

Runcorn Town Centre SPD

**SUSTAINABILITY APPRAISAL
REPORT APPENDICES**

Runcorn Town Centre SPD

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Reference: EN6768/R/5.1.3
(Appendices)/PB

Status: FIRST ISSUE

Date FEBRUARY 2009

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APPENDIX A – ASSESSMENT OF PLANS, POLICIES AND PROGRAMMES

The following Plans, Policies and Programmes have been reviewed as part of this Sustainability Appraisal. Applicable targets have been selected and incorporated into the SA Framework in Appendix B.

International PPPs

- Johannesburg Declaration
- Kyoto Protocol
- Rio Declaration on Environment and Development
- European Spatial Development Perspective (ESDP)
- EU Sixth Environmental Action Plan
- Habitats Directive
- Water Framework Directive
- Birds Directive
- Air Quality Directive
- Waste Framework Directive
- Directive to Promote Electricity from Renewable Energy
- Aarhus Convention

National PPPs

- Securing the Future - UK Government sustainable development strategy
- Saving Lives: Our Healthier Nation
- Energy White Paper: Our Energy Future
- Urban White Paper
- The Future of Transport: a network for 2030. White Paper
- The Air Quality Strategy for England, Scotland, Wales, and Northern Ireland. Working together for clean air (DETR, 2000)
- Water Resources for the Future – A Strategy for England and Wales (Environment Agency, 2001)
- Conservation (Natural Habitats & C) Regulations 2006
- Biodiversity Duty
- UK BAP
- Planning Policy Statement (PPS) 1 – Creating Sustainable Communities
- Planning Policy Statement (PPS) Climate Change- Supplement to PPS 1 document on Climate Change
- Planning Policy Guidance Note (PPG) 2 – Green Belt
- PPS 3 – Housing
- PPG 4 – Industrial, commercial development and small firms
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- PPG 21 – Tourism
- PPS 22 – Renewable Energy
- PPS 23 – Planning and Pollution Control
- PPG 24 – Planning and Noise
- PPS 25 – Development and Flood Risk
- UK Climate Change Programme
- A Space for Nature (Natural England)
- Waste Strategy for England, 2007

Regional PPPs

- North West of England Plan, Regional Spatial Strategy to 2021.
- Regional Economic Strategy
- The Cultural Strategy for England's North West 2001
- Advancing Sustainable Energy – A Sustainable Energy Strategy for the North West
- North West Regional Freight Strategy
- Regional Waste Strategy for the North West – September 2004
- Regional Housing Strategy for the North West
- Investment for Health A Plan For North West England 2003
- Action for Sustainability
- Rising to the Challenge: A Climate Change Action Plan for England's Northwest
- North West Best Practice Design Guide (2006)
- Draft Green Infrastructure Guide for the North West (2006)

Local PPPs

- Halton Unitary Development Plan
- Core Strategy- Issues and Options Consultation Document 1
- Corporate Plan for Halton Borough Council
- Community Strategy, 2006-2011
- Local Transport Plan (LTP2)
- Halton Borough Council Strategic Flood Risk Assessment, 2007
- Housing Strategy
- Halton's Natural Assets Strategy
- 'Halton: Gateway to Prosperity' 2005-2008
- Sports Strategy 2006 - 2009
- Safer Halton Partnership
- Strategy 2005-2008

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- Halton's Biodiversity Action Plan (BAP)
- Equal Opportunities Policy
- Waste Management Strategy
- Waterside Development Strategy
- Homelessness Strategy
- LA 21 Strategy Action Plan for Halton

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APPENDIX B SUSTAINABILITY APPRAISAL FRAMEWORK

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
Economic	1. To continue reducing the unemployment rate in Halton and increase the economic activity rate	Social inclusiveness Economic development	<ul style="list-style-type: none"> Will it encourage new employment that is consistent with local needs? 	Population in employment and unemployment	To bring employment and unemployment rates in line with England and Wales rate by 2021.	<p>By 2001, Halton borough was ranked as the 18th most deprived English local authority area overall, with complex problems of poverty and social exclusion. Eight of Halton's 21 wards rank in the lowest 10% for employment, and unemployment among under-25s was the second highest in England. Nevertheless, in recent years the borough has shown some of the strongest improvements in the region in this area and economic activity rates in Halton are now similar to the rest of the North West but slightly lower than Great Britain as a whole.</p> <p>72.1% people aged 16-59/64 within the Mersey Ward are economically active (<i>Source: Census, 2001</i>). This compares to 76.2% of people aged 16-59/64 in Halton are economically active and in full time employment, whilst 23.8% are economically inactive and unemployed. In the North West 76.8% of people aged 16-59/64 are economically active and in full time employment with 23.2% economically inactive and unemployed. In Great Britain as a whole 78.6% are economically active and 21.4% are economically inactive (<i>Source: Office of National Statistics, January 2007 – December 2007</i>)</p>
				Job Density	To bring Halton's job density in line with England and Wales densities by 2016.	<p>The 2003 job density (the ratio between total jobs to working age people), in Halton (0.76) is lower than the regional (0.81) and national average (0.83).</p> <p>The 2005 job density in Halton (0.80) is the same as the regional figure but still lower than the national (0.84) average (<i>Source: Nomis, 2005</i>)</p>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
	2. To improve educational attainment and opportunities for lifelong learning and employment	Social inclusiveness Economic development	<ul style="list-style-type: none"> • Will it provide improved access to vocational training, education and skills for young people? • Will it provide training opportunities for local people by linking in to local businesses? 	% of 15 yr olds achieving five or more GCSE's at grades A-C or equivalent	Increase proportions achieving five or more GCSE's at Grades A*-C to 60% by 2010. (Community Strategy, 2006-2011)	<p>Parts of the Runcorn Town Centre SPD area fall within the 20% most deprived in terms of Education, Skills and Training (<i>Source: Indices of Multiple Deprivation, 2007</i>). However, the Mersey Ward as a whole has similar levels of Education and Skills to that of Halton Borough Council as a whole.</p> <p>The proportion of students achieving GCSE's at grades A-C is as follows:</p> <p>2005 - 49.2% (does not have to include Maths and English)</p> <p>2006 - 52.6% (does not have to include Maths and English)</p> <p>2006 - 33.3% (including Maths and English)</p> <p>(<i>Source: Department for Children, Schools and Families</i>)</p>
				% of adults educated to NVQ level 2, 3 or 4	<p>Increase the % of adults qualified to Level 3 to 70% by 2010.</p> <p>Reduce the number of adults with no qualifications to 10% by 2010.</p> <p>(Community Strategy, 2006-2011)</p>	<p>The % of adults with no qualifications: Halton – 22.5%, GB – 22.25%, NW – 20.64%, Greater Merseyside – 20.49%</p> <p>The % of adults qualified to NVQ4 and above: Halton – 16.8%, GB – 26.6%, NW - 24.8%, Greater Merseyside – 21.3%.</p> <p>(<i>Source: State of the Borough 2008, Halton Borough Council</i>)</p>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
Economic	3. To encourage sustainable economic growth and business development	Economic development	<ul style="list-style-type: none"> Will it encourage the growth of indigenous businesses? 	Total number of VAT registered businesses	To increase the number of VAT registered businesses by 15% by 2010. (Community Strategy 2006-2011)	Traditionally, employment in Halton was concentrated within a small number of large, mostly manufacturing, companies. Like many other parts of the North of England with a similar historical dependence on the manufacturing sector, Halton has typically suffered from low rates of business starts ups and low business densities. However, VAT registered businesses have been increasing year on year as follows: 2,185 (2004) 2,305 (2005) 2,415 (2006) <i>(Source: Nomis)</i>
				Percentage of business registrations and de-registrations	To increase the % of VAT registrations whilst decreasing the % of de-registrations	% of VAT Registrations: 2004 - 10.8 % VAT registrations and 9.8% de-registrations <i>(Source: InterDepartmental Business Register (IDBR), Nomis, 2004)</i> 2005 - 10.8 % VAT registrations and 7.4% de-registrations 2006 - 9.7% VAT registrations and 7.5% de-registrations. The figure for the North West is 9.6% VAT registrations and 7.3% deregistrations. In Great Britain the figure is 9.4% VAT registrations and 7.4% de-registrations. <i>(Source: DTI Small Business Service – VAT registrations/deregistrations by industry, Nomis 2006)</i>
	4. To improve the competitiveness and productivity of business	Economic development	<ul style="list-style-type: none"> Will it improve business development and enhance competitiveness? 	Gross Value Added (GVA) per head	Sustain levels of GVA at above the regional norm. (Community Strategy, 2006-2011)	GVA per head for Halton and Warrington was £19,766. This compares to a GVA per head for Merseyside of £12,488. Gross weekly pay full-time in Halton is £427 compared to £430 in the North West and £460 in Great Britain. <i>(Source: Merseyside Economic Review, 2007)</i>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
	5. To enhance the vitality and viability of the three town centres (Runcorn Town Centre, Halton Lea and Widnes)	Economic development	<ul style="list-style-type: none"> Will it provide an improvement to one or more of the town centres? 	Footfall within the town centre	Increase footfall through each town centre by 25% by 2010. (Community Strategy)	<p>There are 3 town centres in Halton: Halton Lea, Widnes and Runcorn Town Centre. Runcorn Town Centre is the smallest of the three. Runcorn was designated a New Town in 1964. Whilst this resulted in new jobs and population growth it also led to the decline and neglect of the old town centre. Whilst funding was received in 1996 to tackle the historic legacy of industrial decline and the negative effects of the New Town, significant regeneration and investment is still required. Runcorn Town Centre lacks the usual high street nationals but has over 180 shop units and almost 145,000 Sq ft (13,500m²) of retail floor space, with streets with a unique character and a reasonable quality of external environment. However, poor access – served by a convoluted route off the expressway has had an impact upon the town's visibility, which detracts from the experience for visitors, workers, and shoppers, and undermines the town's role as a convenience centre. The Town centre also has a swimming pool, entertainment venues, clubs, pubs, and cultural and educational facilities (including the award winning Brindley Arts Centre) and a range of residential property arranged around the centre.</p> <p>Average weekly footfall within Halton Lea of 292,605</p> <p>Average monthly footfall for Widnes 595,747 (July – Nov 2005)</p> <p>Average monthly footfall for Runcorn Town Centre 187,207 (July – Nov 2005)</p> <p><i>(Source: Halton Lea – Brandspace, Runcorn and Widnes – Halton Borough Council Footfall Counters)</i></p>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
Economic				Vacancy rates within the town centre	Decrease vacancy levels year on year.	The % of vacant units in Halton Lea and Widnes has increased whilst the % in Runcorn Town Centre has decreased since 1995. Number of vacant units in 2005 Halton Lea – 35 Widnes – 4 Runcorn Town Centre – 41 <i>(Source: Town Centre Survey 2005, Halton Borough Council)</i>
	6. To improve and promote the overall image of the Borough in order to attract investment	Economic development	<ul style="list-style-type: none"> Will it encourage inward investment? 	Number of investment enquiries and the number of conversions (enquiries that are translated into actual, completed investment or expansion projects).	To increase the number of investment enquiries and the number of conversions.	In 2003 the Council undertook a review of how people and organisations perceived both the Council and the Borough. It discovered that there is limited recognition of Halton in the wider regional and national arenas, in some instances, almost complete lack of awareness of Halton and what it has to offer <i>(Source: Halton Gateway to Prosperity 2005-2008)</i> . Investment enquiries 2004/5: 317 enquiries 42 conversions <i>(Source: Economic Development, Halton Borough Council)</i>
Social	7. To improve health and reduce health inequalities	Population and human health, Social inclusiveness	<ul style="list-style-type: none"> Will it improve the standard of healthcare, particularly for the elderly? Will it support healthy lifestyles? 	Years of healthy life expectancy	Narrow the gap between life expectancy, in Halton and the national average by at least 10% by 2010. (Community Strategy)	Statistics show that health standards in Halton are amongst the worst in the country with low standards of life expectancy. Although life expectancy rates have been improving, these have not kept pace with other local authorities. Halton: Males – 74.3 years; Females – 78.4 years North West: Males – 75.7 years; Females – 80.3 years UK: Males – 76 years; females – 81 years <i>(Source: North West Public Health Observatory, 2008)</i>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
Social				Number of people who have a long-term illness	To reduce the % of residents with a long-term illness to within 1.5% of the England & Wales %.	<p>41% of Halton's households have one or more persons with a limiting long-term illness, in comparison to 38.4% of households in the North West and 34.1% in England. (<i>Source: 2001 Census</i>).</p> <p>21.5% of residents in Halton considered themselves to have a limiting long-term illness, compared to 18.2% for England and Wales as a whole (<i>Source: 2001 Census</i>)</p> <p>Parts of Runcorn Town Centre fall within the 5% most deprived in terms of Health (<i>Source: Indices of Multiple Deprivation, 2007</i>).</p>
	8. To improve safety and reduce crime, disorder and fear of crime	Social inclusiveness	<ul style="list-style-type: none"> Will it encourage crime-sensitive design? Will it target, reduce and sustain a reduction in crime? Will it reduce the likelihood of violence and antisocial behaviour? 	Recorded crimes per 1,000 population	To reduce number of offences per 1,000 population.	<p>Levels of crime in Halton are fairly high: By 2006-07, the total crime score in Halton had risen from 103.6 to 114.0 a figure just below the regional average, but 14% above that for England and Wales. In 2006-07 Halton's rank was 79th out of 376 in terms of total offences per 1000 population. This is compared to 140th for 2003-04 ie a worsening of crime levels (<i>Source: The State of the Borough, 2008</i>).</p> <p>Part of the Runcorn Town Centre SPD Area fall within the 5% most deprived in terms of Crime and Disorder (<i>Source: Indices of Multiple Deprivation, 2007</i>).</p>
				Number of people reporting fear of crime	Reduce levels of expressed fear of crime and anti-social behaviour by 25% by 2010. (Community Strategy)	<p>16.4% of people in Halton thought reducing crime would improve their local area.</p> <p>Just under three tenths (29.2%) of residents stated that they feel 'fairly unsafe' (17.3%) or 'very unsafe' (11.9%) when they are outside in their local area after dark. (<i>Source: Halton Strategic Partnership Consulting the Communities of Halton 2005, March 2005</i>)</p>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
Social	9. To provide well designed, good quality, affordable and resource efficient housing	Social inclusiveness	<ul style="list-style-type: none"> Will it provide for affordable housing for local people? Will it ensure that new housing is of a high standard of design and layout? Will it provide safe, secure and decent housing? 	<p>Proportion of different housing types and tenures</p> <p>The number and proportion of total new build completions on housing sites reaching very good, good, average and poor ratings against the Building for Life criteria.</p>	To meet the requirements set out in the most up-to-date Housing Needs Survey.	<p>The Runcorn Town Centre SPD area has a very low percentage of detached housing and flats as seen across the borough as a whole. Social housing is also relatively high, again similar to the borough as a whole. The town's proximity to the Manchester Ship Canal and Mersey Estuary (with pockets of pleasant townscape) is a recognised asset, which is now beginning to be realised through the development of new residential apartments and waterside houses to the east (The Deck development) and west of the Old Town (at Dukesfield)</p> <p>Housing Type in Halton Borough 2001:</p> <p>Detached 19.2%</p> <p>Semi detached 33.0%</p> <p>Terraced 37.5%</p> <p>Other (flats etc.) 10.3%</p> <p>Housing Tenure in Halton Borough 2004:</p> <p>Private 71.9%</p> <p>Council 12.9%</p> <p>Housing Association 15.2%</p> <p><i>(Source: Halton Housing Strategy 2005 - 2008)</i></p> <p>The average house price in Halton is £120,300 compared to an average price in the North West of £133,600 and £177,000 in England and Wales. <i>(Source: Land Registry, House Price Index Halton, February 2007).</i></p> <p>The population level within the borough is shown to have fallen since a peak in 1989 until 2003 when positive figures have been achieved. Population is therefore predicted to grow until around 2022 <i>(Source: Nomisweb, 2007)</i>. This should drive future housing provision.</p>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
	10. To improve access to basic goods, services and amenities	Social inclusiveness	<ul style="list-style-type: none"> • Will it improve transport provision and accessibility? • Will it provide for local retail needs? • Will it improve public access to services and amenities? 	Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre.	To ensure that all new housing development is within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a town centre.	<p>Halton is ranked 138th out of 408 districts in Great Britain for accessibility and connectivity, down slightly from its 2002 rank of 120th (<i>State of the Borough 2008</i>).</p> <p>% of housing completions 2004/5 within 30 minutes public transport time of key services: GP – 100% Hospital (Halton) – 48% Primary School – 100% Secondary School – 100% Employment – 100% Town centre – 100%</p> <p>(<i>Source: Annual Monitoring Report, Halton Borough Council, 2005</i>)</p> <p>% of housing completions 2005/6 within 30 minutes public transport time of key services: GP – 100% Hospital (Halton) – 21% Primary School – 100% Secondary School – 92% Employment – 100% Town centre – 93%</p> <p>(<i>Source: Annual Monitoring Report, Halton Borough Council, 2006</i>)</p> <p>% of housing completions 2006/7 within 30 minutes public transport time of key services: GP – 99% Hospital (Halton) – 89% Primary School – 100% Secondary School – 99% Employment – 100% Town centre – 99%</p> <p>(<i>Source: Annual Monitoring Report, Halton Borough Council, 2007</i>)</p>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
	11. To ensure access to high quality public open space and natural greenspace	Social inclusiveness Biodiversity, fauna and flora, Cultural heritage and landscape	<ul style="list-style-type: none"> Will it ensure that all people have access to public open space within a reasonable distance from where they live? Will it improve access to natural greenspace? 	The accessibility of Halton's Natural Green spaces.	<ul style="list-style-type: none"> An accessible natural greenspace, of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home; At least one accessible 20 hectare site within two kilometres of home; one accessible 100 hectare site within five kilometres of home; and one accessible 500 hectare site within ten kilometres of home; Statutory Local Nature Reserves at a minimum level of one hectare per thousand population. <p>(Natural England)</p>	<p>Overall the borough is well provided for in Natural & Semi Natural open space but there is a deficiency in all other types of open space within the borough. There is an overall surplus of outdoor sports facilities within the borough, but this is only due to a large supply in central Widnes. The other areas within the borough are all experiencing a shortfall in outdoor sports facilities.</p> <p>Open space types and areas within Halton:</p> <ul style="list-style-type: none"> -Parks and Gardens 134.4 ha -Natural and semi natural greenspace 604.37 ha -Green Corridors 182.02 ha -Amenity Green Space 115.624 ha -Facilities for Young people and children 7.93 ha -Outdoor sports facilities 398.51 ha -Allotments and community gardens 8.86 ha -Cemeteries and churchyards 23.35 ha <p>(Source: Halton Borough Council, Survey of Open Space, 2005)</p> <p>The green flag award scheme is the national standard for parks and green spaces across England and Wales. 9 parks in Halton have Green Flag Awards. However, there are none within the SPD boundary (Source: the Civic Trust – Green Flag Awards, 2008).</p> <p>Research carried out by Natural England shows that for every 1000 population, 1ha of Local Nature Reserve should be available. Using the estimated population at 2004, there is 1ha of LNR per 837 population within Halton.</p> <p>There are no LNRs within the SPD boundary (Source: Halton Borough Council, 2004).</p>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
Social	12. To reduce social exclusion, deprivation and social inequalities	Social inclusiveness	<ul style="list-style-type: none"> Will it reduce poverty and social exclusion in those areas most affected? 	Index of Deprivation	For Halton to become less deprived and to move outside the 40 most deprived districts in England by 2010 (Community Strategy)	<p>In 2004, Halton was ranked 21st, out of 354, in the average of ward scores where rank 1 is the most deprived (<i>Source: Indices of Deprivation 2004</i>). It is now ranked 30th out of 354 (<i>Source: State of the Borough, 2008</i>).</p> <p>Parts of the Runcorn Town Centre SPD area fall within the 10% most deprived Super Output Areas (<i>Source: Indices of Deprivation 2004</i>).</p>
				Average household income	To increase average household income in Halton to 90%+ of the national average by 2010 (Community Strategy, 2006-2011)	The average household income in Halton is £27,898 which is 89.4% of the UK average (UK average salary is £31,200) (<i>Source: Merseyside Economic Review, 2006</i>).

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
Environmental	13. To minimise the risk of flooding in relation to both new & existing development whilst protecting, improving and where necessary, restoring the quality of inland, estuarine and coastal waters	Water and soil	<ul style="list-style-type: none"> Will it improve the quality of controlled waters? 	Water quality (chemical & biological) classification of rivers, canals, estuaries and coastal waters and percentage lengths in different classes	To increase the % of rivers, canals, estuaries and coastal waters that classified as either good or fair year on year.	<p>Information from the Environment Agency's web-site indicates that the majority of the West Bank Area is located in a groundwater Source Protection Zone III. This is the complete catchment area of a groundwater drinking water supply borehole within which some activities are controlled.</p> <p>The principal river in Halton Borough is the River Mersey and this forms the southern boundary to the West Bank SPD. Biological water quality within Halton is generally poor and chemical quality fair.</p> <p>Halton:</p> <p>Biology 2006</p> <p>Good – 0% Fair – 13.18% Poor – 79.39% Bad – 7.43%</p> <p>Chemistry 2006</p> <p>Good – 11.0% Fair – 54.6% Poor – 26.4% Bad – 8.0%</p> <p><i>(Source: Environment Agency Website)</i></p>
			<ul style="list-style-type: none"> Will it ensure that the impermeable surfaces/developed land within Flood Risk Zones 2 & 3 does not increase? 	Amount of new development replacing greenfield land within Flood zones 2 and 3	To ensure that the amount of impermeable land/developed land within Flood Risk Zones 2 & 3 does not increase.	None of Runcorn Town Centre falls within Flood Zones 2 or 3 <i>(Source: Halton Borough Council, Strategic Flood Risk Assessment, October 2007).</i> However, the flood risks associated with the Manchester Ship Canal are unknown.

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
			<ul style="list-style-type: none"> Will it ensure that the amount of surface water runoff does not increase? 	Proportion of new developments over 1ha incorporating surface water attenuation and/or sustainable urban drainage systems	<p>Surface water run-off rates from previously developed sites should be restricted to existing rates or better.</p> <p>Surface water run-off rates from greenfield sites should be restricted to greenfield rates (including making allowances for climate change).</p>	Flood risk associated with surface water runoff can often be a more significant issue than fluvial or tidal flooding.
			<ul style="list-style-type: none"> Will it ensure that new developments are not at risk from flooding? 	Number of planning permissions granted contrary to the advice of the Environment Agency on with flood defence grounds or water quality	To decrease the number of planning permissions granted contrary to Environment Agency advice	7 planning applications were objected to by the Environment Agency on Flood Risk grounds between 1/4/06 and 31/3/07 (<i>Source: Annual Monitoring Report, Halton Borough Council, 2007</i>).

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Environmental	14. To protect, enhance and manage biodiversity	Biodiversity, Fauna & Flora	<ul style="list-style-type: none"> • Will it protect or enhance statutory protected sites, habitats or species of nature conservation value? • Will it protect or enhance BAP habitats and species? 	Number and total area of internationally and nationally designated nature conservation sites	To maintain the number and total area of internationally and nationally designated nature conservation sites	<p>The Mersey Estuary Special Protection Area (SPA)/ Ramsar Site, which is located to the northwest of the Runcorn Town Centre SPD boundary, immediately to the west of the Silver Jubilee Bridge, is a wetland of international importance. The intertidal flats and saltmarshes provide feeding and roosting sites for large and internationally important populations of waterfowl. During the winter, the site is of major importance for duck and waders. The site is also important during spring and autumn migration periods, particularly for wader populations moving along the west coast of Britain. Species of international importance include the Common shelduck <i>Tadorna tadorna</i>, Black-tailed godwit <i>Limosa limosa islandica</i>, Common Redshank <i>Tringa totanus totanus</i>, Eurasian teal <i>Anas crecca</i>, Northern pintail <i>Anas acuta</i> and Dunlin <i>Calidris alpina alpina</i>.</p> <p>The Mersey Estuary is also designated as a site of national importance (Site of Special Scientific Interest (SSSI)). It occupies an area of 1035ha of which 917.7ha is also designated as the Ramsar Site (<i>Source: Annual Monitoring Report, Halton Borough Council 2007</i>).</p>
				Condition of SSSIs 95% of SSSI land should be in favourable or recovering condition by 2010. (Public Service Agreement (PSA) target)	All SSSIs in 100% favourable condition	<p>Flood Brook Clough SSSI- 100% favourable (13/03/06)</p> <p>Mersey Estuary SSSI - 99.95% favourable, 0.05% unfavourable recovering (Various 08/02- 03/04)</p> <p>Red Brow Cutting SSSI - 100% favourable (06/01)</p> <p>(<i>Source: Natural England</i>)</p>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
				Number and area of Local Wildlife Sites, Wildlife Corridors and Action Areas for People and Nature	Maintain number and area of Local Wildlife Sites	Of relevance to Runcorn Town Centre, Halton's BAP focuses on Wildlife Corridors and Action Areas for People and Nature. There are no reed beds, salt marshes, great crested newts, redshanks, reed buntings or purple hairstreaks recorded on the Local BAP within or near to the Runcorn Town Centre SPD area. 'Population of Skylark breeding pairs' and 'Population of Song Thrush pairs' are also not considered relevant to this SPD. Within Halton there are 61 Local Wildlife Sites (formerly known as SINC)s with an area of 742.65ha. None are located within the Runcorn Town Centre SPD area (<i>Source: Annual Monitoring Report, Halton Borough Council, 2007</i>).
				Distribution of bluebells	Promote a planting scheme for native bluebells within the SPD area.	There are 59 recorded sites in Halton. 7 sites are owned by HBC and managed for wildlife (<i>Source: Halton BAP, 2003</i>). Non native bluebell species have been recorded within the SPD boundary.
	15. To minimise the production of waste and increase reuse, recycling and recovery rates	Water and soil	<ul style="list-style-type: none"> Will it result in a reduction in the amount of waste requiring treatment and disposal? 	Level and % of household waste recycled	Waste Strategy 2007 set national recycling targets: 2010 – 40% 2015 – 45% 2020 – 50%	<p>During 2004/05, 8885.57 tonnes (13.65%) of household waste arising was sent for recycling. (<i>Source: Annual Monitoring Report, Halton Borough Council, 2005</i>)</p> <p>During 2005/06, 8,929.48 tonnes (13.66%) of household waste arising was sent for recycling. (<i>Source: Annual Monitoring Report, Halton Borough Council, 2006</i>)</p> <p>During 2006/07, 9,684.85 tonnes (14.57%) of household waste arising was sent for recycling. (<i>Source: Annual Monitoring Report, Halton Borough Council, 2007</i>)</p>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
Environmental				Total annual amount of municipal waste generated and % recycled or composted.	Ensure 30% of waste is recycled or composted by 2010. (Community Strategy, 2006-2011)	<p>Total municipal waste (04/05) – 65,083 tonnes Total municipal waste recovered – 8,885 (14%) Total municipal waste composted – 5,957 (9%) Total municipal waste landfilled – 50,240 (77%) <i>(Source: Annual Monitoring Report, Halton Borough Council, 2005)</i></p> <p>Total municipal waste (05/06) – 65,377 tonnes Total municipal waste recovered – 8,929 (14%) Total municipal waste composted – 6,318 (10%) Total municipal waste landfilled – 50,132 (77%) <i>(Source: Annual Monitoring Report, Halton Borough Council, 2006)</i></p> <p>Total municipal waste (06/07) – 66,453 tonnes Total municipal waste recovered – 9,685 (14.6%) Total municipal waste composted – 6,931 (10.4%) Total municipal waste landfilled – 49,837 (75%) <i>(Source: Annual Monitoring Report, Halton Borough Council, 2007)</i></p>
	16. To improve air quality by reducing the need to travel and improving choice and use of sustainable transport modes and reducing air	Air, Human Health, Climatic factors	<ul style="list-style-type: none"> • Will it minimise the need to travel? • Will it reduce car use and encourage the use of integrated and public 	Number and total area of Air Quality Management Areas and population living in AQMAs	To maintain 0 AQMAs	<p>The expansive elevated and 'loops' structures that link the Daresbury Expressway to the SJB impede movement from one local area to the next. In particular a number of unsatisfactory routes form low quality connections between the Railway Station, traditional residential areas (west of the railway) and also between the houses and Runcorn Basin. Pedestrian and cycle movement is also diverted along convoluted routes using subways and stairways to navigate the expressway.</p> <p>The road links to and from Widnes are confused and congested.</p>

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
Environmental	pollution from other sources		transport? • Will it improve air quality?	Travel to work by mode	To reduce the number of people travelling to work by car or van by 10% by 2011 and by 20% by 2021.	According to the local census 29% of households in Halton do not own a car or van although there are striking differences between wards. Percentage of people in Halton aged 16 - 74 in employment who usually: Work at or from home – 6.16% Travel to work by: Underground, metro, light rail, Tram or Train – 1.31% Bus, mini bus or coach – 7.12% Motorcycle, scooter or moped – 1.07% Driving a car or a van – 62.42% Passenger in a car or van – 9.06% Taxi – 0.65% Bicycle – 2.03% On foot – 9.78% Other – 0.41% (Source: 2001 Census)

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
	17. To protect, enhance and manage the rich diversity of the cultural and built environment and archaeological assets, whilst maintaining and strengthening a local distinctiveness through the enhancement of the character and appearance of the local landscape, townscape and coast	Cultural heritage and landscape	<ul style="list-style-type: none"> • Will it safeguard sites of archaeological importance? • Will it preserve and enhance buildings which contribute to Halton's heritage? 	Number of Listed Buildings and Number and Area of Conservation Areas	To maintain the number of Listed Buildings and Number and Area of Conservation Areas	<p>Runcorn Town Centre is not felt to be of sufficient historical or architectural interest to warrant being designated as a Conservation Area, probably because of the alterations that occurred in the 1960/70s. However the area is still of historic interest and there are a number of listed structures in the SPD area including the Old Police Station, the Royal Hotel, Church of the Holy Trinity, the Church of All Saints, a substation, formally the hearse house and the Aethelfleda Railway Bridge. The Silver Jubilee bridge is also listed (Grade II).</p> <p>The Area of Archaeological Potential defined by the Cheshire Historic Towns Survey covers much of the Town Centre Area. Buried boats, wharves and other riverine archaeological features are anticipated adjacent to the River Mersey.</p> <p>The town has a mixed character and is laid out around well-defined streets, with the changes of level giving the town its own sense of place. The buildings are predominantly small-scale even within the town centre. The town's transport infrastructure makes the area distinctive with the Silver Jubilee Bridge acting as a local 'iconic' structure.</p> <p>Runcorn Town Centre has the potential to develop as a 'market town' where its special historic location - on the banks of the River Mersey - can be used to create a vibrant place to live, shop or visit, defined by its waterway, rail and road networks.</p>
Number of buildings and Scheduled Ancient Monuments 'at risk'.				To reduce the number of buildings 'at risk' to 0 by 2016.	<p>There are 2 buildings 'at risk' in Halton these are Daresbury Hall which is Grade II* Listed and the Undercroft of West Range at Norton Priory which is a scheduled monument. However, neither of these are within the Runcorn Town Centre area.</p> <p><i>(Source: English Heritage, Buildings 'at risk' Register, 2005 and 2007)</i></p>	

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	Objective	SEA Directive/ SA Guidance	Detailed Criteria	Indicator	Target	Baseline Data and Key Issues
	18. To use land, energy, and water resources prudently and efficiently, and increase energy generated from renewable sources	Water and soil, Climatic factors	<ul style="list-style-type: none"> • Will it enable development to re-use brownfield land and convert existing buildings? • Will it encourage prudent and efficient use of energy? • Will it use water efficiently and with care? • Will it encourage the development of appropriate types of renewable energy resources? 	Proportion of housing built on previously developed land per (PDL) year	PPG3 set a target of 60% of dwellings on PDL by 2008.	<p>Historic contamination from past chemical works and landfills (notably Old Quay Quarry, Victoria Road, Old Bridgewater Locks, Percival Lane, Dukesfield and the Runcorn and Weston Canal) is recognised as a potential issue for development. Between 1994 and 1998, over 180ha of derelict land were reclaimed in the borough but over 200ha – more than 3% of the borough land surface remain.</p> <p>88% of new and converted dwellings on PDL in 2006/07 46% in 2005/06 61% in 2004/2005 42% in 2003/2004 49% in 2002/2003 28% in 2001/2002</p> <p><i>(Source: Annual Monitoring Report, Halton Borough Council, 2006 and 2007)</i></p>
				Proportion of energy generated from sustainable and renewable sources	Energy White Paper 2003 set a national target that 10% of the UK's electricity supply comes from renewable sources by 2010, 15% by 2015 and 20% by 2020.	<p>The following renewables projects are currently on going in Halton:</p> <ul style="list-style-type: none"> • Biomass: PDM (2.10MW) • Co-firing of Biomass: Shell Green Generation Plant (4.20MW) and • Sewage Gas: Runcorn CHP (0.26MW) <p><i>(Source: Renewables Northwest from Annual Monitoring Report, Halton Borough Council 2007)</i></p>

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**APPENDIX C – CONSULTATION RESPONSES TO THE SA SCOPING
REPORT**

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Consultee	Date comments received and how responded	Comments on the SA Scoping Report	Response
<p>Janet Belfield Natural England</p>	<p>By email 15/08/07 in response to the Regeneration Strategy and Southern Widnes Scoping Report. These comments were re-iterated in a letter received 16/12/08 in relation to Runcorn Town Centre. Key comments applicable to Runcorn Town Centre have been outlined here.</p>	<p><u>Habitats Regulations Assessment</u></p> <p>Amendments are being made to the Habitats Regulations to reflect recent clarification of the status of land-use plans as 'plans or projects' under Article 6(3) & 4 of the Habitats Directive. In general terms, this means that if a land-use plan is likely to have a significant effect, alone or in combination, on one or more European sites (SACs, SPAs) it must be subject to an 'appropriate assessment'.</p>	<p>Comment acknowledged. An appropriate assessment has been undertaken for the Mersey Gateway Regeneration Strategy which covers Runcorn Town Centre.</p>
		<p><u>Biodiversity Duty</u></p> <p>Biodiversity is a core component of sustainable development, underpinning economic development and prosperity, and has an important role to play in developing locally distinctive and sustainable communities. From 1 October 2006, all local authorities and other public authorities in England and Wales have a Duty to have regard to the conservation of biodiversity in exercising their functions.</p>	<p>Comment acknowledged. Reference to the Biodiversity Duty has been included within the plans, policies and programmes section.</p>
		<p>We acknowledge and welcome inclusion of Habitats Directive and Birds Directive: PPS1, PPS9, PPG17, PPG20 and PPS22; and Halton's Biodiversity Action Plan. We suggest that you consider inclusion of the following documents within the list of relevant plans/policies and programmes in the scoping report:</p> <ul style="list-style-type: none"> • Conservation (Natural Habitats & C) Regulations 2006 • Planning Policy Statement 7: Sustainable Development in Rural Areas. • Other relevant Biodiversity Action Plans. • Guidance for Local Authorities on Implementing the Biodiversity Duty. (Defra, 2007) • Rising to the Challenge: A Climate Change Action Plan for England's Northwest (NWDA, 2006) • Environmental Quality in Spatial Planning – Incorporating the natural, built and historic environment, and rural issues in plans and strategies (2005). Countryside Agency/English Nature/Environment Agency. • Accessible Natural Green Space Standards in Towns and Cities. (English Nature now Natural England) 	<p>These documents have been reviewed as part of the plans, policies and programmes section, with the exception of Planning Policy Statement 7, Guidance for Local Authorities on Implementing the Biodiversity Duty and Environmental Quality in Spatial Planning as they are not considered applicable to the SA.</p>

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Consultee	Date comments received and how responded	Comments on the SA Scoping Report	Response
Janet Belfield Natural England Continued	By email 15/08/07	National and Regional State of the Countryside Reports may help and are available via links on-line at www.naturalengland.org.uk . The State of the Countryside Reports provides facts and trends about the social, economic and environmental issues encountered in England's countryside. They present evidence against 20 key indicator themes, which include a number on environment and recreation.	Comment acknowledged, no change required.
		Countryside Quality Counts (CQC) may also be useful; the CQC project has developed an indicator of change in countryside quality based on landscape character, in response to the 2000 Rural White Paper call for monitoring of changes in the countryside. Information on CQC is available via www.countryside-quality-counts.org.uk .	Comment acknowledged, no change required.
		We would welcome expansion of the supporting text to specifically mention the hierarchy of nature conservation sites, international, national, local, etc and particular reference made to the Mersey Estuary SPA and the reasons for its designation. Data should not be limited to the borough boundary as designated sites outside Halton can be just as important, and can be affected by plans, policies, strategies and development within Halton.	Additional information has been included to address these comments.
		We thank you for reference to our research (former English Nature) in relation to Local Nature Reserves. We also consider that our publication 'Accessible Natural Green Space Standards in Towns and Cities' may also be helpful in the provision of green space in relation to residential development.	This document has been reviewed as part of the plans, policies and programmes section.
		Within the 'Water' subsection we would welcome reference to the relationship between Halton and the Mersey Estuary SPA.	Text has been included to show the relationship between Halton and the Mersey Estuary SPA.
		Green spaces and in particular green flag parks and the indicators are repeated in the cultural heritage and landscape section and biodiversity section. It may be appropriate to remove the 'parks' indicators from section the cultural heritage and landscape section.	The indicator relating to green flag parks has been removed from the cultural heritage and landscape section.
		<p><u>Developing the Sustainability Appraisal Framework</u></p> <p>We acknowledge and welcome inclusion of a range of objectives and criteria that relate to our environmental interests, and in particular 11, 14 and 17. We note that the objectives contained in the Sustainability Appraisal Framework are the original objectives from</p>	The SAF has been updated to reflect the SAF included in the Core Strategy Interim Sustainability Report of July 2006.

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Consultee	Date comments received and how responded	Comments on the SA Scoping Report	Response
Janet Belfield Natural England	By email 15/08/07	the Core Strategy Sustainability Appraisal consultation from March 2006, rather than the amended objectives incorporating comments from the consultation and included in the Interim Sustainability Report of July 2006 and our most recent consultation replies. We therefore recommend that the most up-to-date objectives are used in this report incorporating changes as appropriate.	
		* Objective 11 – include an indicator for accessible natural greenspace based on Natural England’s Accessible Natural Greenspace Standards. These standards could also provide a target for greenspace provision.	An indicator has been included as recommended.
		** Objective 14 – the criteria for this objective should be split to address both species and habitats, and a distinction should be made between statutory protected sites and species, and Biodiversity Action Plan habitats and species. An additional criterion should be included making reference to the biodiversity value of brownfield sites. Indicators should follow this format with reference to statutory and non-statutory sites and Biodiversity Action Plans for both habitats and species, with accompanying targets as appropriate.	Specific criteria / indicators have been included to address both species and habitats. It was not felt appropriate to include an additional criterion with regard to the biodiversity value of brownfield sites as this cannot currently be monitored.
Stephen Sayce Environment Agency	By post 09/01/09	While Objective 13 correctly identifies that none of Runcorn Town Centre falls within Flood Zone 3 (and Flood Zone 2) it should be noted that the flood risks associated with the Manchester Ship Canal are unknown. Any development in close proximity to the Manchester Ship Canal and the Mersey Estuary may require a flood risk assessment (taking into consideration climate change allowances). Additionally, new developments could be at risk from flooding from surface water sewers.	Baseline data amended accordingly.
		We would also advise that updated environmental baseline data is available from: http://www.environment-agency.gov.uk/research/policy/88313.aspx or by contacting our Business Planning Team at the address at the bottom of this letter.	Comment acknowledged. Revised baseline data included where appropriate.
Jermaine Daniels Merseyside Environmental Advisory Services	By email 09/01/09	Objective 9 – We suggest including an indicator that measures the environmental performance of new housing development within the SPD area against the Code for Sustainable Homes. For example: <i>‘Proportion of homes assessed against the Code for Sustainable Homes’</i> .	Whilst achieving Code for Sustainable Homes will be promoted through the Development Control process there is currently no mechanism to monitor its implementation. However, DCLG is promoting a new indicator comprising <i>‘The</i>

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Consultee	Date comments received and how responded	Comments on the SA Scoping Report	Response
			<p><i>number and proportion of total new build completions on housing sites reaching very good, good, average and poor ratings against the Building for Life criteria.</i> Building for Life Criteria includes an assessment of whether the buildings have any features that would reduce their impact. This indicator has therefore been adopted.</p>
		<p>Objective 11 – With no LNR within the SPD area it would seem redundant to include an indicator/target reporting loss of LNR. We suggest using a more general indicator such as <i>‘the amount and quality of open space’</i> supported by a target which ensures no loss of open space.</p>	<p>The indicator has been revised to <i>‘The accessibility of Halton’s natural green spaces’</i> and the target amended to <i>‘An accessible natural greenspace, of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home; at least one accessible 20 hectare site within two kilometres of home; one accessible 100 hectare site within five kilometres of home; and one accessible 500 hectare site within ten kilometres of home; and, A Statutory Local Nature Reserves at a minimum level of one hectare per thousand population.</i></p>
		<p>Objective 13 – <i>‘New development with sustainable drainage system installed’</i> will only identify new development with SUDS included but not new development without. This reduces the effectiveness of the indicator. We suggest revising the indicator to read: <i>‘Proportion of new development with sustainable drainage system installed.</i></p> <p>Also, it would be helpful if the Council could clarify how the implementation of SUDS schemes for new development relates to changes in flood zone 2 and 3 as the target and indicator do not seem to complement each other.</p>	<p>The flood risk indicators and targets have been slightly amended.</p> <p>Surface water flooding is more of an issue in Runcorn Town Centre than flood zones. An additional indicator in relation to surface water runoff has therefore been included.</p>
		<p>Objective 14 – Along with habitat and protected sites the Detailed Criteria should refer to species and should read: <i>‘Will it protect or enhance statutory protected sites, habitats and <u>species</u> of nature conservation value’</i></p> <p>SINC is a local nature conservation site and should not be included within the list of international and national sites. However, if the intention is to cover local sites, then the indicator and target boxes should reflect this.</p>	<p>Protection of species was included as a separate bullet point. However, as this may cause confusion, the bullet points have been amended as recommended.</p> <p>Reference to SINC has been removed from the national and international section.</p>

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Consultee	Date comments received and how responded	Comments on the SA Scoping Report	Response
		<p>More importantly, we do not believe that the indicators 'Population of Skylark breeding pairs' and 'Population of Song Thrush pairs' are relevant to this SPD, as Runcorn Town Centre does not provide suitable habitats for these species and the regeneration proposed over the plan period is unlikely to change this situation appreciably. As such it is considered that the SPD would not be able to deliver these targets.</p> <p>We note from the SPD boundary plan that there is no significant woodland present within the SPD area and therefore the targets proposed in relation to bluebells may not be measurable or relevant within the context of the SPD. Also, it is stated that no planting is proposed within the SPD area which would suggest that the target '<i>Establish a programme for new Bluebell planting areas within suitable woodlands</i>' is not deliverable within the scope of the SPD. We suggest that consideration is given to a scheme of planting native Bluebells along road verges within the SPD area. The indicator and target can be amended accordingly.</p> <p>Objective 15 – The Waste Strategy 2000 has been superseded by the Waste Strategy 2007 which sets out a new set of recycling targets that should be adopted as follows: 2010 – 40% 2015 – 45% 2020 – 50%</p>	<p>Comment acknowledged. Indicators and targets in relation to these species have been removed.</p> <p>Target now amended to '<i>Promote a programme of native bluebell planting within the SPD boundary</i>'. Planting is now proposed within the SPD boundary and therefore there should be potential to incorporate native bluebell planting.</p> <p>Comment acknowledged. SAF updated accordingly.</p>

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APPENDIX D - TESTING THE OPTIONS

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Sustainability Objectives	Option 1	Option 2
<p>1) To continue reducing the unemployment rate in Halton and increase the economic activity rate – will it encourage new employment that is consistent with local needs?</p>	<p style="text-align: center;">✓</p> <p>The development of new office and retail space will help to address the balance between industrial, office and retail floor space.</p> <p>A number of sites will be redeveloped for potential office and/or commercial uses including the area around the existing station. There will be three flexible land use sites for a mix of residential, office and/or other commercial uses. Access into Runcorn Town Centre will be improved through modifications to the ‘Runcorn Loops’ – this includes the removal of the east bound slip road from the A533 which restricts access into the centre of Runcorn. Instead, the southern loop will be two-way and allow access either west or east-bound onto the A588. There will be a new junction which will improve access into the centre of Runcorn and to the new proposed development sites. Improved accessibility will help to encourage increased investment and employment opportunities.</p>	<p style="text-align: center;">✓</p> <p>The development of new office and retail space will help to address the balance between industrial, office and retail floor space.</p> <p>A number of sites will be redeveloped for potential office and/or commercial uses including the area around the existing station. There will be two flexible land use sites for a mix of residential, office and/or other commercial uses. Access into Runcorn Town Centre will be improved through the removal of the ‘Runcorn Loops’. Instead the east slip road from the bridge will become a two way road with a crossroad junction with the A588 close to the railway station. Improved accessibility will help to encourage increased investment and employment opportunities. The removal of the loops will free up land around the station which can then be developed.</p>
<p>2) To improve educational attainment and opportunities for lifelong learning and employment – will it provide improved access to vocational training, education and skills for young people? Will it provide local employment opportunities for local people by linking in to local businesses?</p>	<p style="text-align: center;">✓</p> <p>Access to the existing Riverside College will be improved through the provision of new pedestrian and cycle paths linking the town centre and the railway station to the college. Accessibility to the railway station will be enhanced through the development of pedestrian and cycle routes providing greater opportunities to access education facilities further afield.</p>	<p style="text-align: center;">✓</p> <p>Access to the existing Riverside College will be improved through the provision of new pedestrian and cycle paths linking the town centre and the railway station to the college. Accessibility to the railway station will be enhanced through the development of pedestrian and cycle routes providing greater opportunities to access education facilities further afield.</p>

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Sustainability Objectives	Option 1	Option 2
3) To encourage sustainable economic growth and business development – will it encourage the growth of indigenous businesses?	✓ There will be improved access which will widen the potential market and customer base helping to encourage the stability and growth of existing businesses. New development sites will be freed up by modifications to the 'Runcorn Loops'.	✓ There will be improved access which will widen the potential market and customer base helping to encourage the stability and growth of existing businesses. New development sites (increased amount from option 1) will be freed up by the removal of the 'Runcorn Loops'.
4) To improve the competitiveness and productivity of business – Will it improve business development and enhance competitiveness?	✓✓ A number of sites will be redeveloped for potential office and/or commercial uses including the area around the existing station. Access into Runcorn Town Centre will be improved through modifications to the 'Runcorn Loops'. Improved accessibility will help to encourage increased investment and widen the potential market base.	✓✓ A number of sites will be redeveloped for potential office and/or commercial uses including the area around the existing station. Access into Runcorn Town Centre will be improved through the removal of the 'Runcorn Loops'. Improved accessibility will help to encourage increased investment and widen the potential market base.
5) To enhance the vitality and viability of the three town centres (Runcorn Town Centre, Halton Lea and Widnes) – will it provide an improvement to one of more of the town centres?	✓✓ Runcorn Town Centre will be considerably enhanced. The removal of the east bound slip road will increase the permeability of the centre and it will no longer be divided by the road. New pedestrian, cycle and potential canal links would increase footfall and therefore vitality. New development sites including the Runcorn Station Gateway Opportunity and flexible land uses will increase investment and employment opportunities helping to enhance the viability and vitality of town the centre. There will also be several public realm improvements and improvement to some residential sites through refurbishment.	✓✓ The existing road network into Runcorn is confusing and the simplification of the road system will improve access. Option 2 allows direct access into the town centre from the A533 with enhanced visibility. New pedestrian, cycle and potential canal links would increase footfall and therefore vitality. New development sites including the Runcorn Station Gateway Opportunity and flexible land uses will increase investment and employment opportunities helping to enhance the viability and vitality of the centres. There will also be several public realm improvements and improvement to some residential sites through refurbishment.
6) To improve and promote the overall image of the Borough in order to attract investment – will it encourage inward investment?	✓✓ Modifications to the Runcorn Loops will mean that the town centre is no longer cut in two and access will be greatly improved through the development of a new junction. Accessibility will be further enhanced through pedestrian and cycle ways and a potential canal link. Public realm improvements and increased visibility for the railway station will improve the overall image of Runcorn Town Centre.	✓✓ The removal of the Runcorn Loops will improve accessibility and increase the profile of the area rather than just being a place that is bypassed. Accessibility will be further enhanced through pedestrian and cycle ways and a potential canal link. Public realm improvements and increased visibility for the railway station will improve the overall image of Runcorn Town Centre.

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Sustainability Objectives	Option 1	Option 2
7) To improve health and reduce health inequalities – will it improve the standard of healthcare, particularly for the elderly? Will it support healthy lifestyles?	✓	✓
	<p>The provision of new pedestrian and cycle routes will encourage active lifestyles. Promoting areas for leisure uses will provide valuable amenity space to further encourage active lifestyles.</p> <p>There could be potential negative impacts on health due to the proposed residential uses being adjacent to industrial uses on Runcorn Docks.</p> <p>Recommendation: Preferred option should include reference to the provision of or access to healthcare.</p>	<p>The provision of new pedestrian and cycle routes will encourage active lifestyles. Promoting areas for leisure uses will provide valuable amenity space to further encourage active lifestyles.</p> <p>There could be potential negative impacts on health due to the proposed residential uses being adjacent to industrial uses on Runcorn Docks.</p> <p>Recommendation: Preferred option should include reference to the provision of or access to healthcare.</p>
8) To improve safety and reduce crime, disorder and fear of crime – will it encourage crime-sensitive design? Will it target, reduce and sustain a reduction in crime? Will it reduce the likelihood of violence and antisocial behaviour?	✓	✓
	<p>The provision of greater employment opportunities will help to regenerate the area. This should have knock-on effects in improving issues associated with deprivation such as crime. The Railway Station will be regenerated with a number of uses around it, increasing vitality which should have a positive impact on making the station and surrounding area safer.</p> <p>Recommendation: Include reference to Crime Sensitive Design in preferred option, for example following Secured by Design principles.</p>	<p>The provision of greater employment opportunities will help to regenerate the area. This should have knock-on effects in improving issues associated with deprivation such as crime. The Railway Station will be regenerated with a number of uses around it, increasing vitality which should have a positive impact on making the station and surrounding area safer.</p> <p>Recommendation: Include reference to Crime Sensitive Design in preferred options, for example following Secured by Design principles.</p>

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Sustainability Objectives	Option 1	Option 2
9) To provide well designed, good quality, affordable and resource efficient housing – will it provide for affordable housing for local people? Will it ensure that new housing is of a high standard of design and layout? Will it provide safe, secure and decent housing?	✓/?	✓/?
	<p>A number of new sites will be developed for residential use. This will provide a greater variety of housing types as the property type profile in Halton is skewed towards terraced and semi-detached houses at present. The stock of flats is low and the majority are in the social housing sector. (Halton Housing Needs Study, 2006). There is a demand for new housing and the council must significantly increase its annual dwelling completion rates to meet with regional prescriptions, at present it is estimated that there will be a shortfall of 2,235 dwellings (Mersey Gateway Regeneration Strategy: Issues report).</p> <p>However, one of the residential area proposed is close to an existing industrial area – Runcorn Docks. This could reduce the quality of the residential areas.</p> <p>There is no information on whether the houses will be affordable, good quality and resource efficient.</p> <p>Recommendation: Preferred option should set a target for the % of affordable homes provided and contain design standards to encourage resource efficiency and quality design. There is an affordability issue with a need for an additional 176 affordable housing units per annum (Halton Housing Needs Study, 2006).</p>	<p>A number of new sites will be developed for residential use. This will provide a greater variety of housing types and help to meet new housing demand – see option 1.</p> <p>However, one of the residential areas proposed is close to an existing industrial area – Runcorn Docks. This could reduce the quality of the residential areas.</p> <p>There is no information on whether the houses will be affordable, good quality and resource efficient.</p> <p>Recommendation: Preferred option should set a target for the % of affordable homes provided and contain design standards to encourage resource efficiency and quality design. There is an affordability issue with a need for an additional 176 affordable housing units per annum (Halton Housing Needs Study, 2006)</p>
10) To improve access to basic goods, services and amenities – Will it support transport provision and accessibility? Will it provide for local retail needs? Will it improve public access to services and amenities?	✓✓	✓✓
	<p>Access to existing services such as the Railway Station, Riverside College, employment sites, and the Public Library/Community Centre will be improved through the development of new pedestrian and cycleways. There will be a cycle and pedestrian route across the Silver Jubilee Bridge together with a bus priority lane. There will be modifications to the Runcorn Loops with the creation of a new junction to provide improved access into the town centre. New development will include shops.</p>	<p>Access to existing services such as the Railway Station, Riverside College, employment sites, and the Public Library/Community Centre will be improved through the development of new pedestrian and cycleways. There will be a cycle and pedestrian route across the Silver Jubilee Bridge together with a bus priority lane. The Runcorn Loops will be removed and access will be made simpler through the creation of a new junction at the end of the east-bound slip road into the town centre. New development will include shops.</p>

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Sustainability Objectives	Option 1	Option 2
11) To ensure access to high quality public open space and natural greenspace – Will it ensure that all people have access to public open space within a reasonable distance from where they live? Will it improve access to natural greenspace?	✓✓ A number of sites will be promoted for leisure uses providing important amenity space for the local community. There will be pedestrian and cycle routes linking these spaces with the town centre and residential areas. There is also potential for the Bridgewater Canal to be extended to the Manchester Ship Canal which would provide leisure opportunities.	✓✓ A number of sites will be promoted for leisure uses providing important amenity space for the local community. There will be pedestrian and cycle routes linking these spaces with the town centre and residential areas. There is also potential for the Bridgewater Canal to be extended to the Manchester Ship Canal which would provide leisure opportunities.
12) To reduce social exclusion, deprivation and social inequalities – Will it reduce poverty and social exclusion in those areas most affected?	✓ Social exclusion and deprivation will be reduced through the economic regeneration of the area with increased employment opportunities. Potential increases in affordable housing would reduce social deprivation.	✓ Social exclusion and deprivation will be reduced through the economic regeneration of the area with increased employment opportunities. Potential increases in affordable housing would reduce social deprivation.
13) To minimise the risk of flooding in relation to both new and existing development whilst protecting, improving and where necessary, restoring the quality of inland, estuarine and coastal waters – Will it improve the quality of controlled waters? Will it ensure that the area within Flood Risk Zones 2 & 3 does not increase? Will it ensure that new developments are not at risk from flooding?	✓ The site is not in an area at risk of flooding. The majority of the developments will be located on areas of existing hardstanding or building cover and therefore no increase in surface water runoff are anticipated.	✓ The site is not in an area at risk of flooding. The majority of the developments will be located on areas of existing hardstanding or building cover and therefore no increase in surface water runoff are anticipated.
14) To protect, enhance and manage diversity – Will it protect or enhance statutory protected sites and habitats of nature conservation value? Will it protect or enhance statutory protected species? Will it protect or enhance BAP habitats? Will it protect or enhance BAP species?	? Whilst a number of open spaces are to be promoted for leisure uses, there is no information on protecting or enhancing biodiversity. Recommendation: Include targets for biodiversity improvements in the preferred option.	? Whilst a number of open spaces are to be promoted for leisure uses, there is no information on protecting or enhancing biodiversity. Recommendation: Include targets for biodiversity improvements in the preferred option.

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Sustainability Objectives	Option 1	Option 2
15) To minimise the production of waste and increase reuse, recycling and recovery rates – Will it result in a reduction in the amount of waste requiring treatment and disposal?	<p>x</p> <p>There will be an increased production of waste during the construction process.</p> <p>Recommendation: the preferred option should require implementation of Site Waste Management Plans, to maximise the reuse and recycling of construction waste.</p> <p>Reference should also be made to ensuring that there is sufficient space for recycling facilities to enable effective recycling during occupation of residential and commercial units.</p>	<p>x</p> <p>There will be an increased production of waste during the construction process.</p> <p>Recommendation: the preferred option should require implementation of Site Waste Management Plans, to maximise the reuse and recycling of construction waste.</p> <p>Reference should also be made to ensuring that there is sufficient space for recycling facilities to enable effective recycling during occupation of residential and commercial units.</p>
16) To improve air quality by reducing the need to travel and improving choice and use of sustainable transport modes and reducing air pollution from other sources – Will it minimise the need to travel? Will it reduce car use and encourage the use of integrated and public transport? Will it improve air quality?	<p>✓</p> <p>The provision of cycle and pedestrian routes will encourage the use of sustainable transport modes helping to reduce the use of private cars and associated air pollution. The regeneration of the Railway Station with increased access will help to encourage increased train travel as an alternative to private cars.</p>	<p>✓</p> <p>The provision of cycle and pedestrian routes will encourage the use of sustainable transport modes helping to reduce the use of private cars and associated air pollution. The regeneration of the Railway Station with increased access will help to encourage increased train travel as an alternative to private cars.</p>
17) To protect, enhance and manage the rich diversity of the cultural and built environment and archaeological assets, whilst maintaining and strengthening a local distinctiveness through the enhancement of the character and appearance of the local landscape, townscape and coast – will it safeguard sites of archaeological importance? Will it preserve and enhance buildings which contribute to Halton's heritage?	<p>✓</p> <p>The built environment of the town centre will be improved through regeneration of the area surrounding the Railway Station and also due to modifications to the Runcorn Loops. The removal of the east bound slip road will increase the permeability of the centre.</p> <p>There is potential for archaeological remains, particularly adjacent to the river.</p> <p>Recommendation: The preferred option should require the developers to assess the townscape impacts of their developments; undertake an archaeological desk study; and refer to the North West Best Practice Design Guide.</p>	<p>✓</p> <p>The built environment of the town centre will be improved through regeneration of the area surrounding the Railway Station and also due to removal of the Runcorn Loops improving legibility.</p> <p>There is potential for archaeological remains, particularly adjacent to the river.</p> <p>Recommendation: The preferred option should require the developers to assess the townscape impacts of their developments; undertake an archaeological desk study; and refer to the North West Best Practice Design Guide.</p>

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Sustainability Objectives	Option 1	Option 2
18) To use land, energy, and water resources prudently and efficiently, and increase energy generated from renewable sources – Will it enable development to re-use brownfield land and convert existing buildings? Will it encourage prudent and efficient use of energy? Will it use water efficiently and with care? Will it encourage the development of appropriate types of renewable energy resources?	✓/?	✓/?
	<p>The new development sites will make efficient use of land by using brownfield sites. Some existing buildings are being reused, this includes the remodelling of the existing Railway Station and the refurbishment of some of the existing residential development. However construction of new buildings will involve energy and resource use.</p> <p>Recommendation: The preferred option should require specific environmental standards to be met. For example BREEAM and Code for Sustainable Homes.</p>	<p>The new development sites will make efficient use of land by using brownfield sites. Some existing buildings are being reused, this includes the remodelling of the existing Railway Station and the refurbishment of some of the existing residential development. However construction of new buildings will involve energy and resource use.</p> <p>Recommendation: The preferred option should require specific environmental standards to be met. For example BREEAM and Code for Sustainable Homes.</p>

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APPENDIX E – TESTING THE REVISED PLAN OBJECTIVES

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KEY

✓ - Compatible

x - Incompatible

⊖ – No Links

? – Dependent on nature of implementation measures

Objective	Economic						Social						Environmental					
		1 To continue towards reducing the unemployment rate in Halton and increasing the economic activity rate	2 To improve educational attainment and opportunities for lifelong learning and employment	3 To encourage sustainable economic growth and business development	4 To improve the competitiveness and productivity of business	5 To enhance the vitality and viability of the three town centres	6 To improve and promote the overall image of the Borough in order to attract investment.	7 To improve health and reduce health inequalities	8 To improve safety and reduce crime, disorder and fear of crime	9 To provide good quality, affordable and resource efficient housing	10 To improve access to basic goods, services and amenities	11 To ensure access to high quality public open space and natural greenspace	12 To reduce social exclusion, deprivation and social inequalities	13 To minimise the risk of flooding whilst protecting, improving and where necessary, restoring the quality of inland, estuarine and coastal waters	14 To protect, enhance and manage biodiversity	15 To minimise the production of waste and increase reuse, recycling and recovery rates.	16 To reduce the need to travel and improve choice and use of sustainable transport modes, whilst protecting, and where necessary, improving local air quality	17 To protect, enhance and manage the rich diversity of cultural and built environment and archaeological assets
Runcorn Town Centre 1 - Enhance Employment Role: Initiate physical redevelopment of Runcorn Station Gateway for high value employment uses, following environmental and secured by design principles utilising the improved access and visibility, achieved through de-linking of A553 (and 'loops') infrastructure.	✓	⊖	✓	✓	✓	✓	⊖	✓	⊖	✓	⊖	⊖	⊖	?	✓	⊖	?	

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Objective	Economic						Social						Environmental					
	1 To continue towards reducing the unemployment rate in Halton and increasing the economic activity rate	2 To improve educational attainment and opportunities for lifelong learning and employment	3 To encourage sustainable economic growth and business development	4 To improve the competitiveness and productivity of business	5 To enhance the vitality and viability of the three town centres	6 To improve and promote the overall image of the Borough in order to attract investment.	7 To improve health and reduce health inequalities	8 To improve safety and reduce crime, disorder and fear of crime	9 To provide good quality, affordable and resource efficient housing	10 To improve access to basic goods, services and amenities	11 To ensure access to high quality public open space and natural greenspace	12 To reduce social exclusion, deprivation and social inequalities	13 To minimise the risk of flooding whilst protecting, improving and where necessary, restoring the quality of inland, estuarine and coastal waters	14 To protect, enhance and manage biodiversity	15 To minimise the production of waste and increase reuse, recycling and recovery rates.	16 To reduce the need to travel and improve choice and use of sustainable transport modes, whilst protecting, and where necessary, improving local air quality	17 To protect, enhance and manage the rich diversity of cultural and built environment and archaeological assets	18 To use land, energy, and water resources prudently and efficiently, and increase energy generated from renewable sources
2 - Expand Specialist Retail & Leisure Role: Providing accommodation and development opportunities for the refocusing of the role of the Town Centre for specialist niche traders to complement the roles of the boroughs other town centres and capitalise on the 'market town' appeal. Initiate physical opportunities for the development of leisure uses in the Town Centre– particularly in the new Canal Quarter- to develop a vibrant, cultural and safe day and night-time economy building on the achievements at The Brindley.	✓	⊖	✓	✓	✓	✓	⊖	✓	⊖	✓	⊖	⊖	⊖	?	⊖	?	?	

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Objective	Economic						Social						Environmental					
	1 To continue towards reducing the unemployment rate in Halton and increasing the economic activity rate	2 To improve educational attainment and opportunities for lifelong learning and employment	3 To encourage sustainable economic growth and business development	4 To improve the competitiveness and productivity of business	5 To enhance the vitality and viability of the three town centres	6 To improve and promote the overall image of the Borough in order to attract investment.	7 To improve health and reduce health inequalities	8 To improve safety and reduce crime, disorder and fear of crime	9 To provide good quality, affordable and resource efficient housing	10 To improve access to basic goods, services and amenities	11 To ensure access to high quality public open space and natural greenspace	12 To reduce social exclusion, deprivation and social inequalities	13 To minimise the risk of flooding whilst protecting, improving and where necessary, restoring the quality of inland, estuarine and coastal waters	14 To protect, enhance and manage biodiversity	15 To minimise the production of waste and increase reuse, recycling and recovery rates.	16 To reduce the need to travel and improve choice and use of sustainable transport modes, whilst protecting, and where necessary, improving local air quality	17 To protect, enhance and manage the rich diversity of cultural and built environment and archaeological assets	18 To use land, energy, and water resources prudently and efficiently, and increase energy generated from renewable sources
3 - Improve Community Facilities: Provide opportunities for the development of improved services and public realm upgrades across the Town Centre. This should focus on protecting, managing and enhancing the cultural, built and natural environment and promoting cycle and walking facilities between the Station, Town Centre, surrounding residential neighbourhoods and the waterside. Re-open the closed section of the Bridgewater Canal to meet the Manchester Ship Canal for business and leisure travel uses. Utilise the Halton draft Parking & Access (2008) study to achieve improved parking and accessibility.	⊖	?	⊖	⊖	✓	✓	?	✓	⊖	✓	✓	⊖	?	?	✓	✓	?	

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Objective	Economic						Social						Environmental					
		1 To continue towards reducing the unemployment rate in Halton and increasing the economic activity rate	2 To improve educational attainment and opportunities for lifelong learning and employment	3 To encourage sustainable economic growth and business development	4 To improve the competitiveness and productivity of business	5 To enhance the vitality and viability of the three town centres	6 To improve and promote the overall image of the Borough in order to attract investment.	7 To improve health and reduce health inequalities	8 To improve safety and reduce crime, disorder and fear of crime	9 To provide good quality, affordable and resource efficient housing	10 To improve access to basic goods, services and amenities	11 To ensure access to high quality public open space and natural greenspace	12 To reduce social exclusion, deprivation and social inequalities	13 To minimise the risk of flooding whilst protecting, improving and where necessary, restoring the quality of inland, estuarine and coastal waters	14 To protect, enhance and manage biodiversity	15 To minimise the production of waste and increase reuse, recycling and recovery rates.	16 To reduce the need to travel and improve choice and use of sustainable transport modes, whilst protecting, and where necessary, improving local air quality	17 To protect, enhance and manage the rich diversity of cultural and built environment and archaeological assets
4 – Enhance Public Transport: Rationalise the existing A553 road infrastructure through de-linking providing improved and simplified bus access to Runcorn Town Centre and Runcorn Rail Station via the Town Viaduct and High Street and new Station Gateway Quarter. Consider options to re-model the existing bus station to enhance circulation.	⊖	⊖	⊖	⊖	✓	✓	⊖	?	⊖	✓	⊖	⊖	⊖	⊖	⊖	⊖	⊖	⊖

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Objective	Economic						Social						Environmental					
	1 To continue towards reducing the unemployment rate in Halton and increasing the economic activity rate	2 To improve educational attainment and opportunities for lifelong learning and employment	3 To encourage sustainable economic growth and business development	4 To improve the competitiveness and productivity of business	5 To enhance the vitality and viability of the three town centres	6 To improve and promote the overall image of the Borough in order to attract investment.	7 To improve health and reduce health inequalities	8 To improve safety and reduce crime, disorder and fear of crime	9 To provide good quality, affordable and resource efficient housing	10 To improve access to basic goods, services and amenities	11 To ensure access to high quality public open space and natural greenspace	12 To reduce social exclusion, deprivation and social inequalities	13 To minimise the risk of flooding whilst protecting, improving and where necessary, restoring the quality of inland, estuarine and coastal waters	14 To protect, enhance and manage biodiversity	15 To minimise the production of waste and increase reuse, recycling and recovery rates.	16 To reduce the need to travel and improve choice and use of sustainable transport modes, whilst protecting, and where necessary, improving local air quality	17 To protect, enhance and manage the rich diversity of cultural and built environment and archaeological assets	18 To use land, energy, and water resources prudently and efficiently, and increase energy generated from renewable sources
5 – Increase & Diversify Housing Offer: Increase, and diversify, the housing offer within Runcorn, providing resource efficient and affordable housing – with a particular focus on developing sites made available through communications infrastructure removal in Runcorn Town Centre to meet forecast population expansion. Build on waterfront achievements at The Deck to encourage the appropriate and economically viable development of housing within the Canal Quarter. This would establish a north-south activity corridor that supports food, drink and complementary uses for the sustainability and wider regeneration of the Town Centre and expand the user-base of the Town Centre's retail and leisure offer.	⊖	⊖	✓	✓	✓	✓	⊖	⊖	✓	✓	⊖	✓	⊖	✓	✓	⊖	✓	

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Objective	Economic						Social						Environmental					
		1 To continue towards reducing the unemployment rate in Halton and increasing the economic activity rate	2 To improve educational attainment and opportunities for lifelong learning and employment	3 To encourage sustainable economic growth and business development	4 To improve the competitiveness and productivity of business	5 To enhance the vitality and viability of the three town centres	6 To improve and promote the overall image of the Borough in order to attract investment.	7 To improve health and reduce health inequalities	8 To improve safety and reduce crime, disorder and fear of crime	9 To provide good quality, affordable and resource efficient housing	10 To improve access to basic goods, services and amenities	11 To ensure access to high quality public open space and natural greenspace	12 To reduce social exclusion, deprivation and social inequalities	13 To minimise the risk of flooding whilst protecting, improving and where necessary, restoring the quality of inland, estuarine and coastal waters	14 To protect, enhance and manage biodiversity	15 To minimise the production of waste and increase reuse, recycling and recovery rates.	16 To reduce the need to travel and improve choice and use of sustainable transport modes, whilst protecting, and where necessary, improving local air quality	17 To protect, enhance and manage the rich diversity of cultural and built environment and archaeological assets
6 - Sustainable Development: To use land, energy and water resources prudently, minimising the production of waste and increasing re-use, recycling and recovery of waste.	①	①	①	①	①	①	①	✓	①	①	①	①	✓	✓	①	①	✓	

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APPENDIX F – TESTING THE PREFERRED OPTIONS

In carrying out the appraisal of the policies contained within the SPD, matrices have been used to document the predicted effects of the policy against the 18 Sustainability Objectives that have been developed in the earlier stages of the SA process.

For the purpose of this assessment, significant effects are defined as are those which have been identified as very sustainable (✓✓) or very unsustainable (xx) in the assessment.

The following key indicates the symbols and abbreviations that have been used in these matrices.

Abbreviation	Description
Scale of Effect	
L	Local
R	Regional
N	National
G	Global
Permanence of Effect	
T	Temporary
P	Permanent
Timescale	
S	0 – 10 years of the plan
M	10 – 20 years of the plan
L	After the life of the plan
Likelihood of Effect	
H	High
M	Medium
L	Low
Assessment of Effect	
✓✓	Very sustainable
✓	Sustainable
-	Neutral
?	Uncertain
x	Unsustainable
xx	Very unsustainable

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Runcorn Town Centre

SA Objective (abridged)	Nature of effect					Justification for the Assessment and Recommendations for Mitigation
	Scale	Permanence	Timescale	Likelihood	Assessment	
ECONOMIC						
To continue reducing the unemployment rate in Halton and increase the economic activity rate (SA1)	L	P	S-L	H	✓	The development of new office and retail space will help to address the balance between industrial, office and retail floor space. A number of sites will be promoted for potential commercial uses particularly within the Canal Quarter (Policy CQ3), Bridge Street Area (Policy BS4) and Station Gateway Quarter (Policy SG1). This should generate additional employment opportunities.
To improve educational attainment and opportunities for lifelong learning and employment (SA2)	L	P	S-L	M	✓	Access to the existing Riverside College will be improved through the provision of new pedestrian and cycle paths linking the town centre and the railway station to the college. However, the proposals do not include any specific education enhancements and new residential development could put pressure on existing educational establishments.
					?	
To encourage sustainable economic growth and business development (SA3)	L	P	S-M	M	✓	Improved access will widen the potential market and customer base helping to encourage the stability and growth of existing businesses. New development sites will be freed up by the removal of the 'Runcorn Loops'.
To improve the competitiveness and productivity of business (SA4)	L	P	S-M	H	✓✓	A number of sites will be redeveloped for potential commercial uses particularly within the Canal Quarter (Policy CQ3), Bridge Street Area (Policy BS4) and Station Gateway Quarter (Policy SG1). Access into Runcorn Town Centre will be improved through the removal of the 'Runcorn Loops'. Improved accessibility will help to encourage increased investment and widen the potential market base.
SOCIAL						
To enhance the vitality and viability of the three town centres (Runcorn Town Centre, Halton Lea and Widnes) (SA5)	L	P	S-L	H	✓✓	The existing road network into Runcorn is confusing and the simplification of the road system will improve access. New pedestrian, cycle and potential canal links would increase footfall and therefore vitality. New development sites including the Runcorn Station Gateway Opportunity (Policy SG1), Canal Quarter Redevelopment (Policy CQ1) and redevelopment of existing underused sites such as Public Hall Street (Policy BS3) and Bridge Street/ Leiria Way (Policy BS4) and other targeted developments will increase investment and employment opportunities helping to enhance the viability and vitality of Runcorn Town Centre. Retail, leisure and cultural services particularly those not currently well catered for within Halton Lea and specialist or niche retailers are encouraged

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SA Objective (abridged)	Nature of effect					Justification for the Assessment and Recommendations for Mitigation
	Scale	Permanence	Timescale	Likelihood	Assessment	
						<p>(Strategic Policies SP3, SP4 & SP5 and sub area policies CS2, BS2, CQ3). Public realm improvements are required by Policy CS3, CA4, BS7 and CQ3 and a high standard of development is required by Policy CS4 and CQ3. Gateway features are also encouraged through Strategic Policy SP16. These should create a positive image of the Town Centre.</p> <p>Opportunities for new leisure based activities around or on the Bridgewater canal will be supported (Strategic Policy SP6 and sub-area policy BS8).</p>
To improve and promote the overall image of the Borough in order to attract investment (SA6)	L	P	S-L	H	✓✓	<p>The removal of the Runcorn Loops will improve accessibility which, together with the proposed leisure, retail and cultural investments and public realm improvements, should increase the profile of the area and overall image of the borough.</p> <p>Accessibility will be enhanced through provision of pedestrian and cycle ways and a potential canal link.</p> <p>Public art is encouraged through Strategic Policy SP14.</p>
To improve health and reduce health inequalities (SA7)	L	P	S-L	M	✓	<p>The provision of new pedestrian and cycle routes (through Strategic Policy SP8) and safe, secure and covered cycle parking (through Strategic Policy SP17) will encourage active lifestyles. Promoting areas for leisure uses should further encourage active lifestyles.</p>
					?	<p>However, the proposals do not include any specific enhancements to health facilities and an increased population as a result of new residential development could put pressure on existing local health facilities.</p>
To improve safety and reduce crime, disorder and fear of crime (SA8)	L	P	S-M	M	✓✓	<p>The provision of greater employment opportunities will help to regenerate the area. This should have knock-on effects in improving issues associated with deprivation such as crime. The Railway Station and surrounding area will be regenerated, increasing vitality which should have a positive impact on making the station and surrounding area safer.</p> <p>Strategic Policy SP19 also requires new development likely to attract significant visitor numbers to enhance the town centre's CCTV security system.</p> <p>All new residential developments will be required to incorporate the principles of Secured by Design (refer to Development Control Matters section).</p>
To provide well designed, good quality, affordable and resource efficient housing (SA9)	L	P	S-L	M	✓	<p>A number of new sites are promoted for residential use including within the Canal Quarter (Policy CQ3), and within the Regent Street sub-area (Policy RS1) and Portland Street sub area (Policy PS3) which together with the new Deck residential development in the northern part of the Runcorn Town Centre SPD area and promotion of improvements to the existing housing stock (Policies RS2 and PS4) will provide a greater variety of housing types and help to meet new housing demand. There is a general desire to increase the variety of housing available in the Town Centre</p>

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SA Objective (abridged)	Nature of effect					Justification for the Assessment and Recommendations for Mitigation
	Scale	Permanence	Timescale	Likelihood	Assessment	
						including mixed tenure and type. The SPD Objectives require the houses to be affordable and resource efficient and a minimum Code for Sustainable Homes Level of 3 is required (see Development Control Matters) with a Level 4 required in the Canal Quarter (Policy CQ4).
To improve access to basic goods, services and amenities (SA10)	L	P	S-L	H	✓✓	Opportunities for additional convenience shop provision will be identified and promoted (Strategic Policy SP2). Church Street will remain the primary retail area for day-to-day goods (Policy CS1). Access to existing services such as the main shopping areas, bus station, Railway Station, Riverside College, employment sites, and the Public Library/Community Centre will be maintained and enhanced through the development of new and improved pedestrian routes and cycleways and a town centre shuttlebus (Policies CA6, RS5, RS6, BS1, CQ3, CQ5, SG5, SG9 & PS11). Pedestrian and cycle access to the Promenade, Waterfront and Bridgewater Canal are also promoted (Policies CQ5 and PD1 to PD5). There will be a cycle and pedestrian route across the Silver Jubilee Bridge together with a bus priority lane. The Runcorn Loops will be removed and access into the town will be made simpler through the creation of a new junction at the end of the east-bound slip road into the town centre. Signage within the town centre will be improved to enhance accessibility (strategic Policy SP18). The Council will support proposals to re-model the existing bus station (Policy CS7 & CA5) and public transport connections between the Station Gateway Quarter and town centre should be facilitated (Policy SG7).
To ensure access to high quality public open space and natural greenspace (SA11)	L	P	S-L	H	✓✓	A number of sites will be promoted for leisure uses providing important amenity space for the local community. There will be pedestrian and cycle routes linking these spaces with the town centre and residential areas. There is also potential for the Bridgewater Canal to be extended to the Manchester Ship Canal (Policy HS2) which would provide new and improved leisure opportunities. Proposals to utilise or enhance the canal will be supported (Policy HS1, HS4 and PS1). Developments adjacent to the waterfront should be set back to enable access to the waterfront (Policy PS8). The General Requirements for All Development Proposals includes a requirement to facilitate public access to greenspace and provide open space in accordance with the Council's Provision of Open Space SPD.
To reduce social exclusion, deprivation and social inequalities (SA12)	L	P	S-M	M	✓	Social exclusion and deprivation should be reduced as a result of the economic regeneration of the area with increased employment opportunities. Potential increases in affordable housing would also help to reduce social deprivation.

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SA Objective (abridged)	Nature of effect					Justification for the Assessment and Recommendations for Mitigation
	Scale	Permanence	Timescale	Likelihood	Assessment	
ENVIRONMENTAL						
To minimise the risk of flooding in relation to both new and existing development whilst protecting, improving and where necessary, restoring the quality of inland, estuarine and costal waters (SA13)	L	P	S-L	M	-	The site is not in an area at high risk of flooding although the flood risk associated with the Manchester Ship Canal is unknown. Flood Risk Assessments will be required to accompany planning applications where relevant, in accordance with PPS25. The majority of the developments will be located on areas of existing hardstanding or building cover. However, the SPD requires that, wherever possible, appropriate mitigation measures should be proposed which should include Sustainable Urban Drainage Systems to restrict run-off to existing rates or better.
To protect, enhance and manage diversity (SA 14)	L	P	S-L	M	✓	A number of open spaces are to be promoted for leisure uses and Strategic Policy SP22 aims to protect and enhance ecological and biodiversity features, where possible. Tree and woodland planting is required in accordance with the objectives of Mersey Forest (see General Development Requirements Section).
To minimise the production of waste and increase reuse, recycling and recovery rates (SA15)	L	T	S-M	M	-	There will be an increased production of waste during the construction process. However, the SPD requires Site Waste Management Plans to be prepared, to maximise the reuse and recycling of construction waste. Strategic Policy SP20 requires community recycling facilities to be rationalised and/or improved and as part of any scheme, provision should be included for recycling facilities (see General Development Requirements Section).
To improve air quality by reducing the need to travel and improving choice and use of sustainable transport modes and reducing air pollution from other sources (SA16)	L	P	S-L	M	✓	The provision of cycle and pedestrian routes (through Strategic Policy SP8), implementation of Halton's greenway network, where appropriate (through Strategic Policy SP9) and provision of covered, safe and secure cycle parking (through Strategic Policy SP17) will encourage the use of sustainable transport modes helping to reduce the use of private cars and associated air pollution. However, the supply of parking (through Strategic Policy SP10 and sub area policy CQ3) will need to be carefully managed to ensure that it does not prejudice the use of more sustainable forms of transport. The regeneration of the Railway Station with increased access will help to encourage increased train travel as an alternative to private cars. Similarly, re-modelling of the bus station should make use of buses more attractive.

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SA Objective (abridged)	Nature of effect					Justification for the Assessment and Recommendations for Mitigation
	Scale	Permanence	Timescale	Likelihood	Assessment	
Conclusions	<p>The preferred option should have a significant positive impact in improving the competitiveness and productivity of business (SA4) and enhancing the vitality and viability of Runcorn town centre (SA5) and the borough as a whole (SA6) as a number of new sites will be developed, existing vacant or underused sites should be re-used or redeveloped and changes to the road layout will improve accessibility. The Preferred Option should also result in significant beneficial effects on the safety, reducing crime and the fear of crime, and improve access to basic goods, amenities and public open space.</p> <p>Uncertainties arise as a result of new residential development which could put pressure on existing educational and health facilities.</p> <p>The environmental effects should largely be positive providing appropriate assessment and mitigation measures are put in place during the planning approvals process.</p> <p>The Appraisal presented above, is an assessment of the completed proposals. However, the proposals are intended to be developed in three broad phases. Phase 1 comprises downgrading of existing infrastructure associated with the Silver Jubilee Bridge resulting in a sites being made available for development, principally the Station Quarter. Regeneration of the majority of opportunity sites, resulting from the down grading of infrastructure associated with the Silver Jubilee Bridge is anticipated to occur in Phase 2, with the remaining opportunities developed in Phase 3. Each phase will therefore result in cumulative sustainability benefits as outlined above.</p>					