps to aid local authorities in determining areas at risk of flooding. The latest version of the maps is the Risk of Flooding from Surface Water (RoFSW) maps. This has been previously discussed in Section 4.3.2 of this report.

Environment Agency guidance on using surface water flood risk information recommends that Halton Borough Council, as a LLFA, should: review, discuss, agree and record, with the Environment Agency, United Utilities, and other interested parties, what surface water flood data best represents their local conditions, known as “locally agreed surface water information”. Whilst this is not a requirement under the Regulations, it does inform the PFRA process as this information should play an important role in identifying FRAs.

Halton Borough Council has agreed with all interested parties that the Risk of Flooding from Surface Water (RoFSW) mapping is the most appropriate dataset that represents the risk of flooding from surface water within the study area at a high level.

Figure 6 (Appendix A) identifies areas within Halton Borough Council potentially at risk of surface water flooding. It should be noted that the RoFSW dataset, the successor to uFMfSW, does contain the following limitations:

- In urban areas, rainfall is reduced to 70% to represent infiltration, then a rainfall reduction of 12mm/hr is applied to represent the effects of the drainage system.
- Large subsurface drainage elements, such as flood relief culverts and flood storage, are not included. These assumptions can affect the modelled extent and pattern of flooding. Modelled flood extents are particularly sensitive to the drainage rate used.
- At the national scale there is limited recorded surface water flood data that exists for LLFAs to perform validation, so in many places no validation has been carried out yet.

- As with many other flood models the input information, model performance and modelling that were used to create the RoFSW vary for different areas; these affect the reliability of the mapped flood extents and, in turn, the suitability for different applications.
- RoFSW does not take individual property threshold heights into account.
- The flood extents show predicted patterns of flooding based on modelled rainfall. In reality, no two storms are the same, and so two floods of similar rarity may result in different patterns of flooding and consequently these maps cannot definitively show that an area of land or property is, or is not, at risk of flooding.
- It does not show future scenarios, for example climate change.

This dataset has been used to assess the potential surface water flood risk to properties across the study area, summarised in Table 15.

Table 15: Numbers of Properties, Services and People Potentially at Risk from Surface Water Flooding in the Future (RoFSW)

Susceptibility to surface water flooding banding	Category	Halton Borough Council Review	Environment Agency Review	Difference (absolute value)
High (1 in 30 yr)	All Properties	242	-	-
	Residential Properties	177	-	-
	Non-Residential Properties	62	-	-
	Key Services (inc elec)	3	-	-
	People	414	-	-
Medium (1 in 100 yr)	All Properties	964	936	28
	Residential Properties	726	809	83
	Non-Residential Properties	221	127	94
	Key Services (inc elec)	17	18	1
	People	1,699	1,893	194
Low (1 in 1000 yr)	All Properties	4,581	4,716	135
	Residential Properties	3,615	3,886	271
	Non-Residential Properties	911	830	81
	Key Services (inc elec)	55	59	4
	People	8,459	9,093	634

Halton Borough Council has carried out its own review of the affected categories. It can be seen there is some discrepancy between the data sets, most noticeable being Non-Residential Properties. This may be due to counting points that are "blank" (i.e. not defined as a property or other feature). However, as other differences are between 3 - 7% this is considered acceptable for the purpose of the PFRA and confidence may be held in the data for areas at risk 1 in 30 year event which was not completed by EA as part of PFRA. Further minor differences result from different methods used when trimming the data to the Halton Borough boundary (Actual boundary vs 1km² grid square)

Whilst it is recognised that due to future effects of climate change the overall susceptibility to surface water flooding will increase. Properties will still be banded as being at 'Low' risk through to 'High' risk of surface water flooding.

Property counts are derived from counts undertaken using GIS software and the National Receptor Database. The level of future flood risk and the estimated associated consequences are provided in the spreadsheet in Annex 2.

Further information to background and limitations to risk of surface water mapping by the Environment Agency can be obtained via the following link:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/297432/LIT_898_8_Obf634.pdf

6.2.2 Sewer Flooding

Hydraulic (1D) sewer models have been created which cover the majority of the sewerage network maintained by United Utilities. These have been verified against a flow survey to provide an accurate representation of network performance during both dry weather and storm conditions. A suite of design storm events of differing return periods, durations, and inclusive of the effects of climate change, are then applied to the models to assess hydraulic performance. The outputs include a range of predicted surcharge levels and flood volumes at individual node locations. Clusters of flooding nodes are then grouped based upon the common hydraulic deficiencies and / or geographic location and are checked against historical records to confirm existing flooding locations, as well as a tool to predict future flooding locations.

Whilst this data allows a high-level analysis of sewer flood risk, there are a number of limitations with the data:

- Not all sewer networks are modelled.
- Model confidence is low in sections of the network that were not covered by flow monitor during the survey period.
- The models are calibrated for a particular period and conditions the flow survey was installed and may not fully take into consideration the effects of seasonality.
- 1D models do not represent the flow path unlike 2D and Integrated Catchment Modelling (ICM) models. Predicted flood volume in 1D models departs and returns to the system at the same node location, in truth this may not be the case.
- Not all models accurately represent interaction watercourses at outfall locations. A number of 1D models are to be upgraded to include representation of watercourses, Integrated Catchment Modelling (ICM) which includes the 2D element, during the coming years. This will enable increased understanding of hydraulic interactions of all systems, in particular the operational performance of CSOs and flood routing paths of surface waters.

Figure 5 in Appendix A presents the historic sewer flooding information provided by United Utilities. There have been a total of 14 flooding incidents (10 external and 4 internal) across the study area. Areas where the historic data suggests that sewer flooding is a particular issue are Appleton, Widnes and Grange, Runcorn. These known flooding locations are coherent with predictions from the hydraulic sewer model, and HBC records, therefore providing confidence to sections of the study area where flooding is predicted but has gone unreported.

Based on information readily available on their website in their “Strategic Direction Statement” United Utilities are proposing to address a significant number of sewer flooding problems by 2020. Based on figures from 2015, this will include a 40% reduction to the number of North West properties experiencing internal foul flooding. This is to be achieved through investment in the completion of a number of studies and capital works projects.

6.2.3 Groundwater Flooding

Groundwater flooding occurs as a result of water rising up from the underlying aquifer or from water flowing from abnormal springs. This tends to occur after long periods of sustained high rainfall, and the areas at most risk are often low-lying where the water table is more likely to be at shallow depth. Groundwater flooding is known to occur in areas underlain by major aquifers, although increasingly it is also being associated with more localised floodplain sands and gravels. Halton Borough Council’s Contaminated Land Officer, has previously confirmed that the

groundwater levels in Halton have historically been artificially depressed and they are starting to rebound but there is no known risk of any aquifers within 2m of the ground surface (there is a major aquifer within the Sherwood Sandstone Group)

The Environment Agency's national dataset, Areas Susceptible to Groundwater Flooding (AStGWF) provides the main dataset used to assess the future risk of groundwater flooding.

The AStGWF map uses four susceptible categories to show proportion of each 1km grid square where geological and hydrogeological conditions show that groundwater might emerge. It does not show the likelihood of groundwater flooding occurring. In common with the majority of datasets showing areas which may experience groundwater emergence, this dataset covers a large area of land, and only isolated locations within the overall susceptible area are actually likely to suffer the consequences of groundwater flooding. Unless an area identified as "susceptible to groundwater flooding" is also identified as "at risk from surface water flooding", it is unlikely that this location would actually experience groundwater flooding to any appreciable depth, and therefore it is unlikely that the consequences of such flooding would be significant.

The AStGWF dataset was derived using the British Geological Society (BGS) 1:50,000 scale Groundwater Flood Susceptibility Map produced in 2010, utilising the top two susceptibility bands. Two hydrogeological conceptual models have been used in the development of the susceptibility dataset. These are:

- **Permeable Superficial Deposit (PSD) flooding** - Associated with shallow unconsolidated sedimentary aquifers which overly non-aquifers. These aquifers are susceptible to flooding as the storage capacity is restricted. Direct rainfall recharge can be relatively high and the sediments may be very permeable thus creating a good hydraulic connection with adjacent watercourses. Intense rainfall can cause a rapid response in groundwater levels; rising river levels. As the upstream catchment responds to the rainfall, this can create increased heads that drive water into the aquifer.
- **Clearwater flooding** - caused by the water table in an unconfined aquifer rising above the land surface in response to extreme rainfall. Occurs when antecedent conditions of high groundwater levels and high unsaturated zone moisture content combine with intense rainfall

The Groundwater Flood Susceptibility Map does not incorporate anomalous discharge from springs or flooding associated with urban groundwater rebound, mine water discharge, urban drainage, or any other flooding associated with changes in the engineered environment.

Figure 7 in Appendix A shows the AStGWF map and indicates that some parts of the borough are at risk from rising groundwater levels. However, it is not backed up by historical evidence and high groundwater levels are known to exist in other areas not highlighted by the dataset.

As well as the national Groundwater Flood Map, there are a number of other national and more local datasets and studies which contain some details about possible groundwater flooding in Halton, for example the ESI Groundwater Flood Risk Map of England of Wales.

6.2.4 Ordinary Watercourses

There is at present no specific Borough wide modelling for ordinary watercourses however the Environment Agency have produced Flood Zone Maps which shows the results of coarse modelling of catchments over 3km² (Figure 8 in Appendix A). The Environment Agency Flood Map does not provide information on flood depth, speed or volume of flow.

In order to better understand the risk of flooding from ordinary watercourse, Halton Borough Council in 2012 commissioned JBA Consulting to assist the Council with development of an asset database and also to determine the flood risk associated with the assets collated.

JBA Consulting simulated flooding caused by 100% blockage scenario in pipes, culverts or bridges using JScreen software. JScreen defined the extent of flood, and analysed its consequences highlighting the different property types that are vulnerable to flood risk if a culvert or any other flood risk asset were to fail.

In 2014/15, Halton Borough Council as part of the Cheshire Mid-Mersey Partnership (CMMP) undertook a project to improve the knowledge of flood risk from the ordinary watercourse network across the partnership area by undertaking asset inspections, topographical surveys and modelling works on ordinary watercourses which had been identified using the best available information at the time as potentially high risk. This project was considered to build upon the previous work completed by JBA due to the increase in collection of information.

CH2M Hill was appointed in November 2014 under the Water and Environment Management (WEM) Framework to undertake appropriate assessment of more than 30 km of non-main watercourse across the CMMP areas. Three separate surveys were outlined to capture the required data for the proposed study outputs;

- T98 Conditional Asset Assessment.
- CCTV survey.
- Topographical survey.

Catchment wide modelling and mapping was undertaken by CH2M following the completion of the survey investigations enabling visualisation of possible implications of events with return periods of 1 in 5 year, 1 in 30 year and 1 in 100 year. The modelled flood risk mapping represents the current situation of assets on the ground using the surveyed data to populate model data. (Locations mapping shown in Figure 9, Appendix A)

Model results have been used to produce depth grids, flood outlines and property counts based on properties from the Nation Receptor Database (NRD) to identify properties at risk.

The small size of the watercourses considered within this study means there were no observed flow data sets available, therefore best practice outlined by the Environment Agency was followed:

- Catchments delineated using GIS and FEH CDROM.
- Catchment descriptors from FEH CDROM used within ReFH analysis to calculate inflows for required return periods.

Summary of property counts (locations extracted from NRD) within flood outline for modelled reach as part of CH2M Hill study are shown in the table below:

Table 16: Numbers of Properties Potentially at Risk from Surface Water Flooding in the Future (CH2M)

Location	Description	Property Count (1 in 5 year)	Property Count (1 in 30 year)	Property Count (1 in 100 year)
Halton Site 1	Widnes – St Michaels Golf Course	37	89	118
Halton Site 2	Runcorn – Sandymoor (East)	4	4	4
Halton Site 3	Runcorn – Sandymoor (West)	20	22	23
Halton Site 4	Runcorn – Beechwood (East)	5	9	9
Halton Site 5	Runcorn – Beechwood (Central)	0	0	8
Halton Site 6	Runcorn Town Park	5	6	7

Although it appears that flooding may occur, at the above sites, property counts at five of the six locations do not achieve the threshold to be determined as having “significant harmful consequences”. Widnes – St Michaels is predicted to be the most vulnerable area within the administrative district of Halton Borough Council and is within the threshold of potential flooding with “significant harmful consequences” for an event with a return period of 1 in 30 years.

The level of future flood risk and the estimated associated consequences are provided in the spreadsheet in Annex 2.

Note – The River Mersey

The Environment Agency do not classify the reach of the River Mersey through Halton Borough Council as main river. Although not classified as a main river, the Environment Agency does manage the river, with the River Mersey and its five main tributaries forming the focus of the Environment Agency's Flood Risk Management Strategy for Halton Borough Council.

6.2.5 Canals

Following the Boxing Day 2015 floods, and the impact of flooding from the Manchester Ship Canal in neighbouring authorities, regular joint meetings have been held between the relevant LLFAs, EA and Manchester Ship Canal Company to enable joined up working on flood management strategies and to gain a better understanding of operations.

The main canal/river interactions are summarised below:

- River Mersey - It is possible that embankment breach or overtopping of the Manchester Ship Canal where the watercourse runs in parallel with the River Mersey could result in additional water flowing into the river.
- Sankey Brook - The Sankey Canal, (which is also known as the Sankey Brook Navigation and the St Helens Canal) runs along the valley of the Sankey Brook to the point where the brook joins the River Mersey.
- Bowers Brook - The Bowers Brook runs alongside the disused St Helens Canal at Spike Island. It is possible that breach of the canal around the confluence with Bowers Brook would result in additional water flowing into the river.
- Keckwick Brook and the Bridgewater Canal - It is possible that breach of the Bridgewater Canal around the confluence with Keckwick Brook at Preston Brook Marina would result in additional water flowing into the river. It is not considered possible for flow from Keckwick Brook to enter the canal at this location because of the elevation difference.

- Keckwick Brook and the Manchester Ship Canal - The northern end of Keckwick Brook lies in close proximity to a Manchester Ship Canal drain at Oxmoor Lake. Embankment. It is possible that breach of the MSC around the confluence with Keckwick Brook would result in additional water flowing into the river. It is also considered possible for flow from Keckwick Brook to enter the canal drain at this location.

6.2.6 Reservoirs

Key reservoirs within or upstream of Halton are as follows:

- Wharford Farm Balancing Pond, Runcorn
- Oxmoor Basin, Runcorn
- Pex Hill Reservoirs, Cronton, Knowsley
- Fiddlers Ferry Power Station Ash Lagoons, Warrington
- Fiddlers Ferry Power Station Cooling Tower Ponds, Warrington
- Clifton Brine Reservoir, Runcorn

Whilst this is not a prerequisite for the current PFRA review, and the probability of dam or embankment failure is small, the consequences of such an event occurring may be significant particularly in an urban setting.

A reservoir flood map is available at:

<https://flood-warning-information.service.gov.uk/long-term-flood-risk>

6.3 Summary

Based on DEFRA thresholds of more than 30,000 people at flood risk, there is no evidence to indicate that there is a significant flood risk from local flooding sources in Halton Borough Council. However as stated in the summary table below, there are up to 936 properties potentially at risk during a flood event with a 1% (1 in 100) annual probability:

LLFA Name	Residential properties (100)	Non-residential properties (100)	Key Services (100)	Number of People (100)
Warrington (B)	890	117	25	2,083
Liverpool District (B)	2,839	466	52	6,643
Knowsley District (B)	1,013	100	28	2,370
Cheshire West and Chester	1,767	251	43	4,135
Halton (B)	809	127	18	1,893
Wirral District (B)	2,367	202	43	5,539
Cheshire East	2,204	430	31	5,157
Staffordshire County	8,074	1,029	87	18,893
St. Helens District (B)	1,650	133	33	3,861
Sefton District (B)	17,388	1,501	288	40,688

7. Climate Change and Long Term Development

Generally, preliminary assessment reports in 2011 described only the broad implications of climate change at river basin district level, based on UK Climate Projections, 2009 (UKCP09).

The next set of climate projections is due in 2018 (UKCP18). Until then UKCP09 is still a valid tool to aid decision-makers to assess the full range of risks from the changing climate and advise to adapt.

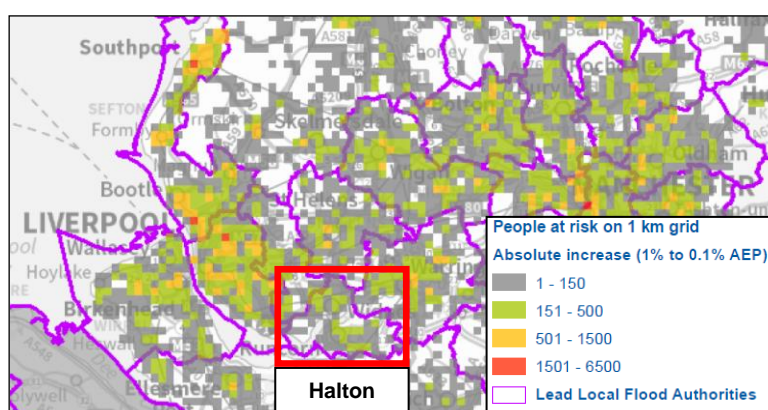
7.1 Initial Review

Whilst a significant amount of work has been completed since the introduction of the PFRA in 2011 it is still recognised that the implications of climate change for local flood risk are still not well understood.

The Environment Agency have carried out a simple analysis at the national level to compare the number of people at risk from surface water flooding from a rainfall event with a 1% chance (1 in 100 year return period) of occurring in any year to the number at risk from an event with a 0.1% chance (1 in 1000 year return period) of occurring in any year. The numbers of people at risk are counted per 1 kilometre grid square across England. The resulting 'heat map' shows how the absolute number of people at risk increases between these two rainfall events for each 1km grid square.

This method is not based on climate projections, and it does not account for future population growth. It does provide a simple way, however, of identifying areas that could be susceptible to increased rainfall intensity as a proxy for climate change. It is a reasonable proxy for an upper end climate change scenario for the end of the century, both in the pattern of change across the country and the percentage increase in intensity compared to the current climate. Figure R3 shows an extract from the 'heat map' (Figure 13, Appendix A). Red and orange squares indicate the highest increase in numbers of people at risk, and green and grey indicate lower increases.

Figure R3: Extract from the 'heat map' illustrating absolute increase in numbers of people at risk from surface water flooding for a 0.1% (1000 year) rainfall event compared to a 1% (100 year)



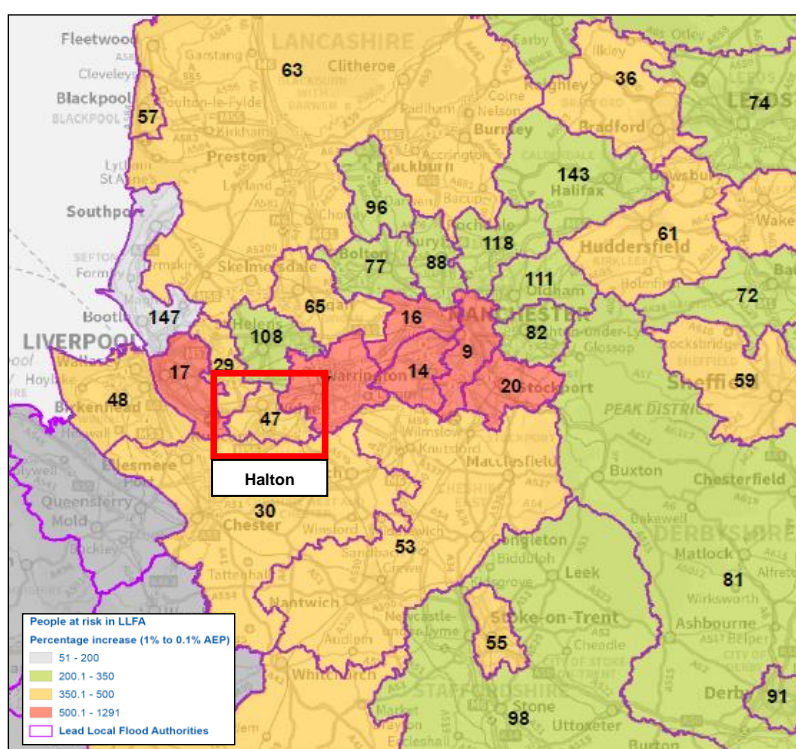
This 'heat map' provides an initial understanding of how climate change may affect local flood risk in the future, and helpful when considering the indicative FRAs as part of this PFRA review.

At the national scale the administrative area of Halton Borough Council is positioned 47th out of 152 LLFAs when reviewing the percentage increase in people at risk of flooding in LLFAs for the 0.1% rainfall event compared with the 1% event.

Table 17: Absolute and percentage Increase in the number of people at risk of flooding by LLFA for 0.1% (1000 year) rainfall event compared with 1% (100 year) event

Rank	LLFA Name	Residential properties (100 year)	Residential properties (1000 year)	Non-residential properties (100 year)	Non-residential properties (1000 year)	Key Services (inc electricity sub-station) (100 year)	Key Services (inc electricity sub-station) (1000 year)	Number of People (100 year)	Number of People (1000 year)	Absolute increase between 1 in 100 and 1 in 1000 year	Percentage increase in people at risk
7	Warrington (B)	890	7,298	117	855	25	142	2,083	17,077	14,994	720
17	Liverpool District (B)	2,839	18,152	466	2,573	52	270	6,643	42,476	35,833	539
29	Knowsley District (B)	1,013	5,483	100	426	28	109	2,370	12,830	10,460	441
30	Cheshire West and Chester	1,767	9,403	251	1,096	43	159	4,135	22,003	17,868	432
47	Halton (B)	809	3,886	127	830	18	59	1,893	9,093	7,200	380
48	Wirral District (B)	2,367	11,355	202	876	43	206	5,539	26,571	21,032	380
53	Cheshire East	2,204	10,481	430	1,343	31	148	5,157	24,526	19,369	376
98	Staffordshire County	8,074	32,580	1,029	3,912	87	412	18,893	76,237	57,344	304
108	St. Helens District (B)	1,650	6,363	133	566	33	126	3,861	14,889	11,028	286
147	Sefton District (B)	17,388	35,772	1,501	2,886	288	500	40,688	83,706	43,018	106

Figure R4: Extract from (Figure 14) percentage increase in the number of people at risk of flooding by LLFA for 0.1% (1000 year) rainfall event compared with 1% (100 year) event



Label in LLFA indicates the rank of the LLFA in order of largest to smallest percentage increase in number of people at risk.

7.2 The Impacts of Climate Change – The Evidence

Over the past century around the UK sea level rises have occurred and more of our winter rain falling in intense wet spells. Seasonal rainfall is highly variable. It seems to have decreased in summer and increased in winter, although winter amounts changed little in the last 50 years. Some of the changes might reflect natural variation; however the broad trends are in line with projections from climate models.

Greenhouse gas (GHG) levels in the atmosphere are likely to cause higher winter rainfall in future. Past GHG emissions mean some climate change is inevitable in the next 20-30 years. Lower emissions could reduce the amount of climate change further into the future, but changes are still projected at least as far ahead as the 2080's.

There is enough confidence in large scale climate models to say that Halton Borough Council and the UK must plan for change. There is more uncertainty at a local scale but model results can still help to plan to adapt. For example it is now understood that rain storms may become more intense, even though there are still uncertainties about exactly where or when. By the 2080s, the latest UK climate projections (UKCP09) are that there could be around three times as many days in winter with heavy rainfall (defined as more than 25mm in a day). It is plausible that the amount of rain in extreme storms (with a 1 in 5 annual chance, or rarer) could increase locally by 40%.

7.3 Key Projections for North West River Basin District

If emissions follow a medium future scenario, UKCP09 projected changes by the 2050s relative to the recent past in the North West are:

- Winter precipitation increases of ≈14% (very likely to be between 4 and 28%)
- Precipitation on the wettest day in winter up by ≈11% (very unlikely to be more than 25%)
- Relative sea level at Morecambe very likely to be up between 6 and 36cm from
- 1990 levels (not including extra potential rises from polar ice sheet loss)
- Peak river flows in a typical catchment likely to increase between 11 and 18%

Increases in rain are projected to be greater near the coast than inland.

7.4 Implications for Flood Risk

Climate changes can affect local flood risk in several ways. Impacts will depend on local conditions and vulnerability.

Wetter winters and more of this rain falling in wet spells may increase river flooding especially in steep, rapidly responding catchments. More intense rainfall causes more surface runoff, increasing localised flooding and erosion. In turn, this may increase pressure on drains, sewers and water quality. Storm intensity in summer could increase even in drier summers, so Halton Borough Council needs to be prepared for the unexpected.

Drainage systems in the district have been modified to manage water levels and could help in adapting locally to some impacts of future climate on flooding, but may also need to be managed differently. Rising sea or river levels may also increase local flood risk inland or away from major rivers because of interactions with drains, sewers and smaller watercourses.

Where appropriate, Halton Borough Council will be involved in local studies to understand climate impacts in detail, including effects from other factors like land use. Sustainable development and

drainage will help with adaptation to climate change and manage the risk of damaging floods in future.

7.5 Adapting to Change

Past emission means some climate change is inevitable. It is essential Halton Borough Council and the UK respond by planning ahead. Halton Borough Council can prepare by understanding current and future vulnerability to flooding, developing plans for increased resilience and building the capacity to adapt. Regular review and adherence to these plans is key to achieving long-term, sustainable benefits.

Although the broad climate change picture is clear, Halton Borough Council has had to make local decisions with less certainty. A range of measures therefore will need to be considered to retain the flexibility to adapt. This approach, embodied within flood risk appraisal guidance, will help to ensure that Halton Borough Council does not increase the vulnerability to flooding.

7.6 Long Term Developments

It is possible that long term developments might affect the occurrence and significance of flooding. However current planning policy aims to prevent new development from increasing flood risk.

In England, Section 10 of National Planning Policy Framework (section of relevance formally Planning Policy Statement 25 - PPS25) on development and flood risk aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.

In Wales, Technical Advice Note 15 (TAN15) on development and flood risk sets out a precautionary framework to guide planning decisions. The overarching aim of the precautionary framework is "to direct new development away from those areas which are at high risk of flooding."

Adherence to Government policy ensures that new development does not increase local flood risk. However, in exceptional circumstances the Local Planning Authority may accept that flood risk can be increased contrary to Government policy, usually because of the wider benefits of a new or proposed major development. Any exceptions would not be expected to increase risk to levels which are "significant" (in terms of the Government's criteria).

Halton Borough Council will ensure new developments will manage surface water at source and ensure developments do not contribute to flooding problems elsewhere. Where possible, new developments may relieve existing problems by improved management of surface water flows.

7.7 Local Drainage Capacity

Since the introduction of the FWMA 2010, Halton Borough Council has strived to increase its knowledge to the local drainage systems in order to ascertain capacity. This has been documented as part of the asset register, although there still remains a knowledge gap in sections of the study area. To develop flood alleviation strategies within the study area, additional investigation to identify these local drainage systems are required. This is an ongoing exercise and will be addressed in future reports.

8. Review of Indicative Flood Risk Areas

8.1 Overview

As described in Section 4 in order to ensure a consistent national approach, DEFRA have identified significant criteria and thresholds to be used for defining FRAs.

Guidance on applying these thresholds has been released in the Environment Agency's *"Review of preliminary flood risk assessments (Flood Risk Regulations 2009): Guidance for lead local authorities in England"* (25th January 2017) which superseded DEFRA's *"Selecting and reviewing Flood Risk Areas for local sources of flooding"* (first published September 2013, withdrawn February 2017). This guidance document sets out agreed key risk indicators and threshold values which must be used to determine FRAs.

The methodology is based on using national flood risk information to identify 1km grid squares where local flood risk exceeds a defined threshold. Where a cluster of these grid squares leads to an area where flood risk is most concentrated and over 30,000 people are predicted to be at risk of flooding, this area has been identified as an Indicative FRA.

Figures 11/12 in Appendix A shows the High Risk Areas identified by DEFRA.

None of the clusters shown affect more than 30,000 people across the study area and therefore there are no Indicative FRAs within the Halton Borough Council's boundary as defined by the PFRA criteria.

Halton Borough Council has accepted the current proposed indicative significant FRAs. However, it is recognised that Halton Borough Council does not have many locally significant flood risk issues.

9. Next Steps

9.1 Future Data Management Arrangements

9.1.1 Investigation

In order to continue to fulfil the role of Local Lead Flood Authority, Halton Borough Council is required to investigate future flood events and ensure continued collection, assessment and storage of flood risk data and information. The central flood data collection spreadsheet will be updated with each flood event. The method for collection is through the Council Contact Centre.

9.1.2 Policy for Investigation and Recording

All flood events will be subject to investigations and recording. Halton Borough Council has no minimum local threshold as such for formal investigation leading to publication under Section 19, but does consider a number of criteria to inform whether or not to complete a full investigation relating to:

- Internal flooding of residential/commercial property
- Major disruption to flow of traffic
- Posed risk to human health
- Adverse effect on critical infrastructure
- Harmful environment/social impacts
- Repeated flooding event which results in significant consequences

It is crucial that all records of flood events are documented consistently and in accordance with the INSPIRE Directive (2007/2/EC), European Directive transposed into UK Law in December 2009. The centralised database will be kept up to date by Halton Borough Council, who has the overall responsibility to manage flood data throughout the administrative area. This can be used as an evidence base to inform future assessments and reviews and for input into the mapping and planning stages.

9.1.3 Asset Register

Section 21 of FWMA 2010 state LLFAs have a duty to maintain a register of structures or features which, in the opinion of the authority, are likely to have a significant effect on a flood risk in its area, and a record of information about each of those structures or features, including information about ownership and state of repair. Halton Borough Council will continue to develop this database.

9.2 Review Procedures

Meeting quality standards is important in order to ensure that the appropriate sources of information have been used to understand flood risk and the most significant FRAs are identified.

The review procedure will comprise two key steps, namely, Local Authority Review and Environment Agency Review. The Review Checklist in Annex 4 of this document is used by all LLFA's and the Environment Agency to review and ensure a consistent review process is applied.

The review of the PFRA for Halton Borough Council will be undertaken by the Service Manager-Highway Development (Lead Local Flood Officer) and the Council's Environment and Urban Renewal Policy and Performance, and Executive Boards.

9.2.1 Local Authority Review

The first part of the review procedure is through an internal Local Authority review of the PFRA in accordance with appropriate internal review procedures and quality assurance. The Draft Document will then be taken for approval by the Council's Environment and Urban Renewal Policy and Performance, and Executive Boards prior to final publication by the Environment Agency (EA), following EA checks to ensure national consistency.

The PFRA must be reviewed and updated every 6 years. The first edition of the PFRA was submitted to the Environment Agency on 22nd June 2011. This report (the second edition) is the first review and is to be submitted to the Environment Agency on 22nd June 2017 under Sections 10 and 17 of FRR 2009.

9.2.2 Environment Agency Review

Under Section 10 of FRR 2009 the Environment Agency has been given a role in reviewing, collating and publishing all of the PFRAs once submitted.

The Environment Agency will undertake a technical review (area review and national review) of the PFRA, which will focus on instances where FRAs have been amended and ensure the format of these areas meets the provide standard. Once satisfied, the Environment Agency EA will then recommend submission of the PFRA to the relevant Regional Flood and Coastal Committee (RFCC) for endorsement if satisfied. RFCCs will make effective use of their local expertise and ensure consistency at a regional scale. Once the RFCC has endorsed the PFRA, the relevant Environment Agency Regional Director will sign it off.

All PFRAs obtained by the Environment Agency will then be collated, published and submitted to the European Commission by 22nd December 2017 under Section 16 of FRR 2009.

Future review cycles, of no more than 6 years, will use the same procedure described above.

9.3 Spatial Developments

The PFRA, along with the SFRA and SWMP, will inform the Local Development Framework (LDF). Strategic development will be approached through planning and development, appropriate design, situation and location of future development can all contribute to reducing the risk of flooding, including;

- Application of property and location specific flood protection measures;
- Application of sustainable urban drainage techniques for new developments;
- Identify river corridors and the natural flood plain to provide potential riverside storage and urban river corridors in built up areas.

Halton Borough Council is a statutory consultee for major developments which have surface water implications. Halton Borough Council as LLFA is to provide comments in relation to surface water drainage aspects of planning applications within 21 days, and continues to be involved in the Land Allocations Planning process.

Appendix A: Figures

Figure 1	Halton Borough Council Boundary and PFRA Study Area
Figure 2	DEFRA / EA Identified 1km ² Squares Above Flood Risk Threshold (<i>Blue Squares</i>)
Figure 3	Halton Borough Council Spatial Distribution of Historic Flood Records
Figure 4	Classification of Watercourses Within The Administrative Boundary of Halton BC
Figure 5	United Utilities / Cheshire Fire Spatial Distribution of Historic Flood Records
Figure 6	Environment Agency Risk of Flooding from Surface Water Dataset (<i>December 2013</i>)
Figure 7	Environment Agency Areas Susceptible to Groundwater Flooding Map (<i>AStGWF</i>)
Figure 8	Environment Agency Flood Map for Planning (<i>Feb 2017</i>)
Figure 9	Ordinary Watercourse Model Outputs from Cheshire Mid-Mersey Partnership Project (<i>CH2M</i>)
Figure 10	Critical Services Review
Figure 11	PFRA2016 Method1 Clusters 100 with BS BS12 NW and Mids (<i>PDF provided by the EA</i>)
Figure 12	PFRA2016 Method1 Clusters 100 with NumPeople BS12 NW and Mids (<i>PDF provided by the EA</i>)
Figure 13	PFRA2016 People sensitivity CCproxy England (<i>PDF provided by the EA</i>)
Figure 14	PFRA2016 People sensitivity CCProxy LLFAs (<i>PDF provided by the EA</i>)
Figure 15	Indicative Flood Risk Areas (<i>PDF provided by the EA</i>)

Appendix B: Methods used to develop indicative FRAs for the second cycle

Extract from Review of preliminary flood risk assessments (Flood Risk Regulations 2009): guidance for lead local flood authorities in England (25th January 2017 – produced by the Environment Agency)

We used two methods to identify areas of potentially significant risk as the basis for the indicative FRAs. In each case we used national information from the current (2016) Risk of Flooding from Surface Water (RoFSW) map - previously known as the updated Flood Map for Surface Water (uFMfSW) - and a rainfall event with a 1% chance of occurring in any year.

Method 1 - Cluster analysis for concentrations of people/property at risk

In this method, 1km grid squares of places where surface water flood risk is an issue ("blue squares") were identified wherever at least 200 people or 20 non-residential properties or more than 1 key service might be flooded.

In some areas these blue squares are densely packed together representing a concentration of high consequences from surface water flooding and providing a way of identifying areas where flood risk could be significant. Where many grid squares are close together (clustered) and the risk is most concentrated, these clusters form indicative FRAs.

All clusters contain at least 5 adjacent blue squares. The flood risk indicators used in the identification of indicative FRAs are summarised in the table below. These are similar to those used to develop indicative FRAs in 2011, but using a rainfall event with a 1% chance of occurring in any year rather than 0.5% chance as in 2011. This is because current surface water risk products do not include the assessment of a 0.5% chance rainfall event.

Table B1: Definition of flood risk indicators used in cluster analysis

Indicator	Definition	Threshold
People	Number of people at risk taken as 2.34 times the number of residential properties at risk of flooding	200 people or more per 1km grid square
Key Services	Number of key services at risk, for example utilities, emergency services, hospitals, schools	More than one per 1km grid square
Non-residential Properties	Number of non-residential properties at risk from flooding	20 or more per 1km grid square

Method 2 - Communities at risk (C@R)

Method 1 identifies locations where the density of flood risk is highest across the country. There are other locations where the total flood risk is high but not as concentrated as those areas identified in method 1. So, to complement method 1, we have used information from our C@R work.

For C@R we have analysed the surface water flood risk for communities according to [Office for National Statistics built-up areas \(BUAs\) and built-up areas sub-divisions \(BUASDs\)](#).

Built-up areas (BUAs) are characteristic of settlements including villages, towns or cities. In 2011 across England and Wales 95 per cent of the usually resident population lived in BUAs. They include areas of built-up land with a minimum of 20 hectares (200,000m²). Any areas with less than 200 metres between them are linked to become a single BUA, with BUASDs identified.

Where available, we have used BUASDs to provide greater granularity of communities in large urban areas. Where this approach identifies 3,000 or more reportable properties at risk of surface water flooding, the BUA/BUASD forms an indicative FRA. As with method 1, this is for a rainfall event with a 1% chance of occurring in any year.

The National Receptor Database (NRD2014) property point dataset with the uFMfSW Property Point v3 attributes was used to classify a property as 'at risk' of flooding from surface water. 'At risk' properties were counted by BUASD boundary (to exclude non-reportable property points e.g. telephone boxes, advertising hoardings).

Combining method 1 and method 2 and identifying indicative FRAs

In some locations, clusters of blue squares from method 1 and BUA/BUASDs from method 2 overlap. Where this is the case, the indicative FRA is the total extent of the two areas combined.

Limitations of Analysis

Method 1 - Cluster analysis for concentrations of people/property at risk

Grid-based approach

Halton Borough Council had two main concerns regarding the approach taken by the Environment Agency.

1. The requirement for two critical services to be within the threshold may be misrepresentative of the importance of those critical services. For example:
 - Two nursing homes would outrank a hospital or;
 - Two electricity sub-stations would outrank a school.

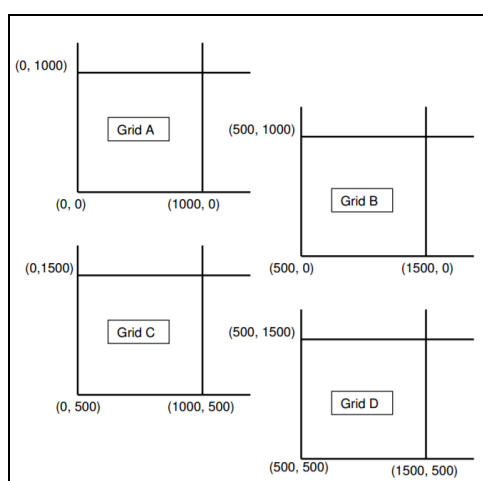
Whilst these issues can be followed up on an individual basis, the standard procedure would not pick up a grid square containing a single, but vital, critical service.

Halton Borough Council undertook an internal review of the dataset to identify all critical services with the Borough. Halton Borough Council agrees with all the critical service locations identified by the Environment Agency at risk of flooding, including those which are above the threshold. There were no locations identified that resulted in outranking as in the aforementioned example.

2. The grid-based approach contains an arbitrary reference. The geographical location of each grid square depends upon the grid origin, which is set by the Ordnance Survey grid system. If for example the grid square was repositioned by 500m, as illustrated in Figure C-1, then the number of critical services within a 1km² may alter and thus may / may not adhere to the desired threshold.

Halton Borough Council did not undertake any further analysis to a shift in the grid system as the Ordnance Survey grid system is considered to be a national standard.

Figure C-1: Variation to shift in grid system



Allocation of Critical Services

The National Receptor Dataset (NRD) contains a property categorisation code that links to methods in the Multi-Coloured Manual (MCM) for estimating flood damages based on flood depth. NRD links individual property types in the property points dataset (known as OS BaseFunction property types) to MCM codes, to facilitate flood damage estimation. Each MCM code is therefore a broad category (such as 'hospital') containing a number of detailed property types. In defining the detail of flood risk indicators the Environment Agency based indicators on MCM codes where suitable, and used more detailed OS BaseFunction property types where the property classification was not suitable. For the purpose of the PFRA, critical services are defined by the Environment Agency in Table C-1

Table C-1: Critical Services

Critical Service	MCM Code	Description
Schools	Not used	Initially MCM code 610 was considered (described as School, College, University, Nursery). However this includes some OS Base Function property types that are not critical services, such as 'vehicle driver training' and 'training'. Instead the Environment Agency chosen a set of OS Base Function types: <div> <div>Education</div> <div>First School</div> <div>Further Education College</div> <div>High School</div> <div>Higher Education</div> <div>Infant School</div> <div>Junior School</div> <div>Middle School</div> <div>Nursery</div> </div> <div> <div>Primary School</div> <div>Private School</div> <div>School</div> <div>School for the Deaf</div> <div>Secondary School</div> <div>Special School</div> <div>Technical School</div> <div>University</div> <div>Pre-school Education etc..</div> </div>
Hospitals	660	-
Nursing/Care/Retirement Homes	625	Predominately comprises nursing homes and rest homes, but also covers a number of other institutions, including prisons.
Police Stations	651	-
Fire and Ambulance Stations	650	-
Prisons	625	Predominately comprises nursing homes and rest homes, but also covers a number of other institutions, including prisons.
Sewerage Treatment Works	840	-
Electricity Installations	960	-

Halton Borough Council undertook a sensitivity analysis as part of the PFRA review. Whilst the methodology utilised by the Environment Agency is considered acceptable, caution was required to the sub-classification of these and their relevance. Reviewing the 2013 Multi-Coloured Manual (Chapter 5: Flood damage to non-residential properties) a number of NRD codes were incorrect, duplicated, or categorised as generic within the Halton Borough Council area. An example of this is illustrated in Table C-2.

Further information to the classification of NRD to MCM codes can be obtained from the following location: <http://www.mcm-online.co.uk/wp-content/uploads/2015/05/Ch5-Matching-NRD-to-MCM-Codes.pdf>

Table C-2: Example of Critical Services Discrepancy within Halton Borough Council

Environment Agency Review		Halton Borough Council Review	
Critical Service	MCM Code	Critical Service	MCM Code
Hospitals	660	Hospice	6
		Hospital	6
		Hospital / Hospice	6
		Medical	6
		Professional Medical Service	6

The internal review process identified no additional critical services at risk of flooding with respect to the Environment Agency review. However, it did provide an overview to critical services which are beyond the threshold but may be vulnerable to future flooding

Number of people at risk of surface water flooding

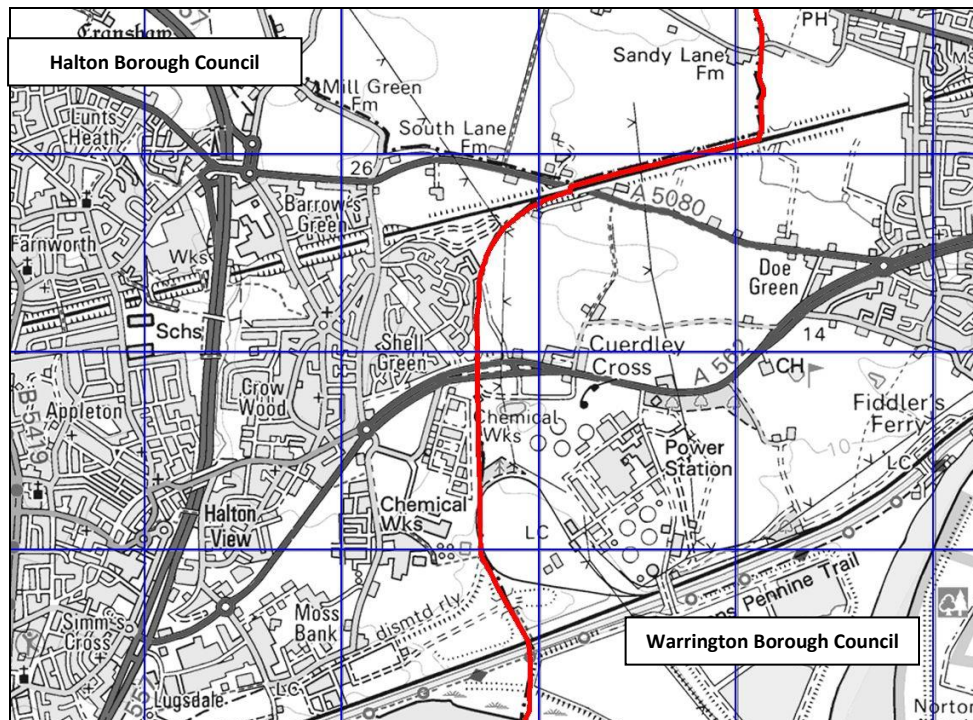
In order to verify information provided by Environment Agency, Halton Borough Council undertook an internal review to assess confidence in the data.

The population per household for the PFRA assessment has been set by the Environment Agency as 2.34. The 2.34 multiplier is based on the Office for National Statistics General Household Survey, 2006. According to the Office for National Statics Census information, the average household size in the UK was 2.30 people per household, compared to 2.40 in 2001. The average population for Halton Borough Council is 2.36 (2011 census). Whilst the population factor used for the PFRA is considered acceptable for Halton Borough Council at the national level, caution is required due to the population distribution at the local level which may result in a 1km² exceeding the ≥200 people threshold.

Council Boundary - 1km² grid vs Actual Boundary

The outputs of calculating critical services, residential and non-residential properties within the Halton area is contained within the 1km² grid square provided by the Environment Agency. As illustrated in Figure C-2 the administrative boundary divides the square, thus a discrepancy is created between the Council's dataset and that provided by the Environment Agency. Halton Borough Council was in regular consultation with neighbouring authorities to confirm the correct definition of the administrative boundary, identify any areas of cross broader developments, and confirm which grid squares may skew the results of data analysis (i.e. double counting). Only minimal discrepancies were identified thus enabling to increase confidence in the dataset provided by the Environment Agency.

Figure C-2: Example of Administrative Boundary dividing 1km² Grid Square



Annexes

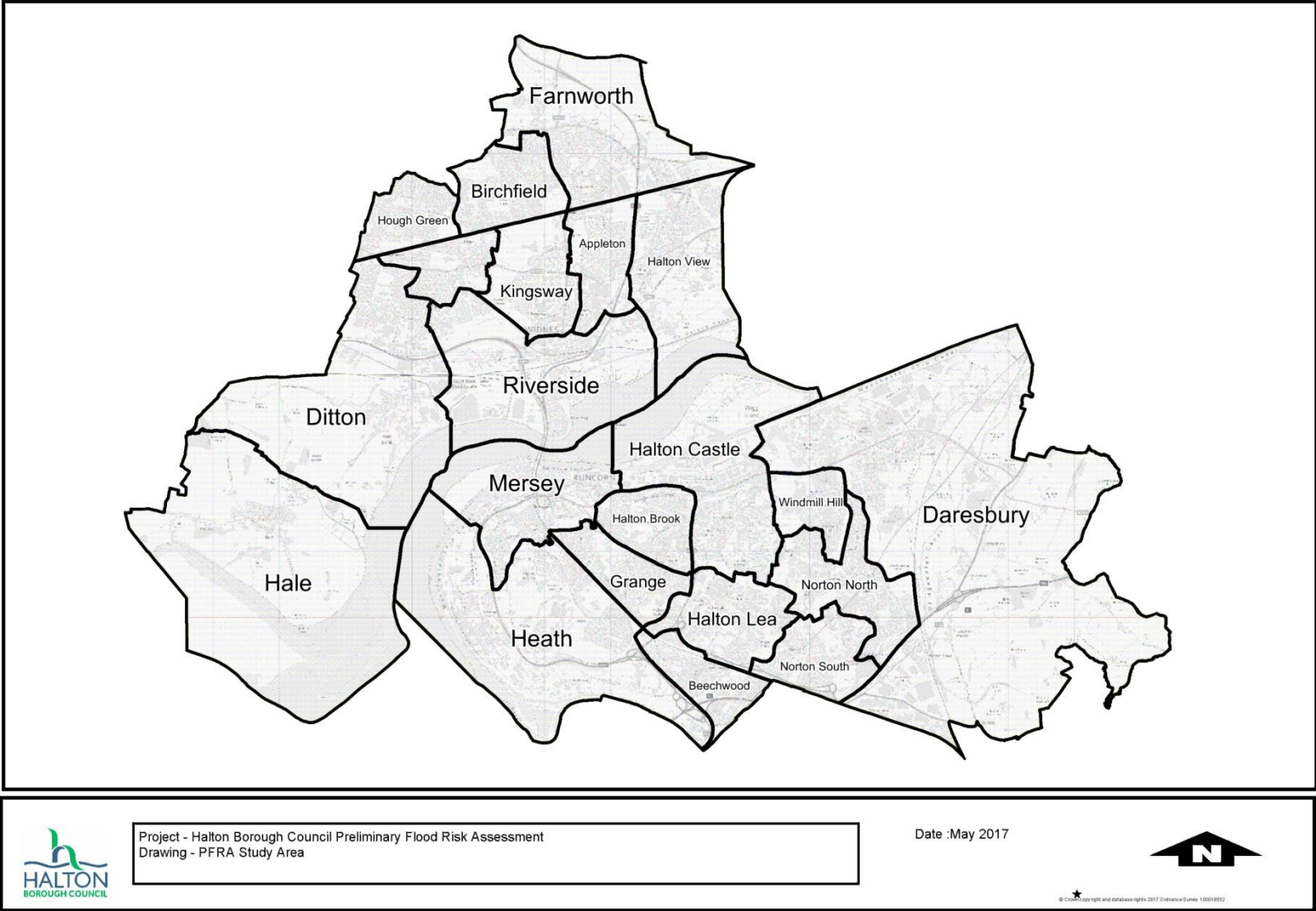
Annexe 1	Past Floods
Annexe 2	Future Floods
Annexe 3	Flood Risk Areas
Annexe 4	PFRA Checklist

Appendix A: Figures

Figure 1	Halton Borough Council Boundary and PFRA Study Area
Figure 2	DEFRA / EA Identified 1km ² Squares Above Flood Risk Threshold (<i>Blue Squares</i>)
Figure 3	Halton Borough Council Spatial Distribution of Historic Flood Records
Figure 4	Classification of Watercourses Within The Administrative Boundary of Halton BC
Figure 5	United Utilities / Cheshire Fire Spatial Distribution of Historic Flood Records
Figure 6	Environment Agency Risk of Flooding from Surface Water Dataset (<i>December 2013</i>)
Figure 7	Environment Agency Areas Susceptible to Groundwater Flooding Map (<i>AStGWF</i>)
Figure 8	Environment Agency Flood Map for Planning (<i>Feb 2017</i>)
Figure 9	Ordinary Watercourse Model Outputs from Cheshire Mid-Mersey Partnership Project (<i>CH2M</i>)
Figures 10a-h	Critical Services and Property Reviews
Figure 11	PFRA2016 Method1 Clusters 100 with BS BS12 NW and Mids (<i>PDF provided by the EA</i>)
Figure 12	PFRA2016 Method1 Clusters 100 with NumPeople BS12 NW and Mids (<i>PDF provided by the EA</i>)
Figure 13	PFRA2016 People sensitivity CCproxy England (<i>PDF provided by the EA</i>)
Figure 14	PFRA2016 People sensitivity CCProxy LLFAs (<i>PDF provided by the EA</i>)
Figure 15	Indicative Flood Risk Areas (<i>PDF provided by the EA</i>)

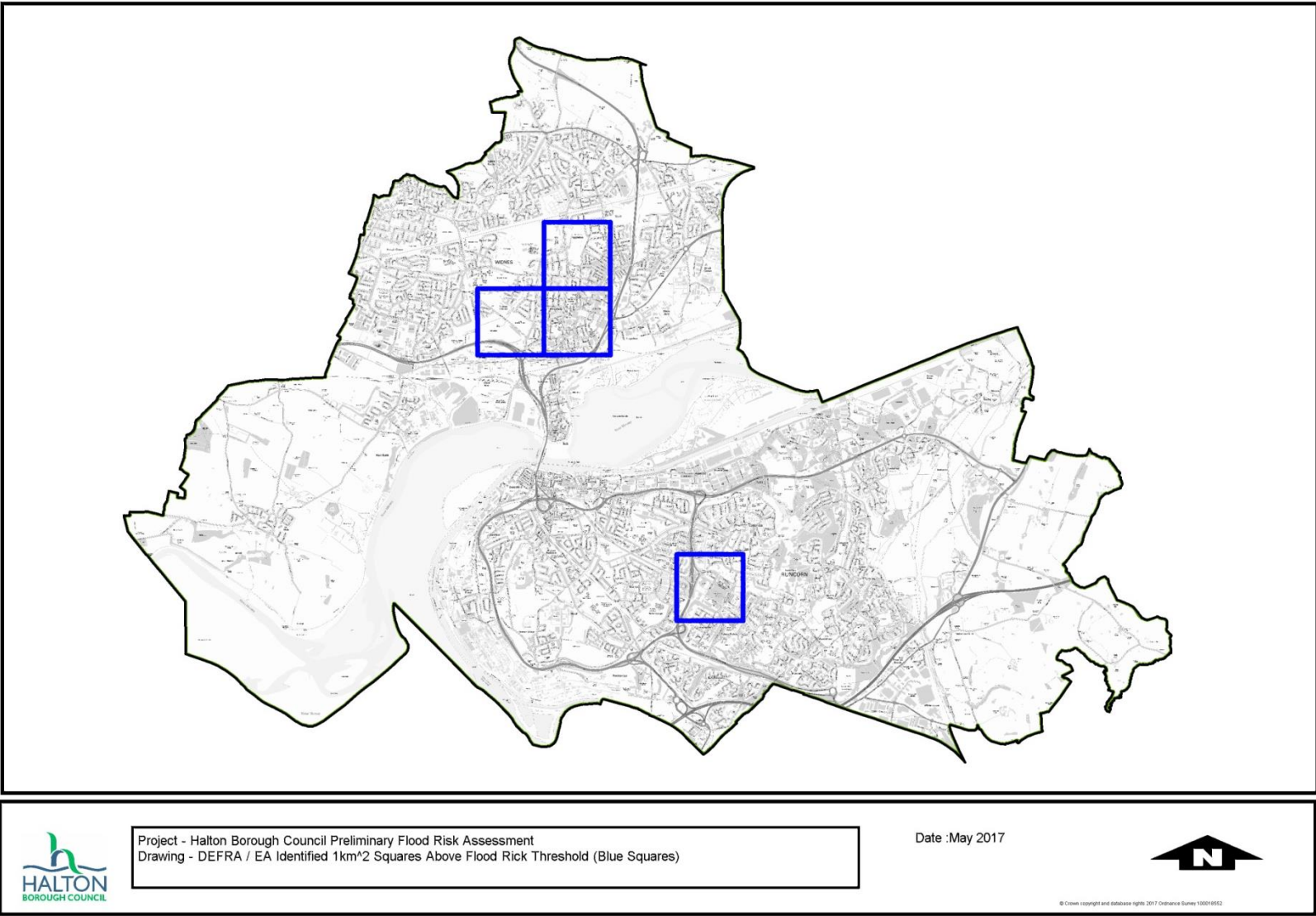
Appendix A: Figures

Figure 1 - Halton Borough Council Boundary and PFRA Study Area



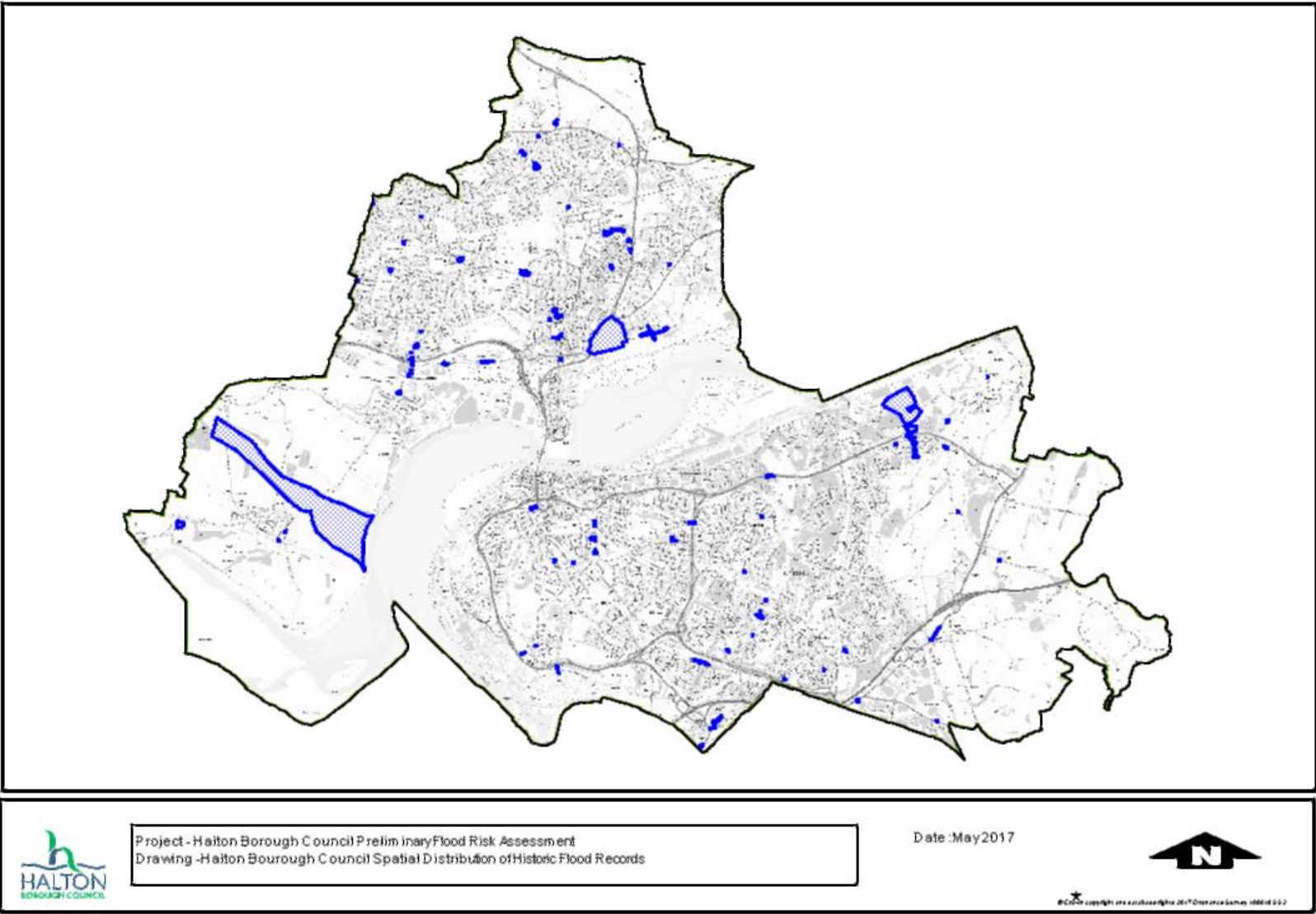
Appendix A: Figures

Figure 2 - DEFRA / EA Identified 1km² Squares Above Flood Risk Threshold (Blue Squares)



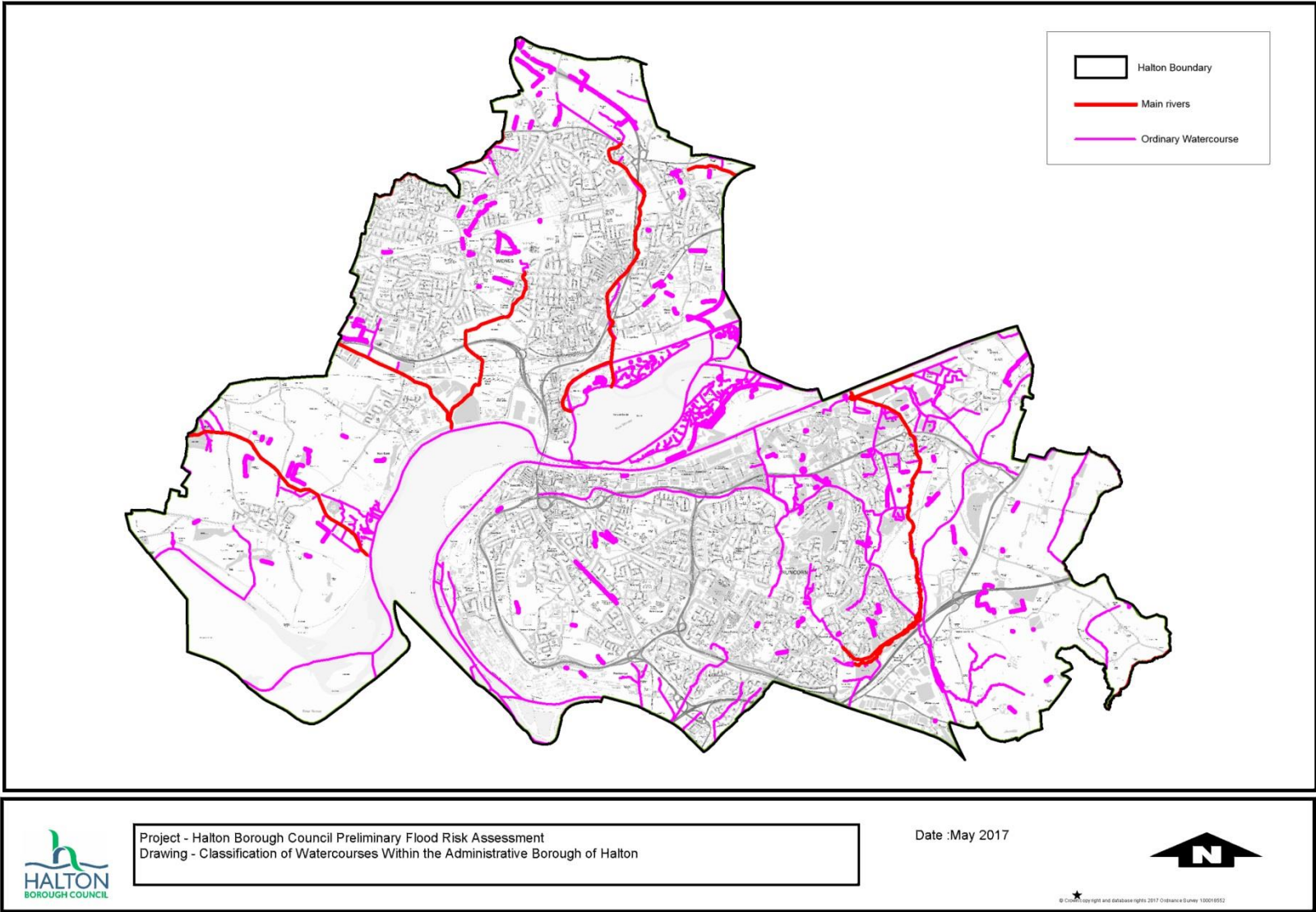
Appendix A: Figures

Figure 3 - Halton Borough Council Spatial Distribution of Historic Flood Records



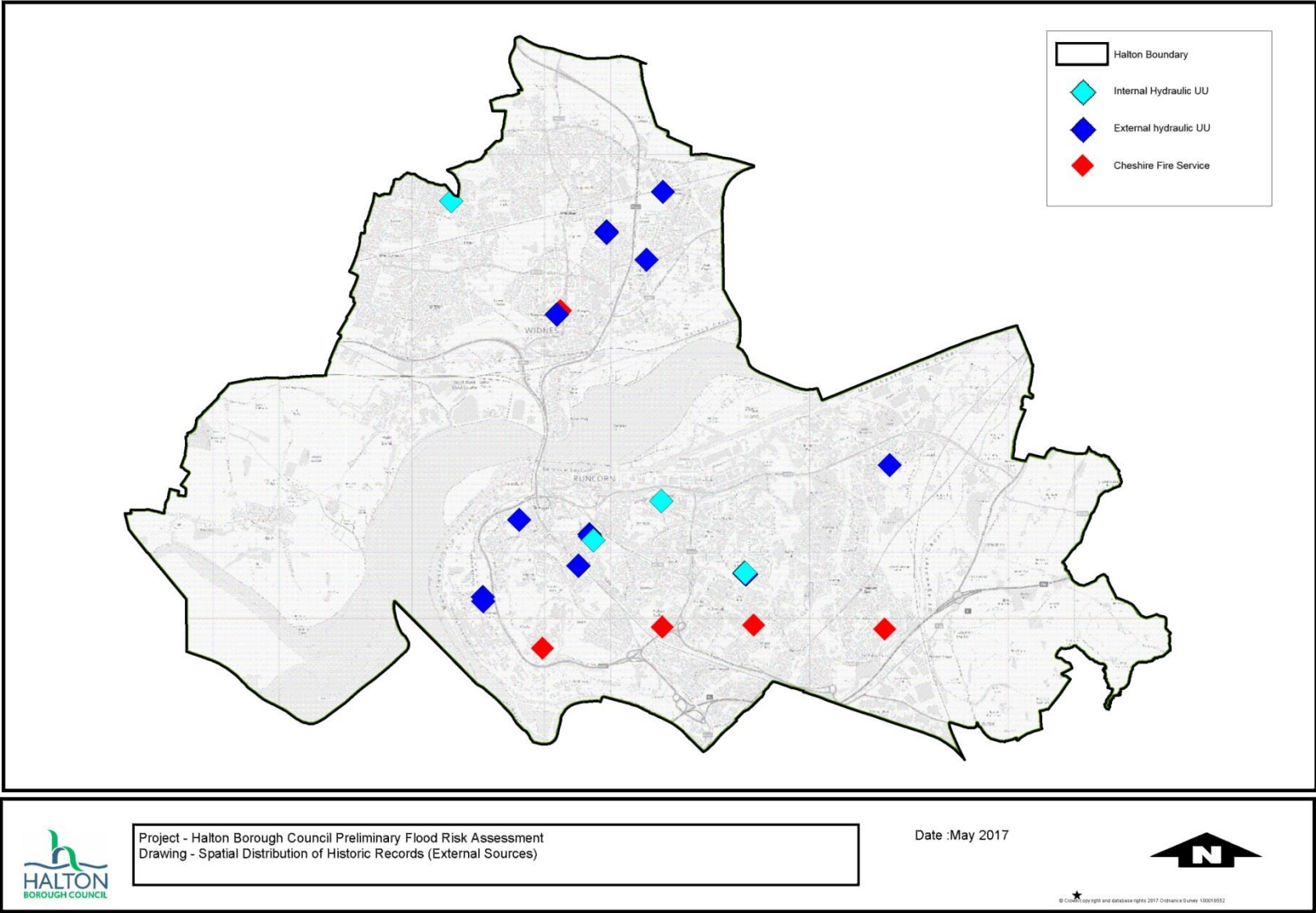
Appendix A: Figures

Figure 4 - Classification of Watercourses Within The Administrative Boundary of Halton BC



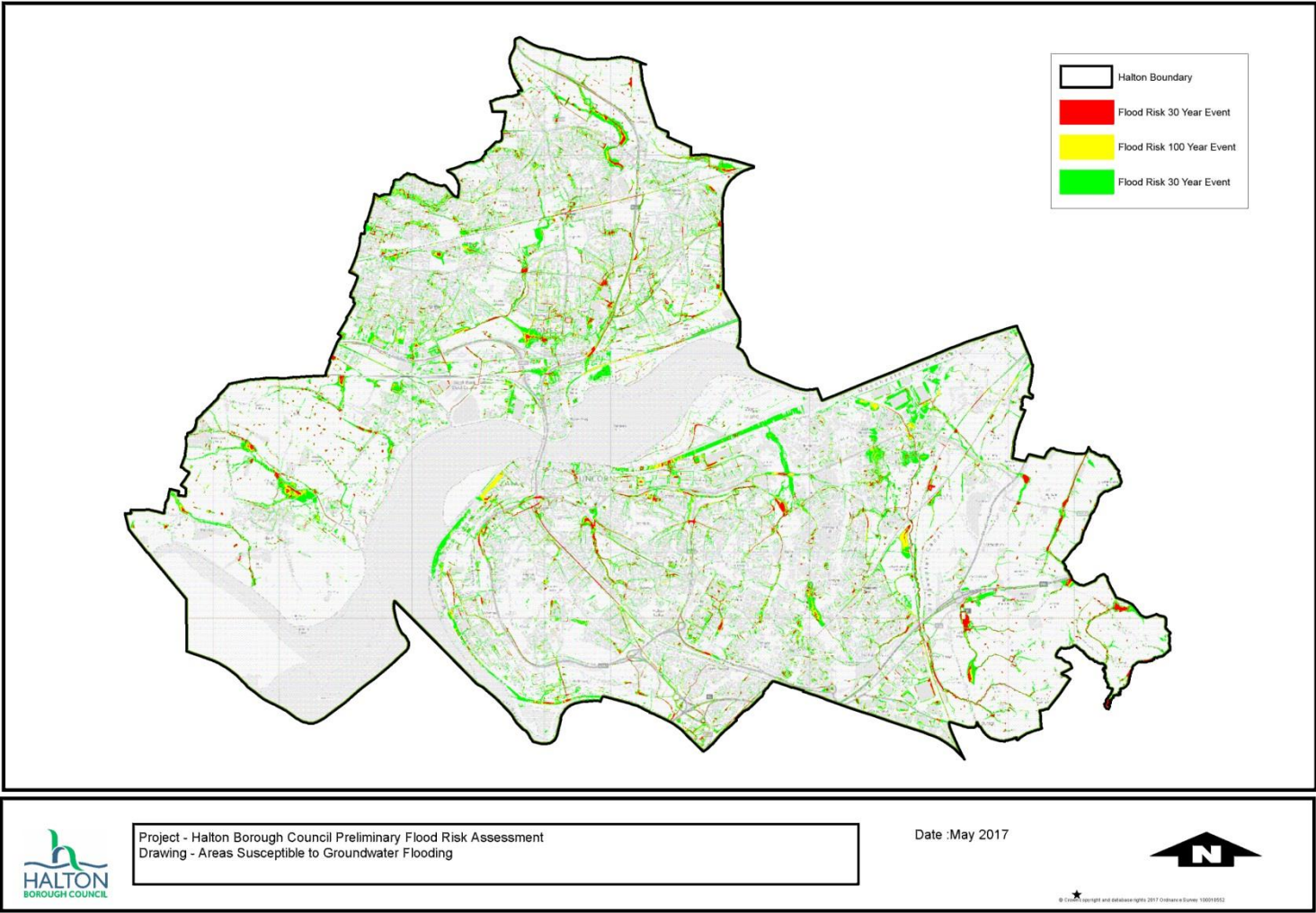
Appendix A: Figures

Figure 5 - United Utilities / Cheshire Fire Spatial Distribution of Historic Flood Records



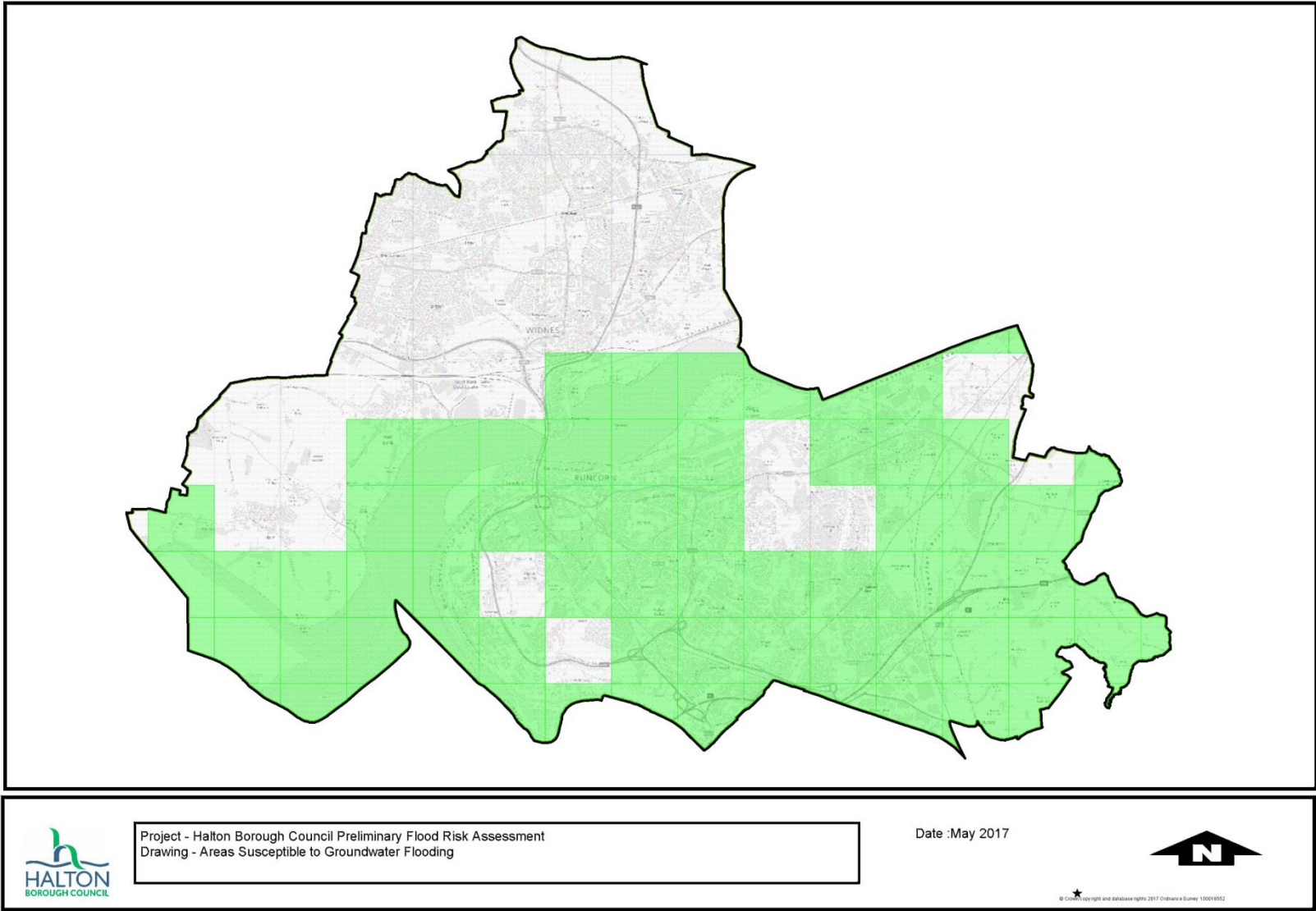
Appendix A: Figures

Figure 6 - Environment Agency Risk of Flooding from Surface Water Dataset (December 2013)



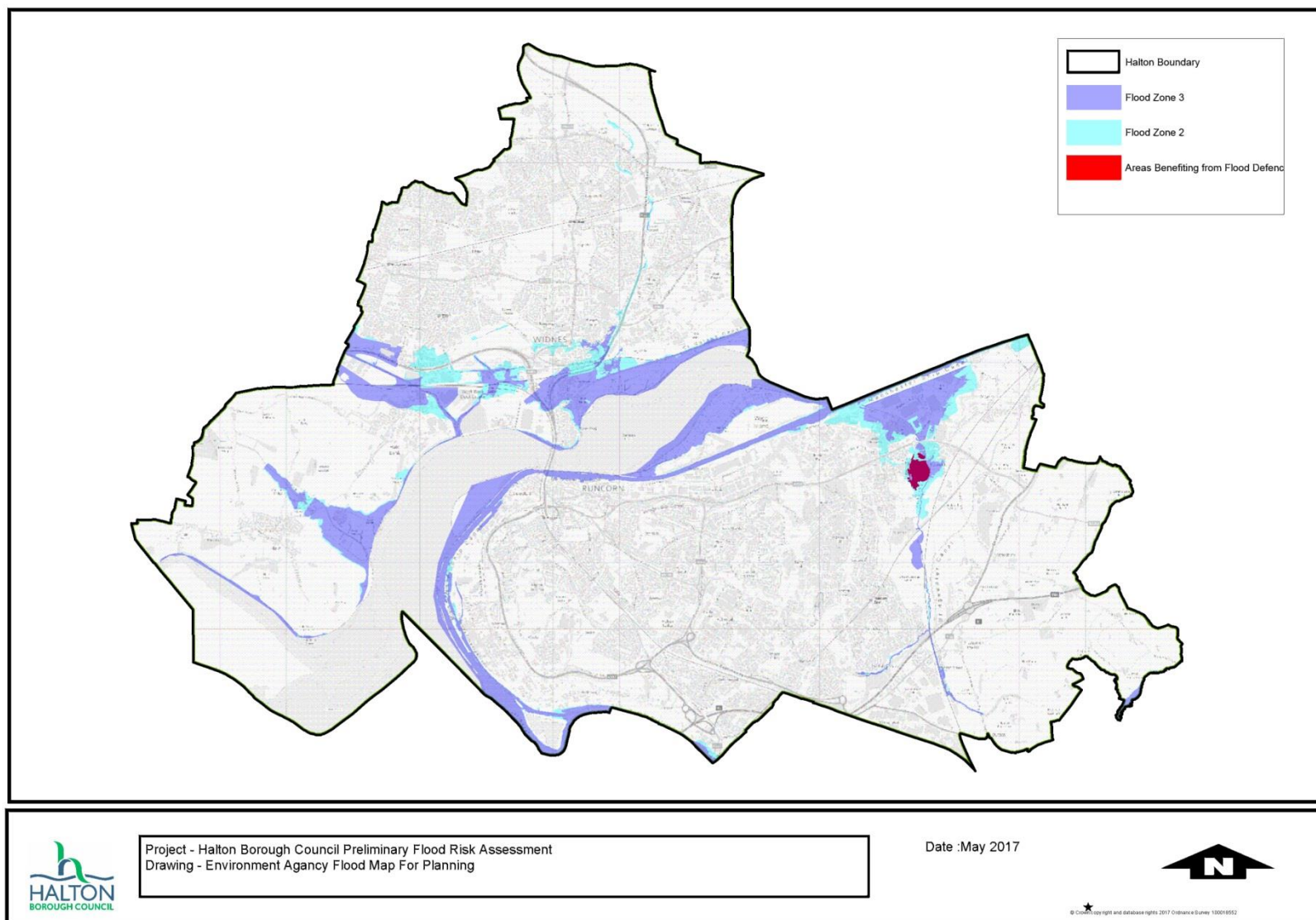
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Figure 7 - Environment Agency Areas Susceptible to Groundwater Flooding Map (AStGWF)



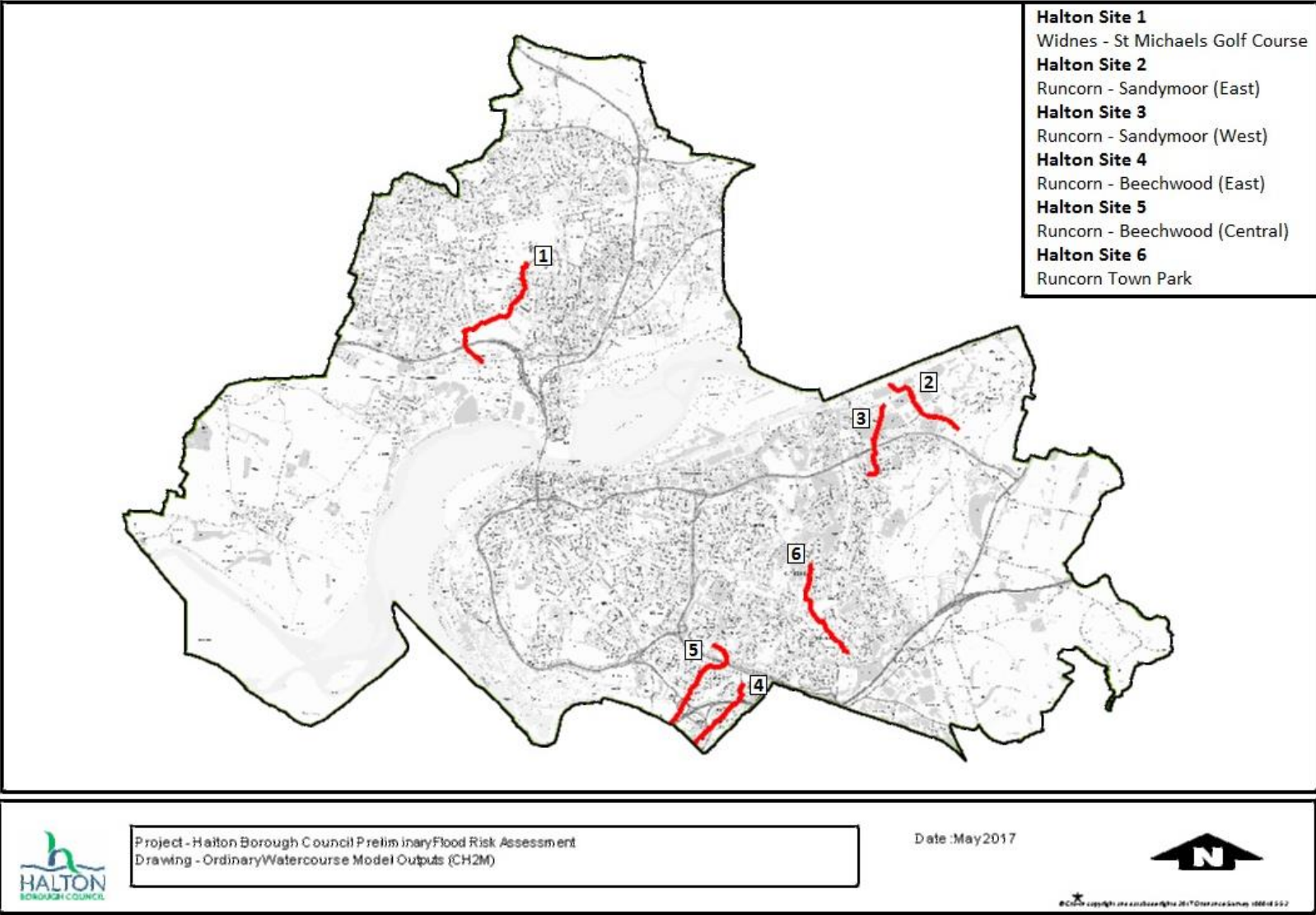
Appendix A: Figures

Figure 8 - Environment Agency Flood Map for Planning (Feb 2017)

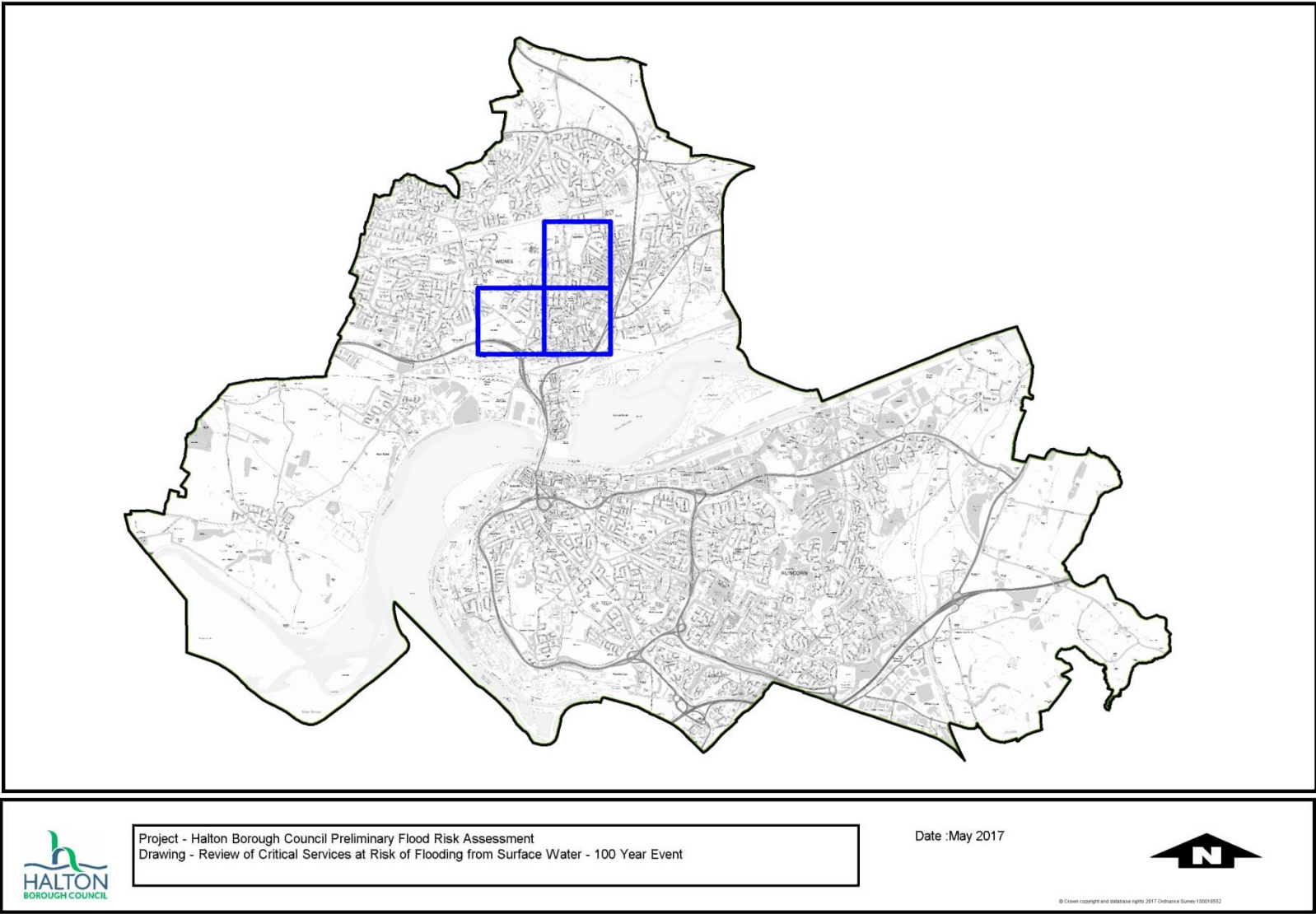


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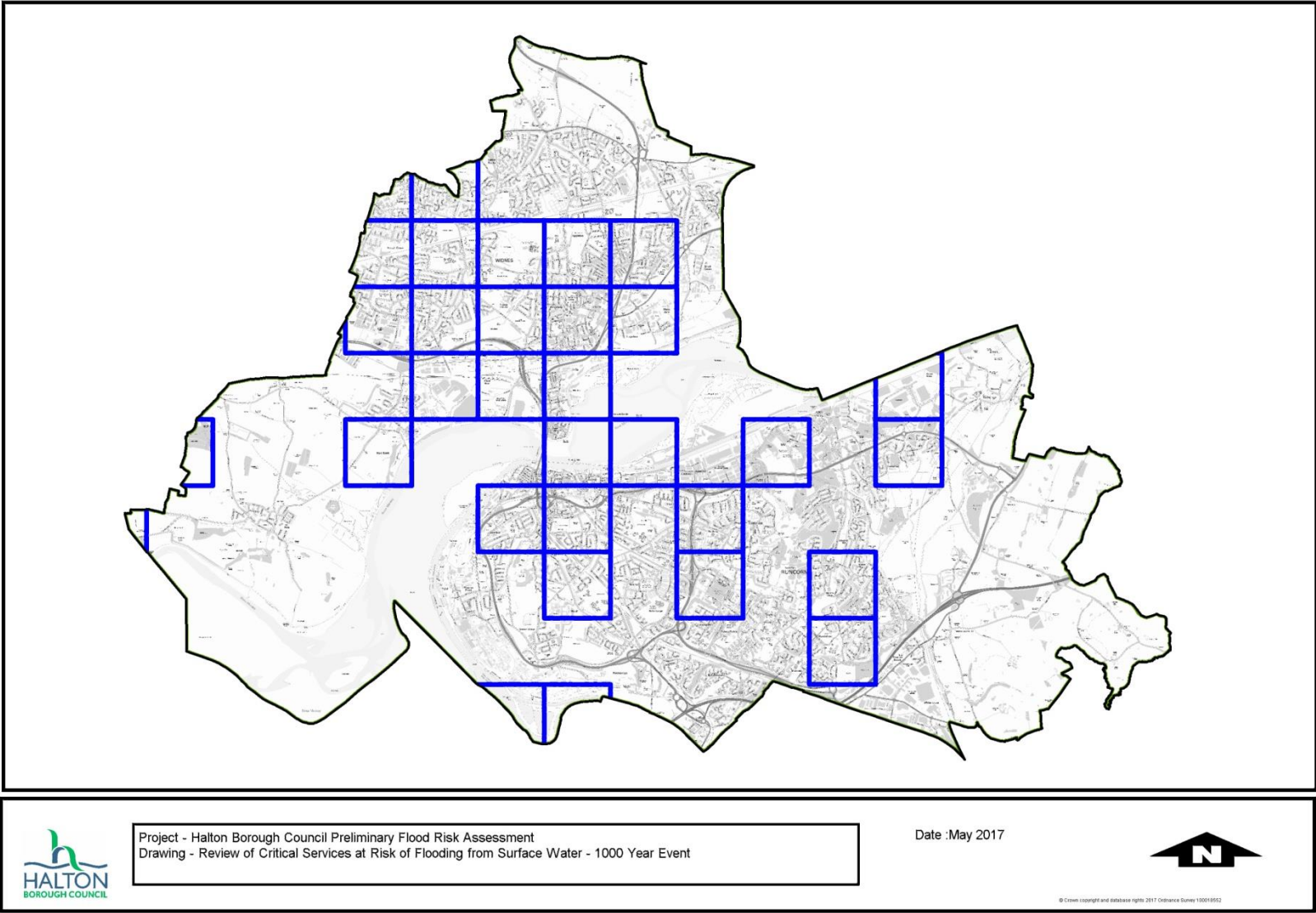
Figure 9 - Ordinary Watercourse Model Outputs from Cheshire Mid-Mersey Partnership Project (CH2M)



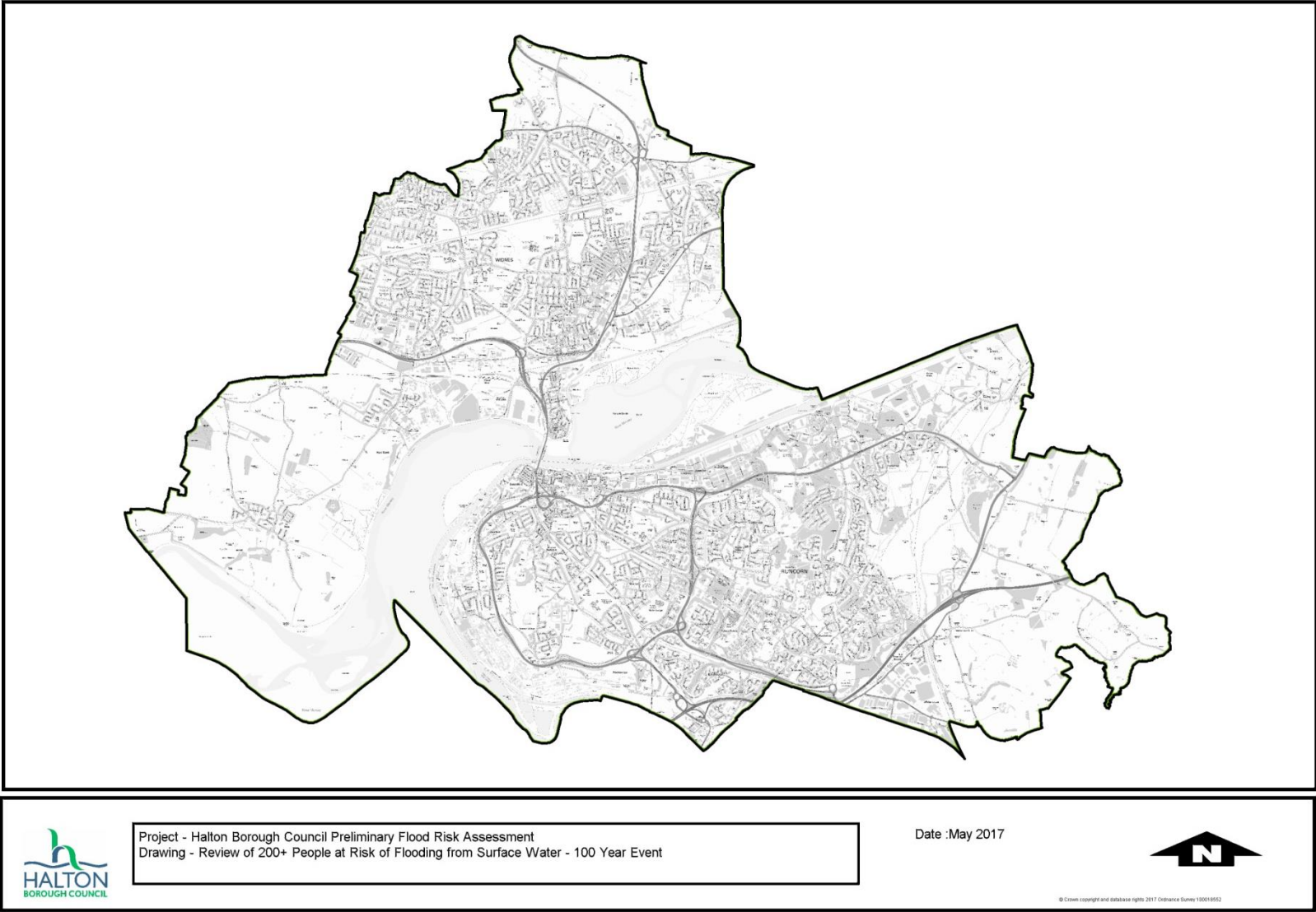
Figures 10a-h - Critical Services and Property Reviews



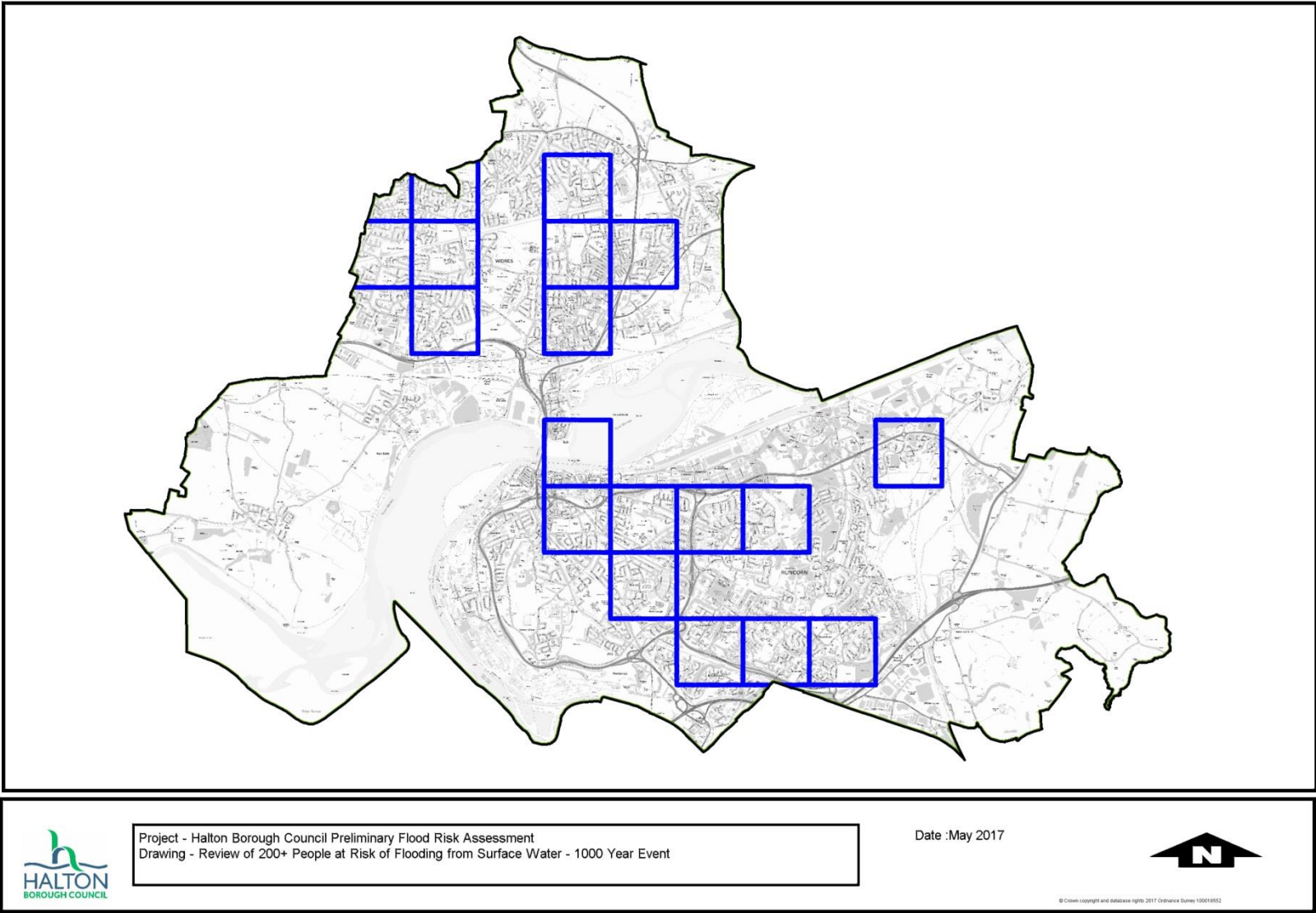
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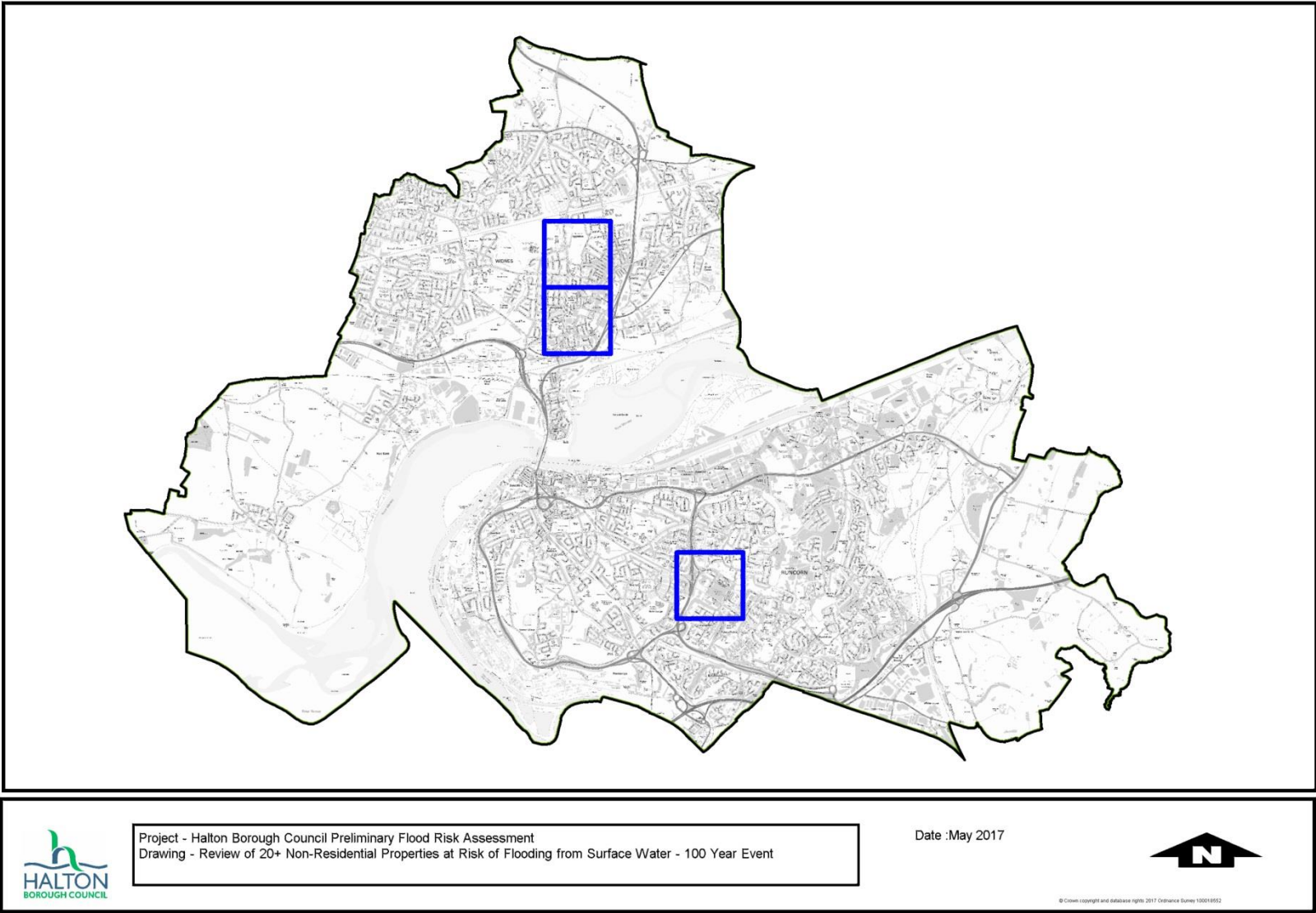
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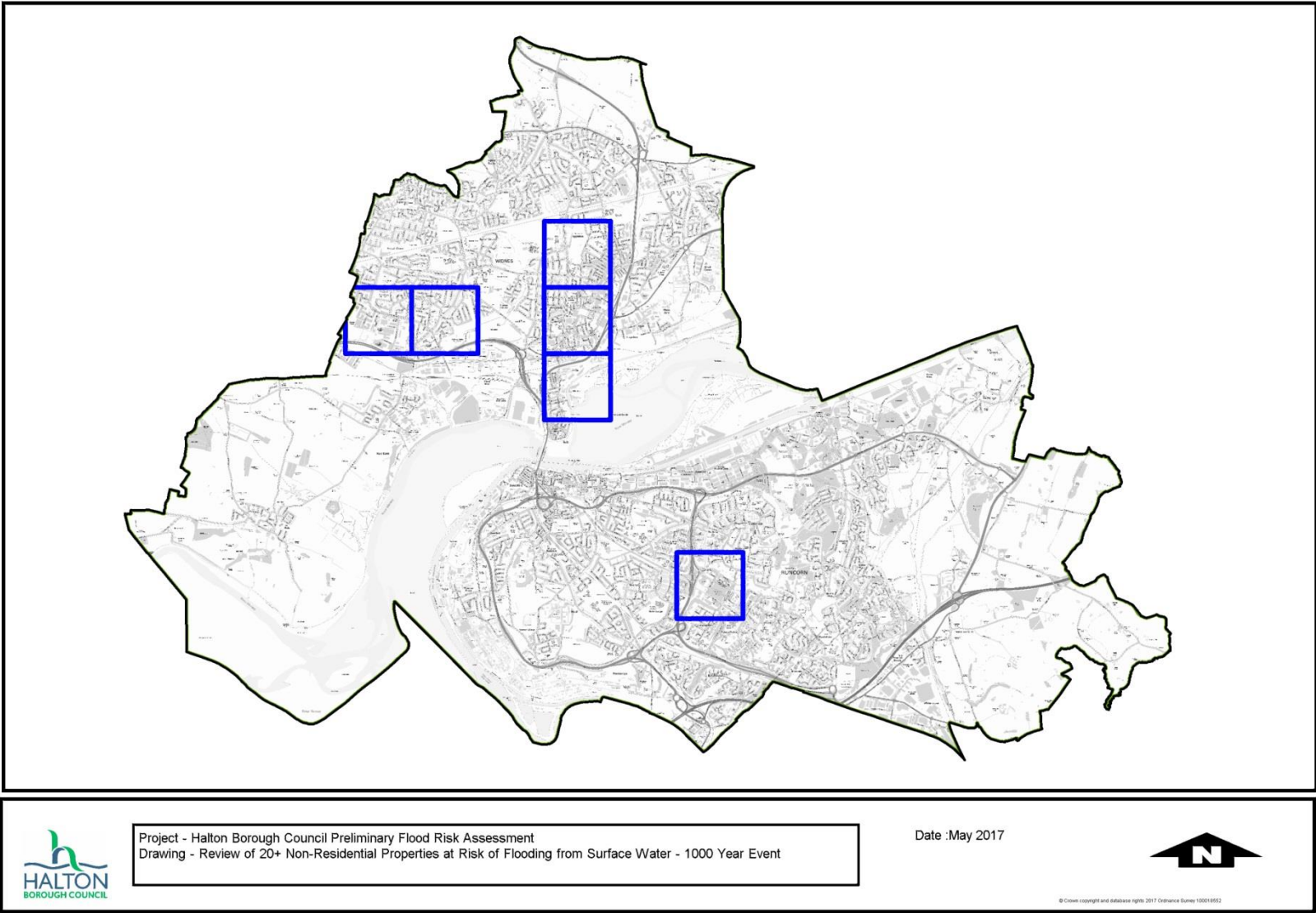
Project - Halton Borough Council Preliminary Flood Risk Assessment
Drawing - Review of 20+ Non-Residential Properties at Risk of Flooding from Surface Water - 100 Year Event

Date :May 2017

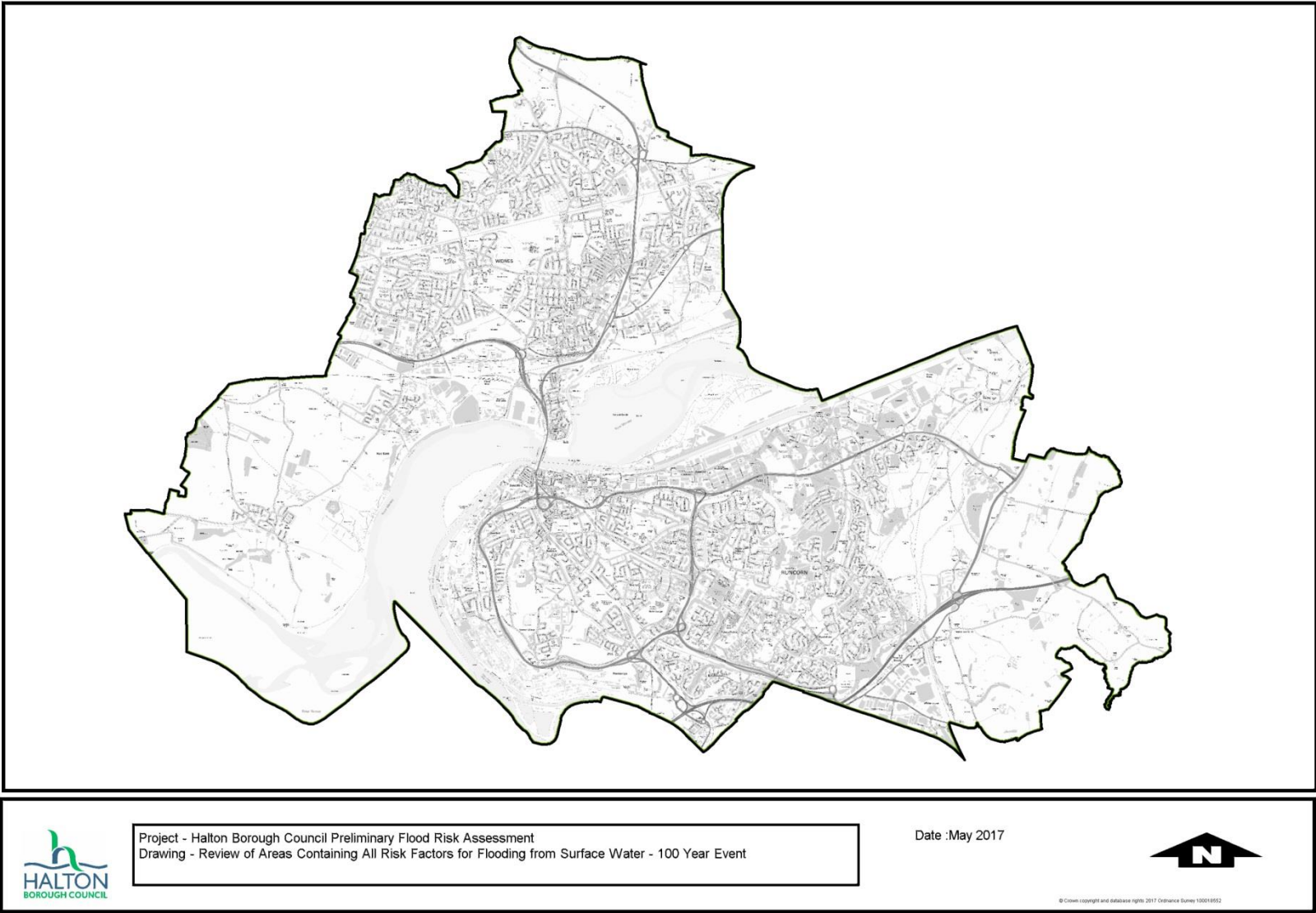


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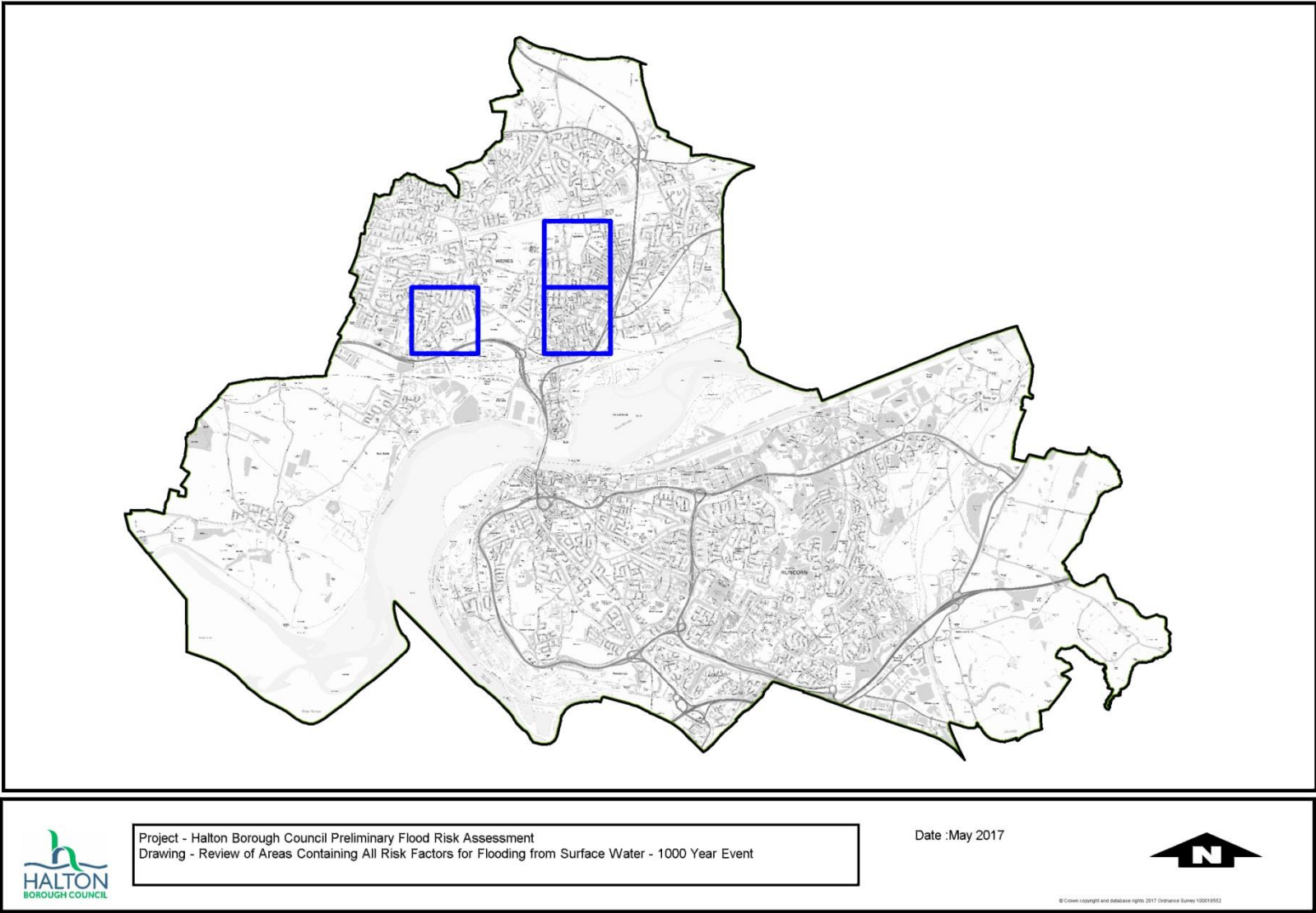
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Appendix A: Figures

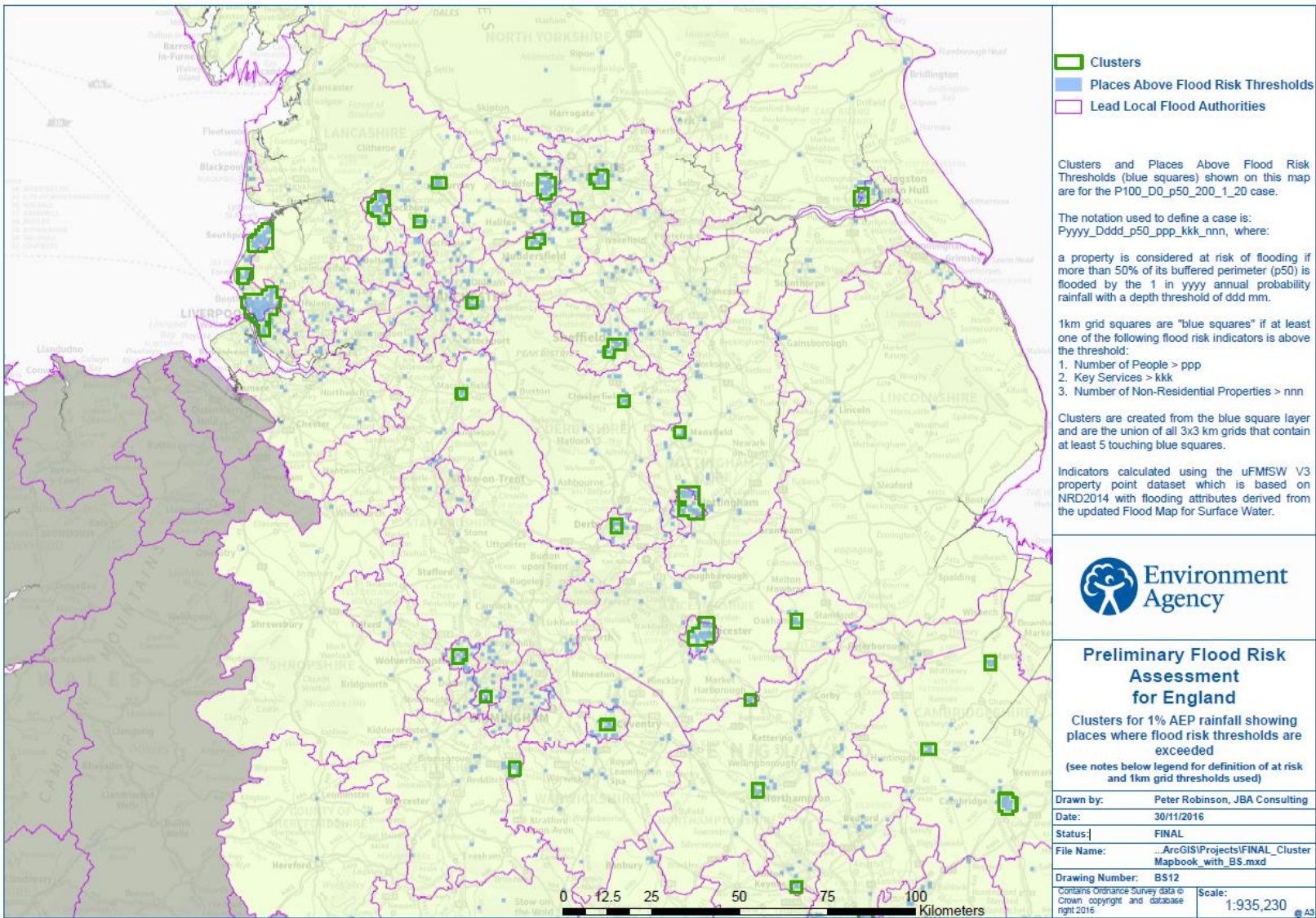


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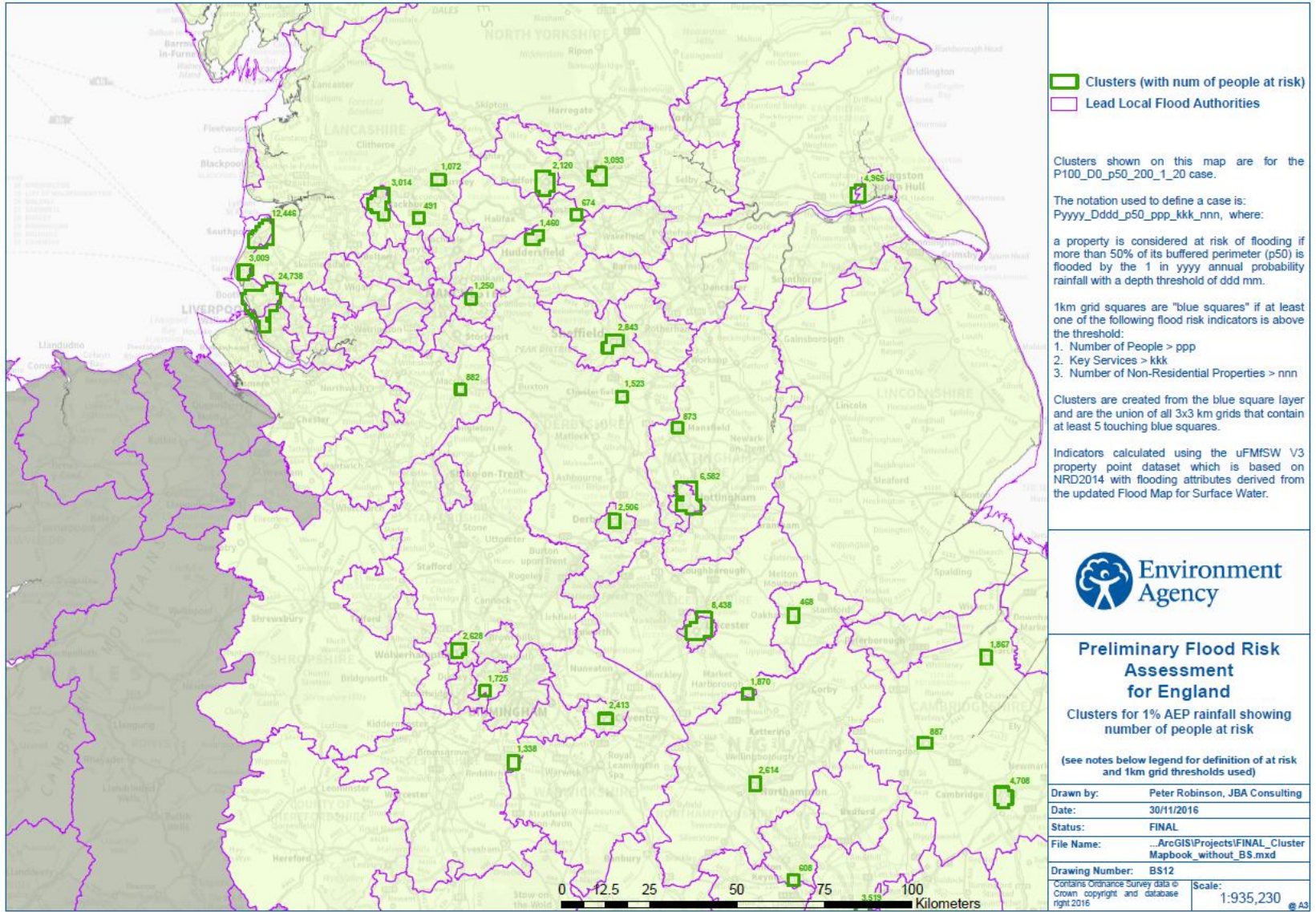
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Figure 11 - PFRA2016 Method1 Clusters 100 with BS BS12 NW and Mids (PDF provided by the EA)



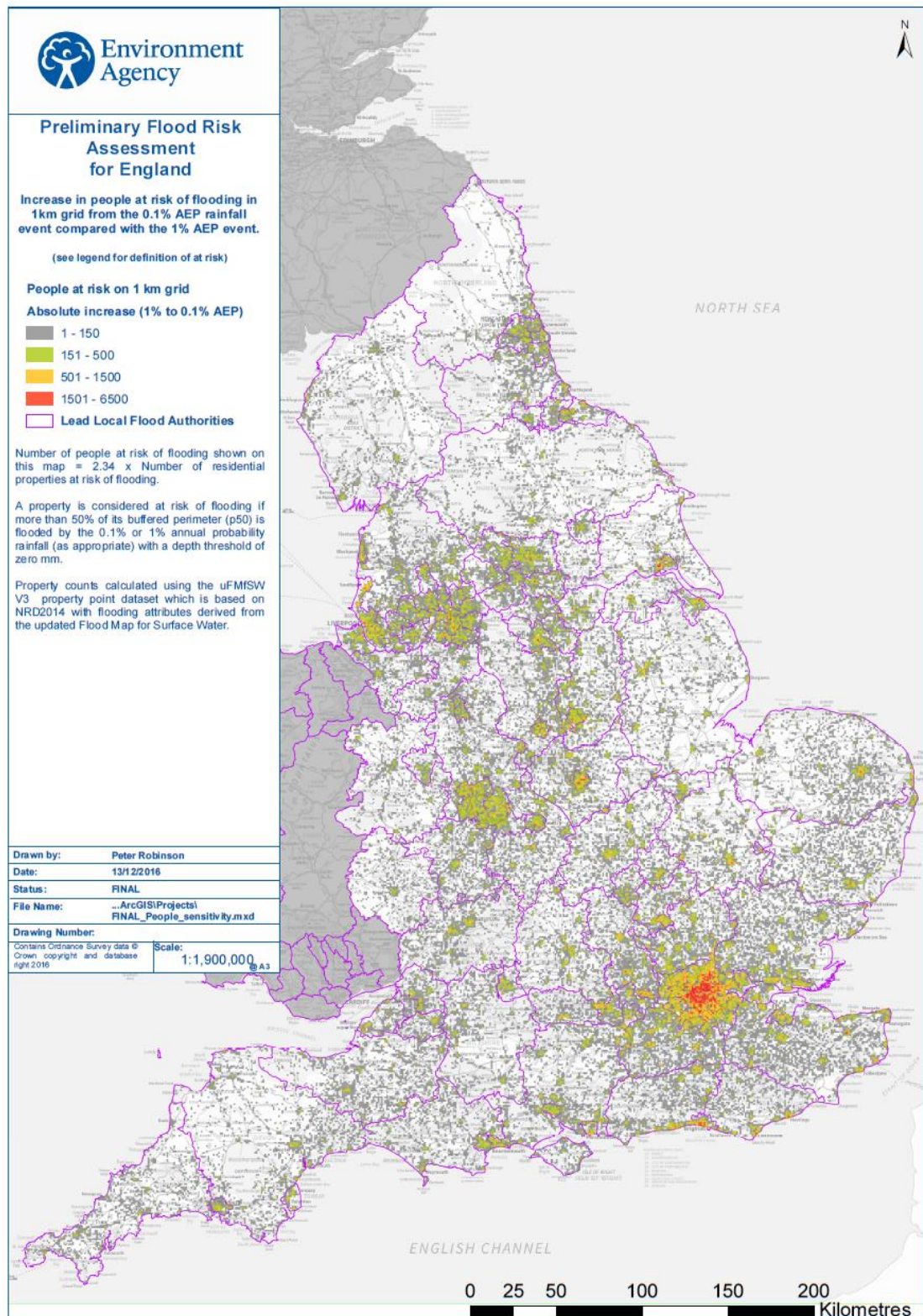
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Figure 12 - PFRA2016 Method1 Clusters 100 with NumPeople BS12 NW and Mids (PDF provided by the EA)



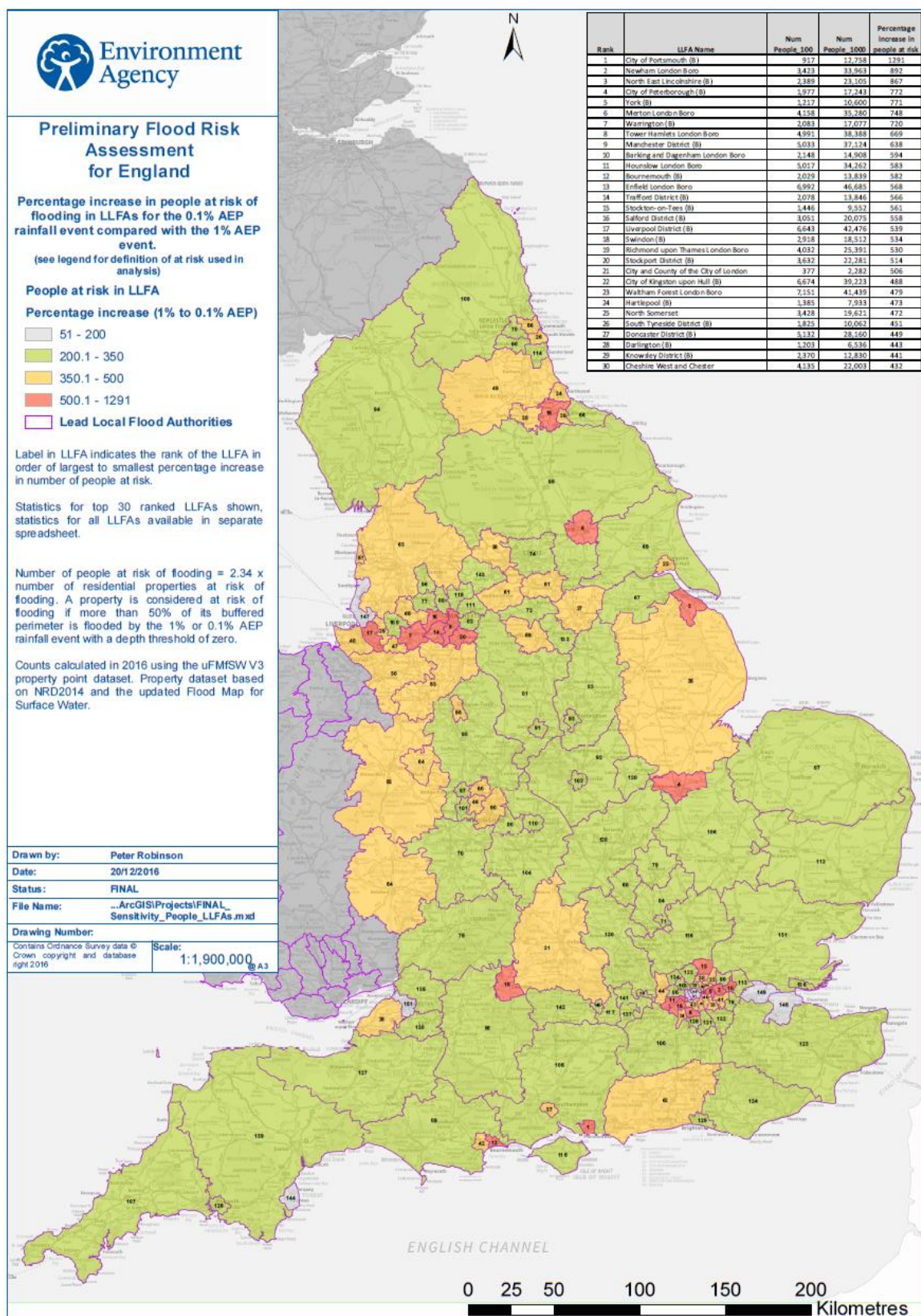
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Figure 13 - PFRA2016 People sensitivity CCproxy England (PDF provided by the EA)

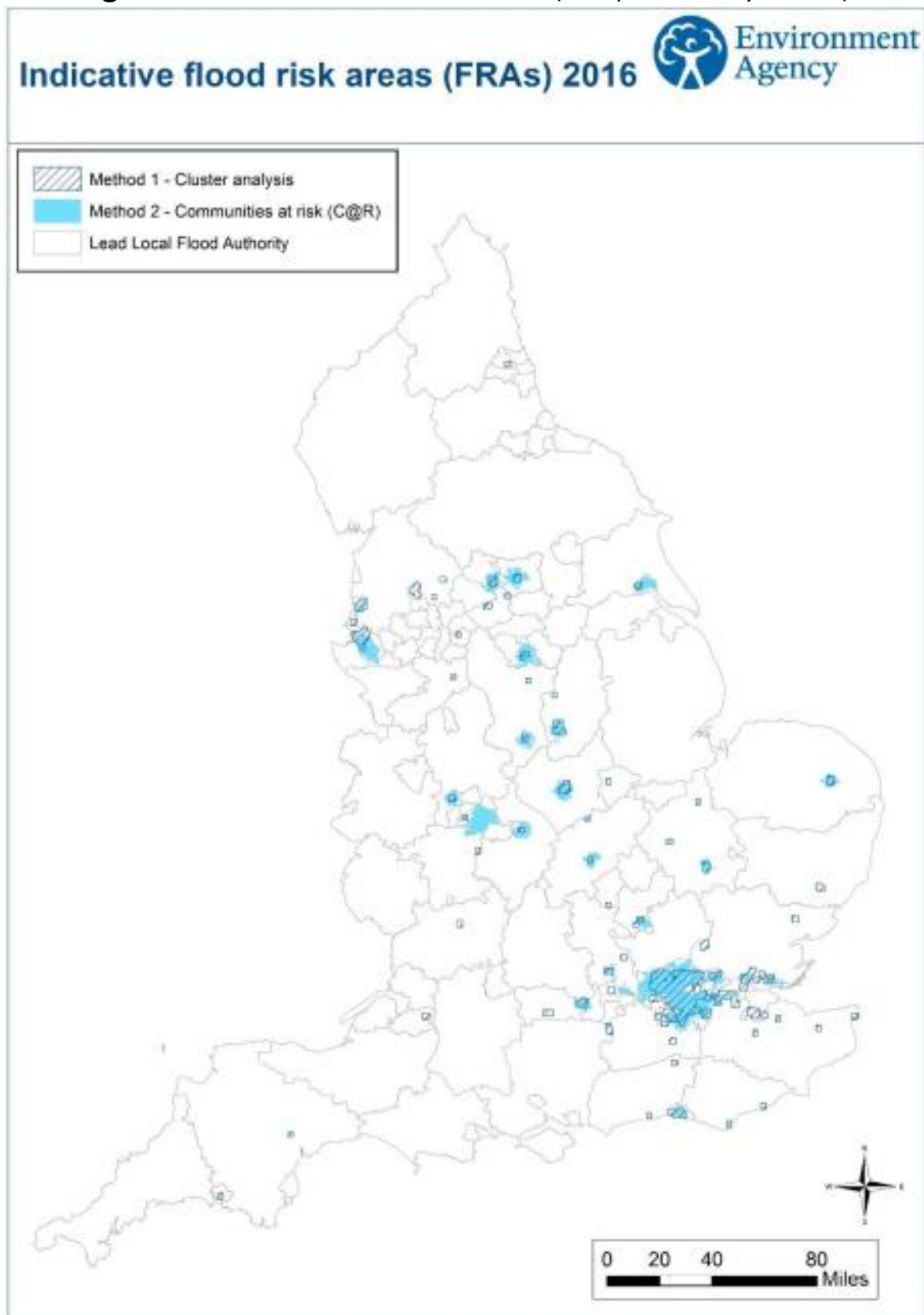


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Figure 14 - PFRA2016 People sensitivity CCProxy LLFAs (PDF provided by the EA)



Appendix A: Figures

Figure 15 - Indicative Flood Risk Areas (PDF provided by the EA)

Analysis by Environment Agency
National Modelling and Forecasting Service

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REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	28 June 2017
REPORTING OFFICER:	Director of Public Health
PORTFOLIO:	Health & Wellbeing
SUBJECT:	Update on Air Quality Forum and Air Quality Activity
WARDS:	Borough Wide

1.0 PURPOSE OF THE REPORT

- 1.1 The report presents an update of the progress of the Air Quality Forum since its first meeting in July 2016. Also provides a general update on Air quality and related activities over the last year.

2.0 RECOMMENDATION: That the contents of the report be noted.

3.0 SUPPORTING INFORMATION

3.1 Air Quality Forum formation

- 3.1.1 The formation of the Halton Air Quality Forum came about following the recommendations made within the Halton Report on Air Quality, and subsequently adopted by the Council Executive Board in 2015. One of the key recommendations was:

Develop an active multi agency Air Quality Forum (including lay representation) to enable issues and concerns can be raised and discussed in an open, engaged forum and facilitate agreement on actions and outcomes.

- 3.1.2 The forum took some time in development to ensure it had engagement from a wide range of stakeholders including council members, regulatory bodies, local industry, transport and members of the general community. The first meeting was held on 27th July 2016.

3.2 Air Quality Forum membership and constitutions

- 3.2.1 An appropriate independent Chair was identified and subsequently accepted, to act as Chair for the forum. Dr Alex Stewart, a now retired Consultant in Health Protection at Public Health England, has a wide interest as well as expert knowledge of air quality in a broad sense, in particular the effect upon health. Whilst retired he maintains an interest in the area and maintains a number of teaching and research links with

several academic institutions including Liverpool John Moores, Chester and Exeter.

3.2.2 Active membership of the Forum currently consists of representatives from:

Three Local Elected Members
Halton Borough Council Officers (public health, environmental health, transport, communication teams)
Community representation from Widnes and Runcorn
Environment Agency
INOVYN
Manchester Port Health Authority
NHS Halton CCG
Public Health England
Scottish and Southern Electric
VIRIDOR

United Utilities are engaged in discussions but will attend where they feel a topic area requires their input. A number of other industry representatives were approached, including from key haulage and transport organisation involved within the Borough, but engagement has not yet been secured.

3.2.3 A terms of reference of the group have been agreed which include the following objectives:

- Establish and agree the current facts regarding air quality within Halton
- Identify and develop mechanisms to address, on an ongoing basis, key issues and concerns from all sectors of the community
- Seek to find ways to reduce air pollution where monitoring highlights an area exceeding or predicted to exceed national standards
- Identify and develop a focussed action plan to address identified needs and discuss those in an open, engaged forum to facilitate agreement on actions and outcomes
- Build strong communication and transparent relationships between the public sector, industry, statutory agencies and Halton residents.

3.2.4 The Terms of reference state that a process to identify and elect a next chair will take place within 2 years, and there is consensus that this role should remain independent.

3.3 Implementation of other recommendations

3.3.1 The other recommendations made in the air quality report included:

- Undertake a series of public engagement events to build a greater understanding of the concerns local people have regarding air quality

in Halton and identify opportunities to build improved transparent relationships to ensure a clear way forward in all concerns.

- Investigate further opportunities to limit emissions and reduce NO₂ in areas of potential high traffic activity around built up areas and achieve compliance with NO₂ Air Quality Objectives.
- Develop a full Air Quality Strategy, based on available local and national data and evidence to ensure that Halton is able to sustain recent improvements in Air Quality across the borough and proactively seek to remove the declaration of Air Quality Management Areas within the borough.

3.3.2 A methodology for engagement and consultation has been explored and resources are being identified which will enable the engagement work to proceed.

3.3.3 The forum is continually working to identify opportunities for improvements across all sectors. The council is also continuing to develop initiatives across departments and with stakeholders that will contribute to improved air quality across the area; these include continued improvements to engine technology and low emissions approaches in local fleets; working with local businesses to promote cleaner transport and new technologies; continued work with transport and highways to establish and remedy traffic congestion, particularly in the identified Air Quality Management Areas; engaging with regulators to provide assurance of effective processes and regulation across the Borough, continued promotion of active transport including improved cycle track provision, promotion of cycling and walking options.

3.3.4 A Joint strategic Needs assessment for Air quality is scheduled in the work plan for the health intelligence team for the forthcoming year and will be completed as soon as possible. The data within the JSNA will help inform the development of the strategy, alongside the direction of travel identified within the National strategy which is due for publication within the next few months. The available data and national strategy, alongside local consultation and stakeholder involvement will be used to define the local strategy and direction of travel.

3.4 Next steps and considerations

3.4.1 Progress with the development of the open forum has been slow, as before any air quality work can commence the group has had to form and work towards agreeing reference and activities. Commitment from the currently engaged partners is good and we are constantly working to widen the stakeholder involvement and collaborations.

3.4.2 Consideration needs to be given to the development of an internal air quality officers group to ensure that all relevant departments are equally engaged and undertake joined up approaches for air quality improvement as a whole, and to best ensure collaboration between

competing air quality foci, for example public health, environmental health, regeneration, business and enterprise, transport, green space etc with senior or elected member leadership.

3.4.3 Consideration needs to be given to the resource available, time and financial, to support activities on air quality presently and in the future.

3.5 General Air Quality update

National Air Quality Plan

3.5.1 A draft national plan: 'Improving air quality in the UK: tackling nitrogen dioxide in our towns and cities' has been released in consultation format. Consultation closed on Friday 16th June.

3.5.2 The plan is very much a focus on Nitrogen dioxide as a vehicle emission and highlights potential mechanisms to reduce the emission of nitrogen dioxide focussing opportunities to use technology, traffic management and Clear Air Zones as a mode of reducing NO₂ in the highest polluting areas.

3.5.3 Halton has been named in the draft plan as one of 40 local authority areas with roads with concentrations of nitrogen dioxide modelled to be persistently above statutory levels. Halton is modelled in the report as having a predicted NO₂ level of 58 **µg/m³** in 2017 against a European Directive level of 40 **µg/m³**. This data has been queried with DEFRA in terms of its accuracy as it is not reflective of the real time monitoring data that we obtain from our Automatic Urban and Rural Network (AURN) monitor. It has been acknowledged that within the report that the modelled data may be an overestimate due to modelling being taken during unusual traffic activity, with the development of the Mersey Gateway as a potential contributing factor.

3.5.4 Halton Borough Council have submitted a response to the consultation which acknowledges a national approach to air quality, but raises concerns that focussing on nitrogen dioxide as a single pollutant affecting air quality is not helpful in setting a focus for local areas to address the scale and breadth of pollutants that can lead to poor air quality. The response also highlights that there is little commitment to put in place national legislation or support mechanisms and too much emphasis is placed on small areas to address an issue which crosses multiple geographical boundaries.

Air Quality Management Areas (AQMA)

3.5.4 Real time monitoring data (from an analyser located on Milton Road, part of the Widnes AQMA) indicates that levels of No₂ and Particulate Matter (PM₁₀) are consistently below objective levels.

- 3.5.5 Halton Borough Councils have continued to implement improvements to the road and transport networks and infrastructure, reflective of the Transport Strategy action plan. Halton Borough Council have recently purchased 2 additional electric vehicles for the Council fleet – including one used as a courier van and both used to support meals on wheels.
- 3.5.6 Eight electric charging points have been installed across the Borough including at points in Halton lea and Church Road in Runcorn with a additional 4 planned in the very near future.
- 3.5.7 We continue to make improvements and extensions to cycle and walking lanes with current extensions including the links across the M56 towards Warrington, and major improvements to routes between Clifton Roundabout towards St Chads school,
- 3.5.8 There continue to be a programme of improvements to relieve traffic congestion around the Widnes town centre, including improvements to the Widnes gyratory near to the Hive to reduce idling traffic.

Air Quality Monitoring

- 3.5.9 An application was received to the Environment Fund Board requesting additional monitoring across Weston Point. The application was approved for funding of 12months of data in Weston Point. Environmental health have requested that in order to satisfy prior concerns about the quality of existing data, the monitoring and should be undertaken, and report submitted by an independent Air Quality Consultant. Environmental health have contributed to the development of a specification which can be used to procure an independent consultancy and the progress is currently awaiting procurement approval.

4.0 POLICY IMPLICATIONS

- 4.1 The council is required to assess Air Quality under UK Air Quality Directives.
- 4.2 The Council will develop a local Air Quality Strategy in response to local issues and in direction of the forthcoming National Air Quality Plan.

5.0 FINANCIAL IMPLICATIONS

- 5.1 There may be financial implications in undertaking the series of initiative required to see any improvements in local Air quality and in response to actions required under the national strategy.
- 5.2 The issue of air quality and monitoring is one of public interest.

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

Ensuring the health and wellbeing of the population is key priority. Protecting the health of Halton's population is a statutory responsibility for Public Health and the Council.

6.4 A Safer Halton

None

6.5 Halton's Urban Renewal

Protecting the health of Halton's population is a statutory responsibility for Public Health and the Council. Ensuring good air quality is a key factor in assuring and protecting health.

7.0 RISK ANALYSIS

Failing to respond appropriately to directions with the forthcoming National Air Quality Plan could have resulted in penalties or prosecution

8.0 EQUALITY AND DIVERSITY ISSUES

None considered.