



Executive Board Sub Committee

**Thursday, 15 October 2009 10.00 a.m.
Marketing Suite, Municipal Building**

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

Chief Executive

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

PART 1

Item	Page No
1. MINUTES	
2. DECLARATION OF INTEREST	
Members are reminded of their responsibility to declare any personal or personal and prejudicial interest which they have in any item of business on the agenda no later than when that item is reached and, with personal and prejudicial interests (subject to certain exceptions in the Code of Conduct for Members), to leave the meeting prior to discussion and voting on the item.	
3. PLANNING TRANSPORTATION REGENERATION & RENEWAL	
(A) LANDFILL ALLOWANCE TRADING SCHEME	1 - 6

Item

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(B) HOUSING GROWTH POINT – INITIAL PROGRESS

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

REPORT TO: Executive Board Sub Committee

DATE: 15th October 2009

REPORTING OFFICER: Strategic Director Environment

SUBJECT: Landfill Allowance Trading Scheme

WARD(S): Borough-wide

1. PURPOSE OF REPORT

- 1.1 This report sets out an updated position on landfill allowances for Halton Borough Council and makes recommendations for the purchase of further landfill allowances under the Landfill Allowances and Trading Scheme (England) Regulations 2004.

2. RECOMMENDED: That:

- 2.1 For the purposes of LATS, the Operational Director - Financial Services, in consultation with the Strategic Director - Environment and the Portfolio Holders for Environment, Leisure and Sport and Corporate Services, be authorised to;**

2.1.1 Secure contractual agreements with other local authorities for the purchasing of permits to enable Halton to meet its LATS targets; and

2.1.2 Trade up to the value of £250,000 per annum, subject to budgetary provision.

- 2.2 Procurement Standing Order 3.1 be waived for the purposes of the exercise of the delegated power.**

- 2.3 Further reports are received on LATS as necessary.**

3. BACKGROUND

- 3.1 All Waste Disposal Authorities have been allocated a diminishing tonnage allocation of biodegradable municipal waste (BMW) that they may landfill each year. The trading scheme is controlled under the Landfill Allowances and Trading Scheme (England) Regulations 2004, including potential penalties for non-compliance. This has a significant impact on disposal options as Government guidance indicates that 68% of the waste stream is biodegradable. Key materials include paper, card, textiles, garden and kitchen waste and furniture. A mass balance calculation for each waste disposal authority takes into account the amount of BMW recovered, and then determines the

percentage of BMW in residual waste, which is directly landfilled. It is this figure that is compared to the allocated LATS allowances to produce a surplus or deficit.

- 3.2 At its meeting on 16th November 2006 the Executive Board Sub Committee resolved that delegated powers to trade for Landfill Allowances were given to the Operational Director Financial Services in consultation with the Strategic Director, Environment and the Portfolio holders for Environment, Leisure and Sport and Corporate Services, and that authority be granted to purchase or sell LATS permits, provided that the cumulative face value of all such transactions (disregarding whether purchases or sales) in any financial year does not exceed £100,000 and subject to adequate budgetary provision having been made (minute ES54/2006).
- 3.3 Estimates indicate that the financial requirement for future years exceeds the values in the previous resolution. Therefore, additional approvals are now required for future purchases, as outlined in his report.
- 3.4 The allocated allowances for each year, and current predictions, are shown in Table 1 below. The estimated shortfalls take into account additional recycling and the assumption that Halton will achieve the LAA recycling targets of 31% for 02009/10 and 34% for 2010/11.
- 3.5 Landfill allowances are calculated for biodegradable municipal waste (BMW) and not total waste. Biodegradable municipal waste consists of materials such as card, paper, garden waste etc. Total residual waste therefore contains both BMW and non BMW (e.g. glass, cans, plastics)

Table 1. Halton's Permitted and Estimated Landfill Allowance Levels

Year	Biodegradable Municipal Waste (BMW) Tonnage Allowed to landfill	Estimated BMW Tonnage to be sent to landfill	Estimated Shortfall in Allowances
2009/10	27759	33183	5423
2010/11	24669	33105	8436
2011/12	21579	33105	11526
2012/13	18490	33105	14615
2013/14	17696	33105	15409
2014/15	16903	Not available	Not available
2015/16	16110	Not available	Not available
2016/17	15317	Not available	Not available
2017/18	14524	Not available	Not available
2018/19	13731	Not available	Not available
2019/20	12938	Not available	Not available

4. SUPPORTING INFORMATION

- 4.1 Table 2 below shows the current estimates in more detail. Predictions are made up until 2013/14, after which, waste treatment facilities could be in place for the treatment and diversion of biodegradable waste from landfill to sufficient levels to meet landfill allowance targets beyond that date. Procurement of residual waste treatment capacity for Halton is, however, complex and if waste treatment facilities are not in place by 2013/14 there will be consequences, and result in the need to obtain additional allowances.

Table 2. Halton Landfill Allowances

	2009-10	2010-11	2011-2012	2012-13	2013-14
4.2 Halton Landfill Allowance Allocation	27759	24669	21579	18490	17696
Forecasted Landfill Levels	33182	33105	33105	33105	33105
Difference (deficit)	-5423	-8436	-11526	-14615	-15409
Estimated Balance (Surplus/deficit)	-5,423	-8,436	-11,526	-14,615	-15,409

Landfill allowances have already been purchased for 2009/10 to cover the estimated shortfall in the current year. Following negotiations with several Authorities a price of £13.50 was agreed.

- 4.3 To avoid future potential fines, Halton can now purchase landfill allowances to cover predicted shortfalls for the years 2010/11 onwards. Based upon current market offers following a request for three written quotations, allowances are currently available @ £9.00 per tonne for 2010/11 and 2011/12 and £10.80 for 2012/13 if purchased in advance. Alternatively, payment can be made each April at these prices plus an RPI increase for each year.
- 4.4 Currently, allowances are not available from the above local authority for 2013/14 due to internal approvals not being available until 2010; therefore the figures shown for 2013/14 in table 3 are estimates. This offer also provides flexibility, with the options of immediate purchase or spreading costs over several years.
- 4.5 Members are advised that only one other quotation was received from another authority that were working to an indicative price level of £13.50 for 2010/11 and 2011/12 rising to £17.50 for 2012/13 and 2013/14.

- 4.6 The costs of meeting the anticipated shortfalls by purchasing additional permits as detailed in para 4.3 are therefore shown below in table 3;

Table 3. Costs of meeting the anticipated shortfalls

	2010-11	2011-12	2012-13	2013-14
Forecast shortfall	8436	11526	14615	15409
Unit Costs – Immediate purchase	£9	£9	£10.80	£12.60
Total – immediate purchase	£75,924	£103,734	£157,842	£194,153
Unit Costs – purchase in April each year (*assumed +3% per year for RPI)	£9	£9.27*	£11.45*	£13.77
Total – purchase in April each year	£75,924	£106,846	£167,342	£212,182

- 4.7 For information, Members are advised that recent forward transactions by other Waste Disposal Authorities for the years 2010/11 onwards are detailed in Table 4 below.

Table 4. Recent LATS Transactions by Other Authorities

Date	LATS Year	Number	Price per tonne	Total
26/03/2009	2012/13	226	£15.00	£3,390.00
26/03/2009	2011/12	1,432	£11.25	£16,110.00
26/03/2009	2010/11	2,365	£11.25	£26,606.00
24/01/2008	2011/12	6,400	£35	£224,000.00
24/01/2008	2010/11	11,000	£35	£385,000.00

- 4.8 It is Defra's view that if landfill allowances are traded for cash, the public procurement rules are not engaged because there is no acquisition of supplies or services; what is being traded is the means to landfill in a scheme year more BMW than would otherwise be authorised by the allowances available to a Waste Disposal Authorities (WDA) for that year. Similarly, state aid rules are not engaged as LATS only applies to WDAs exercising their public functions and there is no potential for the Scheme itself to affect trade between undertakings in the EU.
- 4.9 Whilst it is Defra's view that it would not be necessary for the Council to go out to tender for the purchase of allowances, in order to deal with the implications of the Council's Standing Orders, the recommendations include the waiver of Standing Order 3.1, which requires that three competitive tenders be sought for contracts between £50k and £1M. Members are advised that this recommendation is made on the basis that;

- 4.9.1 Although only received two, officers actively sought three written quotations.
 - 4.9.2 The current offer is believed to be the best available and was made following a recent major quotations exercise with prospective sellers by another authority.
 - 4.9.3 The Council is not likely to receive any better offers from undertaking a tendering exercise.
 - 4.9.4 There is a risk that the time taken to undertake a tendering exercise may see the opportunity to purchase from the preferred selling authority disappear
- 4.10 Whilst there is no certainty about future prices, which might go up or down, it is believed that the current offer represents good value for money and it is recommended that the Council now secure contractual arrangements for the purchase LATS permits for the period 2010/11 to 2013/14.

5. FINANCIAL IMPLICATIONS

- 5.1 Purchasing permits for LATS shortfalls avoids potential penalties of £150 per tonne and therefore represents a potential 'investment to save' of between £1.2m in 2010-11 and £2.1m 2013-14. The financial consequence of purchasing LATS permits has been included in the medium term financial forecast for the authority and are proposed to be provided for in the revenue budgets of the Council during the period covered by this report.

6. POLICY IMPLICATIONS

- 6.1 There are no policy implications as a result of this report.

7. OTHER IMPLICATIONS

- 7.1 There are no other implications arising from this report.

8. IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

8.1 Children and Young People in Halton

No direct impact

8.2 Employment, Learning and Skills in Halton

No direct impact

8.3 A Healthy Halton

No direct impact

8.4 A Safer Halton

No direct impact

8.5 Halton's Urban Renewal

No direct impact

9.0 RISK ANALYSIS

9.1 There is a risk that, failure to secure sufficient landfill allowances will leave the authority vulnerable to the significant financial risks associated with failing to meet waste diversion targets.

10.0 EQUALITY AND DIVERSITY ISSUES

10.1 There are no equality and diversity issues as a result of this report.

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

11.1 There are no background papers within the meaning of the Act

REPORT TO: Executive Board Sub-Committee

DATE: 15th October 2009

REPORTING OFFICER: Strategic Director - Environment

SUBJECT: Housing Growth Point – Initial Progress

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

- 1.1 To inform Members of the award of Growth Point Status, allocation of monies from DCLG's Growth Fund, proposed funding priorities and initial activity with the programme of development.

2.0 RECOMMENDATION: That

- (1) note the grant of Growth Point Status and funding allocation from DCLG;**
- (2) endorse the contents of the submitted Programme of Development (PoD);**
- (3) support the establishment, structure, and ongoing work of the Mid-Mersey Growth Point Partnership Board,**
- (4) support the initial funding priorities identified by the Growth Point Partnership Board and authorise the release of revenue and capital expenditure in accordance with the priorities as determined by the Growth Point Partnership Board.**

3.0 SUPPORTING INFORMATION

- 3.1. As previously reported to Members on the 13th December 2007 and 6th March 2008, Halton, together with St.Helens and Warrington submitted expressions of interest in being awarded Growth Point Status in October 2007.
- 3.2. DCLG subsequently conferred this status, jointly on the 3 authorities in July 2008. Halton, acting as 'responsible authority' subsequently led on the formation of a Growth Point Partnership Board and on the production and submission of bids for funding from the Community Infrastructure Fund (CIF2) and the Growth Fund.
- 3.3. As 'responsible authority', Halton will receive and manage (in accordance with HBC standing orders) the funding with respect to the Growth Point. Funding has been awarded initially for a period of two years.

The Growth Fund Partnership Board

- 3.4. A Partnership Board has been established under the banner “Mid-Mersey Growth Point Partnership Board” to direct the development and delivery of the Growth Point programme. The Board comprises of 5 voting members and 2 non-voting representatives as follows;

St.Helens Council;	Cllr Brian Spencer (Chair)
Halton BC;	Cllr Marie Wright
Warrington BC;	Cllr Bob Barr
Environment Agency;	Area Manager (North)
RSL Representative;	Peter Styche (Helena HA).

Homes & Communities Agency (Non-voting advisor)
GONW (Housing Policy Section) (Non-voting advisor)

- 3.5. The Board has met 5 times to date to approve the submission of the Community Infrastructure Fund (CIF2) bid (details below), the Growth Fund bid, in the form of a ‘Programme of Development’ (see below) and latterly to agree priorities for future action following the announcement of Growth Fund allocations.

The Community Infrastructure Fund (CIF2).

- 3.6. Growth Point status conferred the right to bid for monies from the joint DfT / DCLG Community Infrastructure Fund. Expressions of interest had to be prepared and submitted within a 6 week timetable and the Mid-Mersey partners identified a total of 14 projects (6 Halton + 2 cross-boundary) totalling some £11.3 million.

- 3.7. Subsequently, DfT announced the schemes invited to proceed to submission of a full business case. Mid-Mersey had 2 schemes selected (the maximum per area), unfortunately neither of which were in Halton. Following the submission of the business cases, DfT has confirmed support for one scheme, the provision of pedestrian, cycle and greenway links between the housing sites of Chapelford and Bruche in Warrington.

3.8 The Growth Fund and Programme of Development (PoD)

- 3.8. Each Growth Point was expected to prepare a Programme of Development (PoD) setting out their proposed projects and actions to help deliver the growth agenda. This document is intended to act as both a project management tool and a bidding document for financial support from DCLG’s Growth Fund. This is intended to be a living document that will be updated and amended throughout the life of the Growth Point programme (2008 to 2016/17). Our initial Mid-Mersey PoD can also be viewed on the mid Mersey website, www.mid-mersey.org.uk

- 3.9. Whilst in total the Growth Fund Nationally for the initial 2 years of the programme was £100m, our PoD identified approximately £14m of potential projects for this initial period and resulted in a notified

allocation of approximately £4.2m for the Mid Mersey Growth Point. Given that we are one of 20 new growth points bidding for funding, this allocation was broadly considered a success. However, in July 2009, DCLG informed all Growth Points that, in order to fund the Governments Housing Pledge, there would be a reduction in capital grant to Growth Points next financial year. For Mid Mersey this will mean a reduction in notified grant of £999,289, giving a revised total allocation of funding to our Growth Point of £3.2 million. A summary of the revised funding allocation is as follows

		Revised DCLG Allocation [July 2009]		
	Initial 'Start Up' Allocation	2009/10	2010/11	Total;
Capital		£1,450,124	£1,302,980	£2,753,104
Revenue	£150,000	£123,180	£164,241	£287,421
		£1,573,304	£1,467,221	£3,040,525
Total	£ 150,000	£1,573,304	£1,467,221	£3,190,525

Initial priorities for future action / funding

3.10. On the 2nd February, the Growth Point Partnership Board considered a report setting out the details of the financial allocation and recommending priorities for immediate action and funding support. Since then, the Board has moved matters forward at both its May and August meetings.

3.11. Initial priorities identified in February for **revenue** funding during 2009/10 include:

Project	Potential Cost	Reason
Water Cycle Study	£75,000	A requirement from GONW designation letter. Environment Agency has commissioned Phase 1 'Scoping' Study, due to report in April 2009 that may identify areas for further work.
Strategic Housing Market Assessment	£25,000 per annum for 2 years	Identified requirement from Liverpool City Region Housing Strategy. Item referred to Housing 'Thematic Group' to scope out requirements and timetable.
Infrastructure Study	£35,000 pa / 3 yrs	Thematic group to be established to scope out project and identify necessary resources. Likely to be delivered at Sub-regional level.
Green Infrastructure	Not yet known	Green Infrastructure Study was a requirement from the designation letter. Discussions currently underway with partners including Mersey Forest and the Environment

		Agency to scope out necessary work.
Renewable Energy Feasibility Study	£50,000	Item referred to Infrastructure Group to investigate and report back.

3.12. Initial priorities for **capital** funding during 2009/10 include:

Project	Cost	Reason
Affordable Housing Subsidy	£1,000,000	Identified in PoD as the key priority for the early years of our GP programme. A Housing Thematic Group is being established to make recommendations to the Board on how this should be administered.
General Capital Improvement fund	£ 450,124	General fund for Capital works. An Infrastructure Thematic Group is being established to make recommendations to the Board on how this should be administered.

3.13. A report to the Executive Board deals with the requirement to amend the Capital Programme to reflect the receipt and management of these monies on behalf of the Growth Point Partnership Board

Moving things forward

- 3.14. Beyond getting the right structures in place to move the Programme of Development forward, the Partnership Board focus is on housing delivery, particularly in the current and expected economic climate. Helena Housing has been asked to develop its suggested model for an affordable housing subsidy, including the potential to recycle grant monies for reuse by the Board; RSLs have been invited to come forward with proposals to deliver new additional social housing, against which the Board may allocate growth point capital grant. The Board has determined to have fuller information on sites where development can take place and/or continue within the growth point, alongside information on where sites are stalled or stopped. This consideration runs parallel with HCA proposals to 'kickstart' housing development, and from which six proposals from Warrington and one from St Helens are undergoing due diligence by HCA. A second round of Kickstart has recently been announced.
- 3.15. The housing thematic group has been set up, and a stakeholder group of RSLs has been established under the chairmanship of the Boards' RSL representative, along with a stakeholder group of house builders, meeting initially for consultation on the three boroughs strategic housing land availability assessment, including housing trajectories. The commissioning of a new Strategic Housing Market Assessment for the Growth Point was agreed by the Board at its August meeting.
- 3.16. A green infrastructure thematic group is in place and is developing a framework to also fit with the LDF.

- 3.17. The thematic group for transport infrastructure has been established, and work is already underway enabling the successful scheme supported by the CIF to start early next year. Monies have been won from the DfT strategic studies budget for support towards feasibility studies looking at sustainable transport measures across the Growth Point that support housing.
- 3.18. The draft phase one Water Cycle scoping study has been undertaken for the Environment Agency, and next steps identified, and the Board has agreed to cost effectively combine the requirement for a Renewable Energy study for mid Mersey into an intended wider Merseyside and West Lancashire study.
- 3.19. Executive Board members are asked to support the initial priorities and delegate approval of detailed expenditure to the Growth Point Board.

Growth Point Manager

- 3.20. The Partnership Board has authorised the appointment of dedicated staffing, and Richard Tully has been appointed as Growth Point Manager. Richard is on secondment from St.Helens for an initial period of two years. He has a strong track record in regeneration, having previously held senior positions with Ravenhead Renaissance and ENCAMS. He is based in the Environment Directorate at Rutland House.

Accounting Arrangements

- 3.21. As the 'Responsible Authority', Halton will handle the financial arrangements on behalf of the Growth Point Partnership Board and this will be done in line with the Council's Constitution and Standing Orders. As the Growth Fund includes a Capital Award, the Council's Capital Programme will need to be amended to reflect this.

4.0 POLICY IMPLICATIONS

- 4.1. Growth Point Status has implications for the Local Development Frameworks of all three Growth Point Authorities. For Halton, delivery is expected to include development around Runcorn Docks and this will have implications for the Core Strategy and subsequent Development Plan Documents. This will introduce significant population numbers into an area currently sparsely populated generating new service requirements. Integration with Runcorn Old Town centre will be an important element to the wider success of this proposal.

5.0 OTHER IMPLICATIONS

- 5.1 No other implications

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

Children and Young People in Halton

- 6.1. Halton's contribution to the Mid-Mersey Growth Point is expected to include development around the Runcorn Docks area. This will increase the population within a sparsely populated area generating demands for services and facilities for children and young people.

Employment, Learning and Skills in Halton

- 6.2. Growth Point status will provide additional housing opportunities, contribute to improving the image of the Borough and support continued economic development. The proposed redevelopment of Runcorn Docks should help improve accessibility to Runcorn College Campus.

A Healthy Halton

- 6.3. The proposed development will support regeneration of underused former industrial land and be expected to contribute towards healthy travel options.

A Safer Halton

- 6.4. The proposed development will regenerate underused former industrial land and be expected to adopt design principles as contained in the Designing for Community Safety SPD.

Halton's Urban Renewal

- 6.5. The proposed development should directly regenerate a significant area within a previously defined Regeneration Area and will increase the local population within the catchment of Runcorn Old Town centre and contribute towards further improving the image of the borough.

7.0 RISK ANALYSIS

- 7.1. The Growth Point proposal is primarily based upon the development of land within a single ownership in a previously allocated Regeneration Area.
- 7.2. Without this, delivery of the additional units required under the Growth Point status may not be achievable without release of greenfield sites elsewhere within the Borough that the Council has not previously allocated.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1. There are no equality and diversity issues contained in the report.

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

Document	Place of	Contact Officer
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	Inspection	
The Housing Green Paper (July 2007)	Rutland House	Richard Tully
Merseyside Expression of Interest (Halton & St.Helens)	Rutland House	Richard Tully
Warrington Expression of Interest	Rutland House	Richard Tully
Mid-Mersey Letter to GONW 9 th January 2008	Rutland House	Richard Tully
Mid-Mersey Letter to GONW 14 th January 2008	Rutland House	Richard Tully
Mid-Mersey Letter to GONW 31 st January 2008	Rutland House	Richard Tully
GONW Letter conferring Growth Point Status 8 th August	Rutland House	Richard Tully
Mid-Mersey Community Infrastructure Bid	Rutland House	Richard Tully
Mid-Mersey Programme of Development	Rutland House	Richard Tully
DCLG Assessment Pro-forma	Rutland House	Richard Tully
DCLG Growth Fund allocation announcement - 8 th December 2008	Rutland House	Richard Tully
Growth Point Partnership Board Committee pack 2 nd September 2008	Rutland House	Richard Tully
Growth Point Partnership Board Committee pack 20 th October 2008	Rutland House	Richard Tully
Growth Point Partnership Board Committee pack 2 nd February 2009	Rutland House	Richard Tully
Growth Point Partnership Board Committee Pack 5 th May 2009	Rutland House	Richard Tully
Growth Point Partnership Board Committee pack 20 th August 2009	Rutland House	Richard Tully



MID-MERSEY GROWTH POINT

PROGRAMME OF DEVELOPMENT 2009



Submitted to the Department for Communities and Local Government
27th October 2008

Contact for further details:

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Foreword

Government announced its intention to extend the Growth Point Programme to cover authorities in the north in its Housing Green Paper of July 2007. Following the submission of initial expressions of interest in October 2007, Halton, St.Helens and Warrington were awarded Growth Point Status at the end of July 2008.

In the twelve weeks since the confirmation of Growth Point Status, the three authorities have been working together, with key service providers and stakeholders to establish a Growth Point Partnership, to agree a Vision and objectives for the partnership and to begin establishing a firm programme of actions to deliver these.

This document represents our initial Programme of Development (2009) for submission to the Department for Communities and Local Government (DCLG) and Government Office for the North West (GONW) and sets out our aims for the Mid-Mersey area, how we intend to work together to achieve growth and to secure the maximum benefit from that growth for our communities.

The document is being submitted by Halton Borough Council on behalf of the Partnership Board and with the support of the Halton, St.Helens and Warrington Councils.

Chair of Mid-Mersey
Partnership Board

Cllr Brian Spencer
St.Helens Council

Steven Moore
Area Manager (North)
Environment Agency

Cllr Bob Barr
Warrington Borough
Council

Peter Styche
Helena Housing

Area Director
(Merseyside & Cheshire)
English Partnerships

Cllr Marie Wright
Halton Borough Council

Carol Hudson
Chief Executive of St.Helens
Council

David Parr
Chief Executive of Halton
Borough Council
Eliot Lewis-Ward

Diana Terris
Chief Executive of
Warrington Borough
Council





1. Executive Summary

The Mid-Mersey area was awarded New Growth Point (NGP) status in July 2008, recognising the wish of Warrington, St.Helens and Halton Local Authorities to work in partnership with Central Government, service providers and key stakeholders to pursue sustainable housing and economic growth and to secure the benefit of that growth for their respective populations.

Mid-Mersey covers an area of over 400 square kilometres in England's North West. Located midway between the regional poles of Liverpool and Manchester, the Mid-Mersey area is home to almost half a million people¹. The area has a unique locational advantage that provides direct access for goods and passengers via north-south routes to London and Scotland and east-west routes crossing trans-Pennines, between the Irish Sea ports, on the main North European Trade Axis (NETA) corridor. The area also enjoys access to a number of strategic greenway networks, ranging from local to national significance.

There are over 210,000 local jobs², with growing employment opportunities in Manchester and Liverpool, within easy commuting distance. Economic forecasts indicate that the Mid-Mersey area will continue its role as a key regional economic driver with the potential to generate an additional 24,000 new jobs up to 2016. Each authority has successfully used development over recent years to help deliver much needed regeneration and restructuring, in addition to tackling problems of deprivation. Despite the successes to date, much work remains to be done. All three individual Mid-Mersey authorities face challenges of ensuring balanced housing markets, including ensuring an appropriate supply of family and aspirational housing. At the same time, housing affordability is a growing problem across the Mid-Mersey area and is already acute in Warrington.

Our Mid-Mersey vision:

In 2017 the Mid-Mersey Growth Point Area is a key economic driver for the Northwest region supported by a well balanced, good quality housing offer, with a strong focus on affordability. This ensures that people have the opportunity to live in the home that they aspire to close to where they work.

Areas of opportunity have been linked with those areas that needed further physical, economic and social regeneration and investment to help create sustainable communities.

Development has been delivered in partnership with a strong buy-in from both public and private sector stakeholders and opportunities for the realisation of wider benefits, particularly health and skills development, have been taken. Development has been planned to utilise existing and minimise the need for additional critical infrastructure. Where necessary new provision was provided ahead of demand.

The environmental impacts of growth have been minimised and the need to reduce the causes of and create environments resilient to the effects of climate change have been at the forefront of decision making."

Growth Point Status will realise the potential for the delivery of additional dwellings over current policy levels (in adopted Regional Spatial Strategy) in the period up to 2017, providing new housing opportunities close to areas of concentrated economic development to maximise the

¹ Population at 2008 estimated to be 490,800 (ONS, 2004 Based Sub-National Population Projections)

² Total jobs = 213,500 (ONS, 2001 Census of Population)





opportunity for people to live close to their place of employment, and minimise the need for long distance commuting.

This will help minimise any increase in the 60,000 daily commuter flows into the Mid-Mersey Area and the resultant stress on strategic transport routes.

It will also facilitate the redevelopment of Runcorn Docklands as an aspirational residential community of around 4,000 dwellings, enjoying attractive views across the Mersey and with fully integrated community facilities, without impacting on other housing priorities elsewhere in Halton.

This Programme of Development (PoD) sets out Mid-Mersey ambitions and proposals (Projects underway or planned, medium term 2009 to 2011 and possible proposals for the longer term post 2011) to meet the Mid-Mersey vision. The PoD will act as a project management tool that presents a strategic view of the actions necessary to deliver growth in Mid-Mersey. It will also act as an engagement and ongoing management tool for the Mid-Mersey Partnership, including Central Government (DCLG / GONW), the new Homes and Communities Agency and other partners and stakeholders.

This PoD is a 'living document' that will be regularly reviewed and will adapt to changing circumstances and priorities, providing a focus for all the Mid-Mersey partnership in the development of the Mid-Mersey Growth Point.





2. Introduction and Background

Introduction

Halton, St.Helens and Warrington were together awarded New Growth Point Status in July 2008, one of 20 new growth points nationally and of six in the North West. Together the three authorities have committed to work together under the banner of 'Mid-Mersey' to develop and progress the growth point agenda and to prepare and implement this Programme of Development (PoD).

Figure 01 : Location Map showing Mid-Mersey and immediately adjacent Growth Points



This latest round of Growth Points represents one of several measures being pursued by Central Government to help achieve their target of delivering 240,000 homes a year by 2016³. Put simply Growth Points are locations that will offer significant, strategic growth that is additional to that contained in previous development plans.

Running between now and 2016/17 the Growth Point programme is strongly founded on an approach that seeks to unite central government, local authorities and key

³ As set out in the 2007 Housing Green Paper 'Homes for the Future, More Affordable, More Sustainable

stakeholders towards the realisation of four key principles:

- Early delivery of housing
- Achieving sustainable growth
- Ensuring infrastructure provision keeps pace with growth
- Partnerships and effective delivery

Our original Expressions of Interest (EoI) for growth, submitted in October 2007, consisted of a joint submission by Halton and St.Helens and an individual submission by Warrington. Subsequent discussions between the Mid-Mersey authorities and Government Office for the North West (GONW) concluded that growth would be best progressed on a tripartite basis and as such that the two submissions should therefore be treated as one.

The collective EoI identified that Mid-Mersey is well placed to support the required uplift in housing numbers alongside continued economic growth. It outlined in detail how our approach to growth would clearly conform to the Government's Growth point criteria, add value to and strengthen local regeneration efforts and assist in the realisation of regional and national objectives.

It is important to note at the outset that Growth Point status is a non-statutory designation and that any new development proposals will be subject to consultation, testing and examination through the normal statutory planning process. This will be achieved through the development of the Region's Single Regional Strategy and through the Local Development Framework (LDF) processes.

Purpose of this Document:

It is a requirement of the award of Growth Point status that we prepare a Programme of Development for submission to our Government Office and the Department of Communities and Local Government (DCLG).

To aid the New Growth Points prepare their Programmes of Development DCLG





published a Guidance Note including the intended assessment regime in July 2008. This guidance identifies that the primary purpose of a PoD is to set out *“the partnership’s plans and ambitions for growth, including a trajectory for housing delivery and the infrastructure needed to achieve it, any identified resources available to deliver and an assessment of the extra funding needed to support it.”* (Para.8)

This document has been prepared by the newly constituted Mid-Mersey Growth Point Partnership and is our initial Programme of Development for the Mid-Mersey Growth Point Area. The document was submitted to Department for Communities and Local Government (DCLG) in October 2008.

This programme is intended to:

- **Clearly state the Partnership’s Vision and Objectives** and in doing so provide the strategic steer for how growth will be utilised to achieve local, regional and national objectives within Mid-Mersey;
- **Provide a central and common basis for ongoing dialogue and negotiations between partners and stakeholders** on key growth sites, projects, actions and interventions;
- **Become the project management tool for the Mid-Mersey growth programme by:**
 - Guiding the delivery of an increased supply of housing; and
 - Knitting together existing and planned programmes of activity to ensure that these support each other and support the realisation of our stated vision and objectives.
- **Enable the co-ordination of infrastructure needs** by early identification of what, and where, new infrastructure is needed to support development, when it is required, how much it will cost and who is likely to fund it.
- **Clearly state both short and long term priorities** through the identification of key sites, projects, actions and interventions; and
- **Act as a 'bidding' document** to support requests for funding from a variety of public agencies and Government where

subsidy is considered essential to the delivery of key projects or objectives.

This Programme of Development is intended to be a living document that will be reviewed and updated throughout the life of the Growth Point programme. It will form the basis for an ongoing dialogue and for the setting of priorities for the Growth Point Partnership. Not only will this accommodate changing local circumstances in relation to evolving regional and local planning policy⁴ and Sustainable Community Strategies (SCS), but it will also provide the flexibility needed to respond to the continuing uncertainties arising from the current economic climate.

The process of preparing this initial document has involved the Local Authority partners collating and setting out their priorities for development over the growth point period (to 2017) and using this as a basis to open, or formalise, dialogue with the full range of development partners and key stakeholders. At the time of writing, some discussions were still outstanding due to the pressure of time. Completing these outstanding conversations will be treated as a priority over coming weeks.

The three partner Local Authorities are committed to utilising growth, not simply to deliver additional housing numbers, but instead to directly support economic development and to positively contribute to delivery against our respective corporate and LSP priorities as expressed in our Sustainable Community Strategies (which themselves arise from partnership and dialogue with key local partners).

This document and our Growth Point Partnership are not intended to replace or duplicate the work of other existing partnerships and organisations. Instead, it is intended to provide a wider forum for the consideration of shared or cross-boundary issues and facilitate closer working relationships, better understanding and promote co-ordinated actions to deliver the

⁴ Local Planning Policy as contained in the Local Development Frameworks (LDF) of the 3 Local Authority partners.





aims of the partner organisations for the benefit of our local communities.

This programme sets out an integrated suite of projects for which we are seeking support from the Growth Fund, including initial studies that may identify areas for further work. Given the time available to assemble this programme it has not been possible to fully collate, assess and prioritise medium and longer term projects, so these will be reviewed and presented in more detail in subsequent editions of this document.

Introducing Mid-Mersey

The 'Mid-Mersey' label is a product of the newly adopted North West Regional Spatial Strategy (RSS) which grouped Halton, St.Helens and Warrington within the same housing market area based on work undertaken by the North West Regional Housing Strategy (RHS). Subsequent work undertaken as part of the Liverpool City Region Housing Strategy has confirmed that the Liverpool City Region can be divided into broadly three functional housing market areas (HMAs). The Eastern HMA comprises of the three Mid-Mersey authorities of Halton and St.Helens together with, and focussed upon, Warrington as the key economic driver.

Located between the regional poles of Liverpool and Manchester, Mid-Mersey is located to the west of what was previously termed the North West Metropolitan Belt. Comprising of the towns of Warrington, St.Helens, Widnes and Runcorn together with a number of larger villages and smaller satellite settlements, we cover an area of some 409 SqKm and at 2008 are home to approximately 494,100⁵ people.

Recognised as a key contributor to the North West's economy at 2001 we had slightly fewer jobs (213,528⁶) than employed residents (214,221⁷) leading to a modest net commuting out flow. This is largely due to out-commuting from St.Helens, with

⁵ 2008 estimate (2006 Based SNPP. ONS)

⁶ 2001 Census of Population, Origin & Destination Statistics. ONS

⁷ 2001 Census of Population, Origin & Destination Statistics. ONS

Warrington and Halton being net importers of labour, an area covered in greater depth in Section 15 (Transport) of this document.

Located at the very heart of the regions communication network we enjoy unparalleled connectivity to the region and beyond. The M6, M62 and M56 motorways traverse our area with no fewer than 12 junctions within our boundaries whilst the West Coast Main Line, trans-Pennine and Liverpool commuter rail networks provide excellent rail connections including hourly services to London. Liverpool John Lennon and Manchester International airports lie within a short distance, whilst Liverpool Docks provide logistics for international shipping. In locational terms Mid-Mersey is extremely well-placed to secure continued investment and strong economic growth.

Whilst heavily urbanised over half of our geographic areas (56%) , some 229 square kilometres is adopted Greenbelt. Similar to the unparalleled access afforded by motorised transport infrastructure, we benefit from a number of strategically important green corridors including the Trans-Pennine Trail, the Bridgewater Way (along the Bridgewater Canal), The River Mersey corridor and Sankey Valley Park.

We are home to a wide range of sites and habitats with rich biodiversity including several recognised and protected as being of international importance. Of particular note are the Mersey Estuary, part of which is designated as an internationally important wetland site, and the internationally designated Rixton Clay Pits and Risley Moss. Several other sites across our area are identified in local strategies and protected through our respective planning designations.

Together with urban greenspace networks the our biodiversity assets and strategic green corridors combine to provide considerable opportunities for sustainable commuting, leisure and recreation which in turn create the potential for significant benefits to public health.





Scale of the challenge:

The three Mid-Mersey authorities share many similar problems and issues which are predominately rooted in the contraction of their old industrial base. During the nineteenth century the Mid-Mersey's key towns urbanised rapidly as the area became a centre for coal, chemical, pharmaceutical, wire and glass industries. The closure of the coal mines, and the transition to a post-industrial economy in the late twentieth century had a major impact upon the area, resulting in extensive dereliction and contaminated land, poor health, low quality housing, high unemployment with low aspiration and educational attainment.

During the mid to late twentieth century deprivation, low life expectancy and the despoiled land which blighted the area for many decades lead to both Halton and St. Helens, and to a lesser extent the older inner areas of Warrington, experiencing a significant population decline.

From 1964 to 1989 Runcorn was designated a New Town to help accommodate the overspill population from Liverpool. Unfortunately however the innovative architecture and urban forms employed by the New Town have themselves left a legacy of physical and social problems and did little to address population decline.

In 1968 Warrington was also designated a New Town but was subject to a suburban market led approach that differed markedly to the approach employed in Runcorn. Primarily driven by Warrington's location at the heart of the region's communication network, Warrington was at this time also central to the Government's regional strategy for economic growth. Although the planned population expansion was not achieved and some of the supporting transport infrastructure not put in place, the extensive housing and business development that did occur under the New Town era has markedly changed the status, profile and character of the town – of which the same can be said for Runcorn.

Despite the increased investment and relative success associated with the New Town development in Warrington, this had

remarkably little effect on the older urban areas of the town. The consequence of this approach was that inner areas began to suffer from decline and deprivation similar to that experienced in Runcorn, Widnes and St. Helens.

In recent years the three authorities have made significant progress in their efforts to secure the physical, economic and social regeneration and restructuring of the older inner areas of their respective towns. As a result population numbers across the Mid-Mersey area are now beginning to stabilise.

In St. Helens the borough has successfully redefined itself as a progressive and modern place to live, work and visit and focused regeneration on its core urban areas. Partnership has been central to this process. The physical transformation has been dramatic with extensive new areas of quality housing, a focus of activity in and around the town centre, the development of high quality commercial floorspace taking advantage of excellent road access and an increasingly green and wooded setting.

Warrington's previous role, economic success and locational advantages have inevitably generated a significant momentum for development and the Borough has harnessed this to good effect to rejuvenate the town centre as a sub-regional retail and leisure destination the vitality and viability of which genuinely benefits from the introduction of town centre living.

With the support of the then Department of the Environment, Halton has been pro-active in tackling the worst of its unique legacy of heavily contaminated land, often being at the forefront of remediation technologies. Large areas have been remediated and returned to active use or greened and reused for recreation or landscaping. The worst of the New Town legacy of failed estates is being tackled with the Southgate estate (composite clad deck access flats) being cleared and physically transformed into Hallwood Park, comprising of traditional 2 storey brick built semi-detached flats, houses and bungalows. Runcorn Old Town and the Castlefields estate have been subject of major and ongoing improvements. Former derelict industrial





areas in Widnes along the banks of the Mersey are being brought back into active employment use boosting the economy and bringing much needed opportunities to nearby deprived neighbourhoods.

Despite successes to date however there remains much to be done throughout Mid-Mersey. Physically there are still contaminated and derelict sites in prominent urban locations that require remediation and redevelopment. Socially there remain concentrations of deprivation, particularly in relation to health and education that rank amongst the worst nationally. Economically worklessness remains a significant issue for parts of the area with the lack of connectivity between areas in need and employment opportunities partly to blame. Furthermore there are problems brought about as an indirect result of the areas success, the most prominent of which is the affordability of housing which is now acute in Warrington. The challenge posed by climate change also presents a significant and new test for Mid-Mersey. Effectively addressing these issues will be critical to continued economic growth and the realisation of sustainable communities across the Mid-Mersey area.

The Wider Growth Agenda

Mid-Mersey is one of a cluster of four Growth Points covering tracts of Liverpool and Manchester together with the new Unitary Authority area of West Cheshire. Whilst this document is concerned only with the Mid-Mersey Growth Point, discussions and actions agreed with key stakeholders have all been undertaken in the context of the wider Growth Agenda.

Discussions with representatives of surrounding Growth Points and with Government Office confirm that the Mid-Mersey proposals should not conflict with the aims of adjoining proposals. The expansive Liverpool City Region Housing Study, and other research, confirms that Mid-Mersey

effectively functions as a self contained Housing Market Area. As such increased housing development within our area, should help address locally arising demand and demand from longer distance migration rather than adversely impacting on surrounding authorities aspirations, particularly from West Cheshire and Mersey Waters where their proposed new housing areas are located quite considerable distances away from Mid-Mersey.

We are also mindful of the proximity of three Housing Market Renewal Initiative Areas (HMRI), and particularly Newheartlands which covers parts of Liverpool City, Sefton and Wirral boroughs. Each of our three local authority partners has supported Newheartlands over many years. We are confident that nothing in our proposals will impact directly on the Pathfinder; indeed, our initial expression of interest was drafted and submitted in collaboration with the Merseyside Policy Unit and supported by all six Merseyside authorities, including the Newheartlands authorities.

Manchester / Salford and Oldham / Rochdale Pathfinders are again located a significant distance away from the Mid-Mersey area, firmly within different housing market areas. Again, whilst there may be some migration between these areas and Mid-Mersey this is not expected to be substantial and again, we do not expect our activities to detract with the aims of the HMRI.

Halton and St.Helens together with Merseyside partners instigated a pilot migration monitoring regime based on Council Tax Account opening and closures. Warrington are in the process of becoming a partner in this project, which will allow us to produce data for the Mid-Mersey Housing Market Area. We will use this, and other datasets as available to monitor the situation and respond accordingly.





3. Vision and Objectives

In 2017 the Mid-Mersey Growth Point Area is a key economic driver for the Northwest region supported by a well balanced, good quality housing offer, with a strong focus on affordability. This ensures that people have the opportunity to live in the home that they aspire to close to where they work.

Areas of opportunity have been linked with those areas that needed further physical, economic and social regeneration and investment to help create sustainable communities.

Development has been delivered in partnership with a strong buy-in from both public and private sector stakeholders and opportunities for the realisation of wider benefits, particularly health and skills development, have been taken. Development has been planned to utilise existing and minimise the need for additional critical infrastructure. Where necessary new provision was provided ahead of demand.

The environmental impacts of growth have been minimised and the need to reduce the causes of and create environments resilient to the effects of climate change have been at the forefront of decision making.

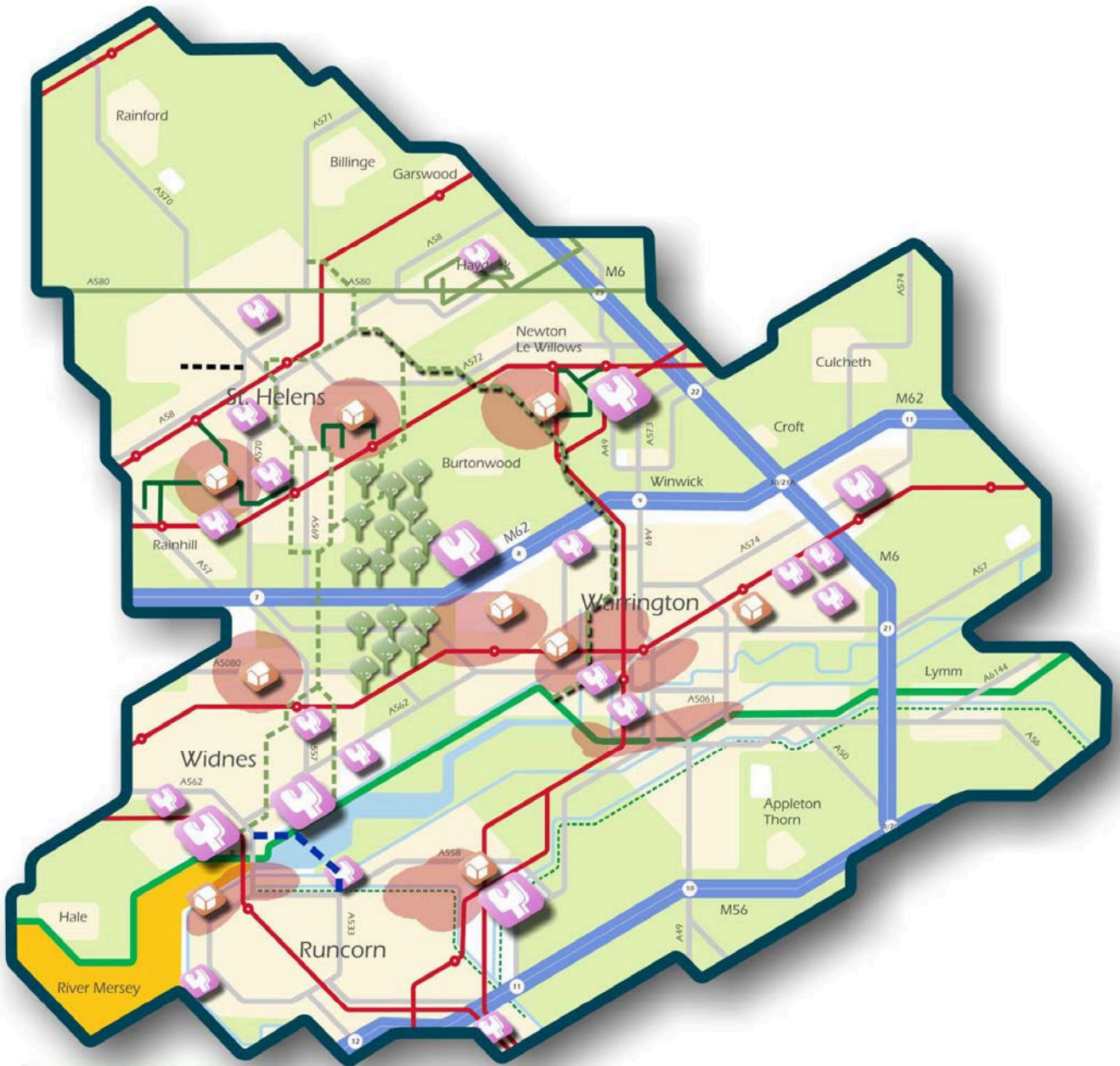
3.17 Our objectives, in no particular order, are to:

- Increase the delivery of housing in the sub-region from a RSS baseline of 13,500 to at least 15,660 by 2016-17.
- Improve quality, choice and affordability in the supply of housing.
- Support the delivery of a variety of affordable tenure family homes through an enhanced level and range of local interventions.
- Improve economic performance and sustain growth by investing in success.
- Improve sustainable transport links between jobs and where people live and between town centres and other transport hubs within the sub-region.
- Give fresh impetus to the sustainable regeneration of the older urban areas at the heart of Widnes, St Helens and Warrington.
- Unlock difficult sites in sustainable locations particularly where remediation, access or other infrastructure provision will not be delivered by the market acting alone.
- Promote healthy lifestyles through a positive and coordinated approach to the provision and enhancement of accessible green infrastructure .
- Widen opportunity and choice, and reduce disparities between areas in terms of well-being, quality of life, and access to jobs and services.
- Work together to reduce the sub-region's carbon footprint in line with national and regional targets.
- Develop a strategic framework for the provision of key infrastructure by service, utility and transport providers to support growth.





Figure 02 : Programme of Development Key Strategy Diagram.



Key

	Built Area		Rail Stops
	Key Housing Growth Areas		Railways
	Key Housing Sites		Motorways
	Employment		Mersey Gateway
	Employment Joint Strategic Cycle Routes		Mersey Estuary
	Cycle routes to stations		Green Belt
	A580 Cycle Route		Trans Pennine Trail
	Eccleston Triple X to Town Centre		Bridgewater Way
			Forest Park





4. Relationship to Regional Spatial Strategy (RSS) and Regional Economic Strategy (RES)

Alignment with Other Plans and Strategies:

Central Government stated that in extending the Growth Point programme and designating round two growth points and areas they are seeking to enter into partnerships with those areas where growth could be delivered in a way which would complement, as opposed to challenge, existing land use policies and strategies.

This section demonstrates that our Mid-Mersey Growth Point visions and objectives are founded upon and hence align with the core principles underpinning selected key plans and strategies.

Conformity with Regional Planning Strategy

At the Regional level, the North West RSS was approved on the 30th September 2008. Whilst Growth Points were not specifically catered for within the document, an assessment of policies of relevance demonstrates that the Mid-Mersey's growth ambitions take support from, and fully align with, the adopted strategy.

The RSS identifies that developments within the Mid-Mersey authorities of Halton, St.Helens and Warrington should be focused in and around the town centres with an emphasis on regeneration, housing market renewal and restructuring. The Mid-Mersey Partnership's objectives, key sites and projects are entirely consistent with these spatial priorities.

With regards to St.Helens and Halton, the RSS identifies that both are within the Liverpool City Region for which a key RSS priority, as identified at paragraph 11.4, is *"to connect areas of economic opportunity to areas of greatest need, with a particular focus on those areas in need of economic, social and physical restructuring and regeneration"*. Located in the outer part of the City Region the strategic framework for

St.Helens and Halton is provided by Policy LCR3.

Elaborating on the aforementioned spatial priorities, Policy LCR3 identifies that within St.Helens and Halton plans and strategies should

- Support significant intervention in areas where housing market restructuring is required;
- Expand the quality and choice of housing; and
- Give particular attention to addressing worklessness.

The strategic framework for Warrington, which the RSS identifies is located within both the Manchester and Liverpool City Regions, is set out in Policy MCR6. In addition to reaffirming the need to ensure that plans and strategies focus on the urban regeneration and restructuring of the older parts of the town, Policy MCR6 identifies that plans and strategies should

- Support sustainable economic growth;
- Support Warrington's role as a source of employment for an area including Warrington, Knowsley, Halton, St Helens and Wigan; and
- Support Warrington's role as a regional transport gateway / interchange.

With specific regard to housing provision, the supporting text of RSS Policy L4 identifies that within Mid-Mersey the provision of new residential development should

- Support the potential for economic growth;
- Support local regeneration strategies; and
- Support a wider range of general and high quality market housing while at the same time ensuring an ability to meet local needs and requirements.

In relation to economic growth it is of relevance to note the support contained





within the Regional Economic Strategy (RES). Approved in March 2006, the North West RES provides a framework for economic development, skills and regeneration in a bid to more clearly define the focus of activity within the region. As a key source of employment for an area including Warrington, Knowsley, Halton, St Helens and Wigan, the RES specifically acknowledges Warrington's economic success to date and emphasises that economic growth opportunities around it should be "*fully developed*" with plans put in place to capitalise on ongoing private sector investment.

As a partnership we have made clear our commitment to ensuring that infrastructure keeps pace with growth and identify how this is to be achieved within Part Two of this PoD. In this regard we are confident that

our proposal complies fully with the principles underpinning RSS Policy DP4 in that our proposals make the best use of existing resources and infrastructure.

We are equally confident that we have set out within Part Two of this PoD how we will continue to work with the Environment Agency and United Utilities to ensure an integrated approach to water management and in this regard comply fully with RSS Policy EM5.

Assessment against the RSS spatial priorities, sub-regional strategic frameworks and housing provision justification identify that the Mid-Mersey's growth ambitions clearly align with regional planning strategies.





5. Relationship to the Sustainable Community Strategy (SCS) and Multi Area Agreement (MAA)

The three administrative areas of Halton, St. Helens and Warrington each have their own Local Strategic Partnership (LSP) with each responsible for the production and publication of a Sustainable Community Strategy (SCS). Whilst Halton and St. Helens are currently able to cross refer to an adopted SCS, Warrington, whose LSP are currently reviewing the Community Strategy adopted in 2005, are working towards a draft strategy which was released for consultation in June 2008. The revised SCS is likely to be adopted in late 2008.

Within each respective SCS is a vision for the future of the area. Each SCS also identifies a number of actions grouped around key themes. Whilst there are detailed differences between the priorities afforded to each theme by our respective LSP's (see Figure 03 below), there is unanimity in the key thematic areas for priority action. These are;

- Health,
- Environment / Neighbourhoods
- Economy, Skills & Learning
- Safety, and
- Children

The Liverpool City Region is developing a Multi Area Agreement, which acknowledges that despite economic improvements over the last decade, a number of economic challenges remain: housing quality, choice and range remain an issue and low quality stock is a major constraint on the renewal and regeneration of the City Region. Such constraints restrict mobility and affect the efficient functioning of the labour market.

Limited choice of housing across the City Region is also presenting a negative image of the area in respect of quality of place and quality of life. The announcement of the Halton, St. Helens and Warrington Growth Point represents a real opportunity to improve the housing offer across the City Region, not least because it provides a framework for developing a new way of working across administrative boundaries, which will, in part, redress the challenges facing us."



Figure 03: Halton, St.Helens and Warrington SCS Visions and Priorities.



Note : Warrington LSP are in the process of reviewing their Sustainable Community Strategy (SCS). The material above is taken from the emerging draft SCS of June 2008.





6. Relationship to Local Planning Policy (LDFs / Core Strategies)

Local Development Framework : Core Strategies

Core Strategies are intended to be a spatial realisation of the Sustainable Community Strategy. They are the principal document, the 'keystone' of the Local Development Framework (LDF), the suite of documents that now form the statutory development plan for each area.

Each of our partner authorities has embarked on producing their first Core

Strategy, but as yet none has an adopted Core Strategy in place.

For Halton and Warrington this is principally due to the timing of the introduction of the new planning system and the dates of the completion and adoption of the Unitary Development Plans under transitional arrangements from the outgoing system.

The figure below summarises the progress made to date and the intended timetables to adoption.

Figure 04 : UDP and Core Strategy Production Timetable

	UDP Adopted	Core Strategy		
		Issues and Options Stage	Preferred Options Stage	Anticipated Adoption
Halton	April 2005	Sept 2006	Summer 09	Late 2011
St.Helens	July 1998	August 2005	November 2007	May 2010
Warrington	January 2006	November 2008	November 2009	January 2011

The latest 'Visions' for each area's emerging Core Strategy or adopted UDP are reproduced overleaf.

Our local authority partners are conscious of the need to establish a strong and up-to-date planning framework to support and guide the growth agenda. The creation and more importantly the adoption of the Core Strategies will provide the foundations of this framework. The current Local Development Scheme timetable for provision of the three Core Strategies forecasts adoption between May 2010 and late 2011.

Growth Point Status presents each of our Local Planning Authority's (LPA's) with both challenges and opportunities, not least resourcing the additional work-streams that are emerging from Growth Point Status. The initial Expression of interest stage and the production of this, our initial Programme of Development have seen resources diverted from mainstream planning duties.

As a priority therefore, we are seeking resources⁸ to employ a dedicated Growth Point Team, consisting initially of a Programme Manager and an Growth Point Officer.

We are also seeking additional resources to support the creation of a sound evidence base to inform both our Core Strategies and the growth agenda. Each of our LPA's are reviewing their Core Strategy timetables and publish revised Local Development Schemes which will take account of Growth Point Status and the resources available.

⁸ First 2 year contracts to be funded by Growth Fund initial allocation.





Halton – UDP **Main Strategic Aim**

To transform the quality of Halton's environment and improve economic prosperity and social progress through sustainable development.

St Helens Draft Core Strategy Spatial Vision

"In 2004 St Helens will be a regenerated borough. Taking advantage of its location between Liverpool and Manchester, it will have a vibrant economy; a healthy, safe and attractive environment and inclusive, sustainable communities.

The Town Centre and its surrounding area will be the vibrant focus of the borough, with expanded shopping and leisure facilities, a new stadium for St Helens Rugby League Football Club and a redeveloped St Helens College.

The majority of new housing, including affordable housing, will be developed in the core settlement of St Helens, with particular priority on creating sustainable communities in the deprived areas of Parr, West Park and Central St Helens.

Haydock and the M62 Link Road Corridor will remain priority areas for economic development.

Warrington (Draft) Core Strategy Vision

Warrington's vision is that it will be recognised as one of the best places to live and work in the UK where everyone enjoys an outstanding quality of life. This means that:

- By 2030 Warrington is firmly established as an outstanding place in the North West, fulfilling a key role in the regional economy and is a location of choice for national and international business.
- Omega is established as a successful location for sustainable economic development benefiting the local and regional economy and complementing the town centre and other established business locations such as Birchwood.
- Worklessness in the borough is at a low level. Local residents are better equipped with the skills required to take up employment and training opportunities created in the district and the sub-region.
- The town has developed as a focus for economic growth, building on investment in regeneration and restructuring and improvement of the older parts of the town including the northern spine (A49 corridor).
- Growth has reinforced existing neighbourhoods and has provided high quality, safe, secure and inclusive living environments that meet resident's needs and encourages healthy lifestyles. Disparities and inequalities that existed across the borough have been significantly reduced.
- The town centre and its surrounding areas are the vibrant focus of the borough for retail, leisure, entertainment and business providing plenty to do and see for people of all ages and interests throughout the day.
- Warrington has built on its strong roots as a key transport hub. The town is easy for everyone to get to and to get around with an integrated transport system providing realistic and reliable alternatives to using cars including park and ride, public transport, walking and cycling.
- The town and its residents make the most of its rivers, canals and greenways, using Warrington Waterfront as a focus of activity that interacts with the town centre. Flood risk within existing development has been reduced and all new development is flood resistant and resilient.
- All development is set in the context of a secure, long term Green Belt and countryside that is sustainable and attractive with a thriving rural economy and communities.
- Those visiting Warrington, as well as residents, will be pleased by the quality of neighbourhoods, key gateways and routes into the borough and the town and district centres. Open spaces and the public realm is well maintained, and there is attention to detail and good design in all new development. The unique elements of the built and natural environment that Warrington possesses are well managed and looked after.





7. Creation of Place and Direction of Travel

The Local Government Act of 2000 aimed to refocus the role of Local Authorities from being simple service providers to being Community Leaders and service *enablers*. This Act established the Local Strategic Partnerships and introduced the concept of Place Shaping. The process of creating a vision for the type of place that the local community want their settlements to be and identifying a roadmap of actions to get there.

Whilst Mid-Mersey is a convenient construct for the purposes of joint working and co-ordinated delivery arrangements, it will be an unfamiliar concept to our residents who will naturally identify with their individual local authority area or their particular settlement. As such, it would not be appropriate to try and weave some sort of co-ordinated 'sense of place' around the Mid-Mersey banner.

Instead, each of our partner Local Authorities has used their SCS and emerging Core Strategies to set out a direction of travel, of actions and waypoints for creating the type of place they want to be. The growth agenda and this Programme of Development, if utilised to maximum advantage will add value to this process.

Halton

Part of Halton's success has been its ability to change and evolve, and its resilience in the face of adversity. It has had to cope with the loss of much of the manufacturing industry it formerly depended on. The effect of this was dramatic, leading to population loss and a legacy of deprivation across the communities of Halton. However, the position has stabilised and welcome signs of an improvement can now be seen. This resilience is the key to the future. This is one of the strengths on which a sustainable future can be built. The vision for the future is of a Halton that has sustained itself. This is a place where people want to live and work. It is somewhere that provides a high quality living environment, sensitive to a range of needs, and recognises the diversity of its residents. The Sustainable

Community Strategy is all about giving people opportunities and choice. To build people's aspirations and abilities so they can exercise greater control and choice in their lives. Having done so we want to ensure we provide the quality of life and opportunities locally so that people choose to live and work here.

In effect Halton are working towards their SCS Vision:

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

In order to realise this Vision, the Council and the other LSP partners are working to bring forward developments and projects that will deliver real benefits to the Borough.

Halton today is almost unrecognisable from what it was just 20 or so years ago. Given the substantial nature of the physical problems and blight afflicting the Borough, particularly southern Widnes, a huge amount of work has been undertaken by many agencies over several years to address contamination, dereliction and poor housing. Southgate (now Hallwood Park), Castlefields, Halebank, Widnes Town Centre, Widnes Waterfront Economic Development Zone, and 3MG are all areas that have undergone or are seeing transformational change.

Widnes is shedding its reputation for chemical works and poor quality environment. New housing has been provided in peripheral suburban estates as natural extensions to Widnes and Runcorn, addressing identified market shortages and new private investors are developing retail, office and commercial floorspace on once degraded estates. Halton has turned the





corner with recent employment land take-up rates outstripping that of their Mid-Mersey neighbours.

Halton has carried out an exercise looking at the major developments that are either underway or in the pipeline and will have a major impact on the Borough by 2010, 2015, 2020 and 2025. This work will help inform our wider Growth Point agenda and is summarised in Appendix 12

Whilst the physical issues are being successfully addressed, social issues have proved more intractable, with many areas still suffering from continuing issues of deprivation and ill health. Halton Council is committed to addressing the health of its residents as its main priority.

Lifestyle choices are key to this and the Council is seeking to ensure opportunity for all, with rapid advancements in educational attainment being seen across Halton's schools and in securing new job opportunities and ensuring that Halton's residents are able to access and complete for these positions through sustainable transport, joint working with the Learning and Skills Council, Job Centre Plus and the award winning Halton People Into Jobs service.

St.Helens

St Helens history is inextricably linked to the industrial revolution, being the location of the world's first commercial canal and its first passenger railway. These enabled the town to exploit its natural resources notably through coal mining which fuelled significant chemical manufacturing and a world famous glass industry.

The closure of the coal mines and the transition to a post industrial economy resulted in the loss of over 30,000 jobs in the 1980s. This fundamental shift in the pattern of employment has been at the heart of the challenges faced ever since, and it continues to shape community priorities and ambition

The ambition underpinning the future direction of travel is to reverse the multiple impacts of economic slowdown, industrial

change, an ageing infrastructure and the associated effects on the well being of communities, families and individuals .It is the ambition to achieve this through the engagement and promotion of input from all sections of the community

This process of re-invention is well underway guided by the Local Strategic Partnership which oversees the Sustainable Community Plan, the overall vision of which is "To make St Helens a modern, distinctive, economically prosperous and vibrant Borough"

The private sector led economic strategy identifies four key challenges-transforming the business base; achieving a cultural transformation; achieving a physical transformation and transforming perceptions

There have been many achievements, Including:

- A strong record of job and business creation
- Improving educational attainment
- A dramatic physical transformation with extensive new areas of quality housing, a focus of activity in and around the town centre, the development of high quality commercial floorspace taking advantage of excellent road access and an increasingly green and wooded setting
- Establishing St Helens as a visitor destination

However, many challenges remain and the majority of these are being tackled through the Local Area Agreement. This is concentrating on the improvement of health and wellbeing; reducing worklessness, job creation and improving skills; and delivering a cleaner, safer Borough through further reductions in crime levels, strengthening our response to climate change, improving the quality of housing, transport and open spaces.

Warrington

Warrington is currently undergoing an exciting transition driven primarily by the aim of securing a new image for itself by moving away from the New Town concept. The borough is committed to substituting the New





Town image for one that still celebrates its accessibility within the region but promotes cohesion and identity by underlining the continuing regeneration of the Town Centre and its immediate surroundings and the further potential afforded by development opportunities along the Mersey Corridor, all within a framework of improving transportation links.

The Council has now developed its long-term strategy, *Moving On, Moving Ahead*, which has regeneration as a key component of its ambitions for the future. Regeneration, in its wider social, cultural, economic and physical sense, is now firmly embedded in the culture and action plans of the Council.

Building on the success of recent years' efforts, Warrington Borough Council has strengthened its desire to deliver local ambition and has embraced cultural change in order to place a greater emphasis on implementation. Spearheading this implementation is the Council's Regeneration Framework which provides a focus of what needs to be done and how partners can get on board to help.

Above the Regeneration Framework at the strategic level, the Local Development Framework and Sustainable Community Strategy continue to make good progress. The result of this progress is that the Borough is beginning to find itself with a clear, confident and ambitious steer of where efforts must be focussed to achieve the aspirations of the Council, community and private enterprise over the coming years. This direction is now being widely employed to help guide, focus and co-ordinate a wide array of place shaping efforts.

There can be little doubt that the Council and its partners have ambitious long term plans, with the emerging Sustainable Community Strategy and Core Strategy visions testament to this. Critical to the realisation of these longer term aspirations however is establishing the right conditions within which development can subsequently occur and flourish.

The current economic climate has undoubtedly slowed development momentum and will fundamentally affect project delivery in the short term future. Rather than placing an emphasis on the re-working of major projects and development proposals, which if pursued would inevitably place pressure on the Council to accept fewer benefits than would otherwise be required, the Council, with the support of key partners, have instead acted to place a strong emphasis on securing the right 'platform' to facilitate successful future delivery.

This focus on achieving the appropriate platform translates into a series of actions outlined in summary below. Individually these actions represent the most significant short term priorities between now and 2011.

- Establishing Warrington's Urban Regeneration Partnership – Conceived primarily to pull together the key agencies involved in regeneration in Warrington, to add value, focus and synergy to their activities, it is intended that Warrington's Urban Regeneration Partnership will steer and monitor, in a holistic manner, the delivery of future regeneration efforts. At present the partnership is in its final stages of being formally established. Critical to its future success however will be its ongoing efforts over the next 12 months to establish itself as a prominent and respected body. Fundamental to achieving this will be an appropriate and distinctive branding for the partnership, an area of work which currently needs to be developed.
- Adoption of the Local Development Framework Core Strategy – The overriding objective of the Core Strategy is to ensure that all relevant strategies are reflected in the framework for decision making in the borough. As a key part of the statutory Development Plan the Core Strategy constitutes a fundamental component of the 'right platform' and its adoption, on course for





2011, is therefore of the utmost importance.

- Development of a Robust Evidence Base – A comprehensive and credible evidence base is critical in supporting the ‘soundness’ of the Core Strategy. Furthermore, it will enable a clear understanding of local issues and circumstances and in doing so provide robust support for future funding bids and programmes of intervention.
- The completion of targeted master planning exercises and feasibility studies – The Cheshire and Warrington Economic Alliance (CWEA) sub-regional action plan commits to, and provides substantial funding for, an exciting programme of action to support major private investment in Warrington, including a series of inter-connected master plans for key zones around the town. Together these completed studies will help confirm an overall vision for the way forward and assist in the prioritisation of future programmes and projects.
- Polishing the place – To be achieved through the Look of the Borough Programme and significant public realm improvements at gateways to the town

and along key routes through the town. Consideration is currently being given to the employment of design guides to assist in these efforts.

- Pursuing significant improvements to the boroughs key railway stations – Recognised as fundamental to the future economic growth and sustainability of the town, the Council, its partners and the rail operators are proactively considering how Bank Quay, Warrington Central and Birchwood railway stations can be improved.
- Continued emphasis on the delivery of affordable housing and on the exploration of innovative and creative ways to maximise supply – The delivery of affordable homes in the Borough remains a Council priority. Continued partnership working with major Registered Social Landlords to bring forward schemes remains a priority. In addition to conventional means of affordable housing delivery the Council is currently exploring more innovative avenues of delivery with key partners. At present this includes a community land trust pilot study and exploring a potential bid for PFI funding in future years.





8. Our Partnership and Delivery. Mechanisms

The Responsible Authority

For the purposes of the Growth Point programme, the Partnership Board have resolved that Halton Borough Council act as the 'responsible authority' for the Mid-Mersey NGP Partnership. As such Halton will provide the initial point of contact for Growth Point related enquiries and will be responsible for managing the proper conduct of all financial arrangements, staffing and monitoring requirements. Halton will also host a website to disseminate information about our Growth Point and be a resource for the Partners and key stakeholders.

Our Partnership

Mid-Mersey covers three local authority areas with three established Local Strategic Partnerships in place, each with its own set of identified priorities (see Figure 03). In addition, the geographic coverage of several of our strategic partners do not conform to the Mid-Mersey area, with several stakeholders covering only two of the Boroughs or parts thereof.

For the above reasons we do not feel it is practical to establish a single Partnership Board including representatives from all of our key stakeholders. Instead we propose what could be termed a more 'federal' arrangement whereby we will have a smaller more focused Partnership Board comprising of the following members;

- Senior Councillor from each Local Authority area;
- Representative from the Environment Agency;
- Representative from English Partnerships / Homes & Communities Agency;
- A key Registered Social Landlord / Housing Association representative, and
- (Observer from) Government Office for the North West.

This Central Partnership Board will be the decision making body for the Partnership and will be advised and assisted in their duties by a Directors Group from the three

Local Authorities. Each Local Authority will have its own internal arrangements for reporting on the activities for the Growth Point, however, regular updates are expected to be provided to Executive Boards and appropriate service committees, Boards and Panels. Reporting arrangements are also being formalised with the respective LSP's.

Advising this central Board will be a subset of advisory and project panels that will draw members and expertise from a wide range of other stakeholders and partner organisations. At the time of writing, the precise nature and membership of these sub-groups is still being formulated and we anticipate that the structures will inevitably evolve and change over the life of the Growth Programme to reflect changing priorities and opportunities. These changes will be reported in subsequent revisions to this document, however in the process of holding initial discussions and formulating this PoD, the following groups seem likely to emerge:

- **Housing** – Tasked with helping to ensure that growth delivers a balanced housing offer that meets the needs of the whole community, with a strong focus on securing an increased supply of affordable homes.
- **Transport** – Tasked with ensuring that growth can be accommodated without the need for major investment in additional transport infrastructure and equally to ensure that opportunities to increase more sustainable modes of travel are maximised.
- **Learning and skills** – Tasked with improving skills and importantly the connectivity between areas of opportunity and areas in need to ensure that local people benefit from new employment opportunities.
- **Environment / Green Infrastructure** – Tasked with ensuring that growth does not entail any adverse environmental impacts and equally to ensure that the





wider benefits of access to green infrastructure, such as health, can be realised through increasing the range and quality of green spaces for both people and biodiversity.

- **Framework / Capacity** – Tasked with ensuring that the right framework, including infrastructure, and resources are in place to ensure that growth is supported and able to flourish.

Also, at the time of writing a formal '*constitution*' and terms of reference for the main Partnership Board and its sub-groups has not been completed and agreed, however this work is underway to establish clear areas of responsibility and accountability.

The initial proposed Partnership structure together with inter-relationships to existing organisations and groups is shown in Figure 05 below. We anticipate this structure may be subject to change and as such its effectiveness will be reviewed in 2009 prior to submission of the revised Programme of Development.

The Partnership Board has resolved to employ dedicated staff to manage the growth point programme. The intention is to utilise the £150,000 initial Growth Fund allocation to employ two staff; a Programme Manager

and a Growth Point Officer. Additional monies will be sought to fund these posts beyond an initial two year period. Job descriptions have been prepared and Halton's (as the employing authority) HR procedures complied with. The recruitment process will be instigated upon the receipt of initial the Growth Fund allocation.

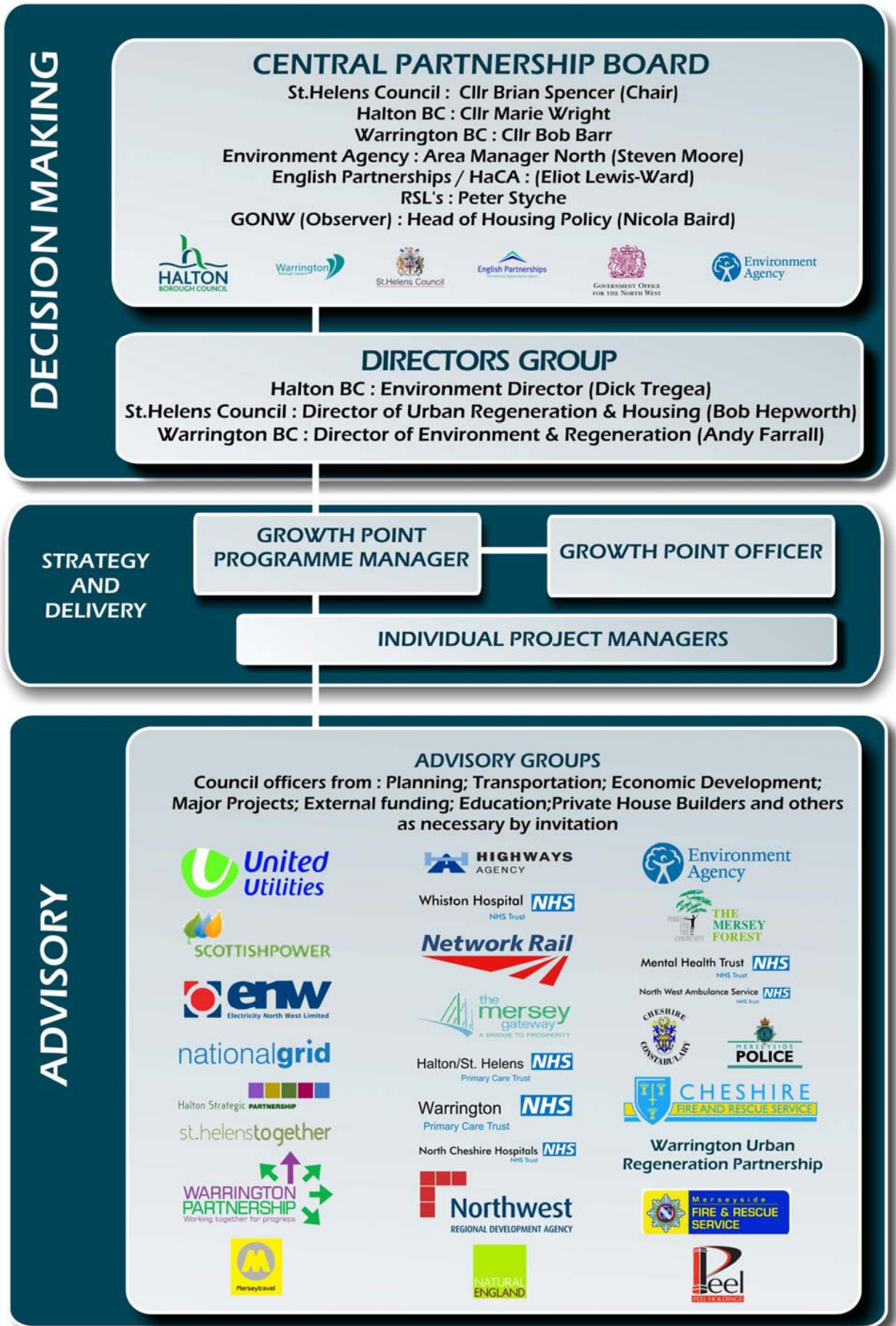
These posts are seen as important to the successful delivery of the growth point programme. They will provide an invaluable single point of contact for and liaise with and between key partners. They will enable the delivery of the growth agenda without the need to further divert existing resources from within the LPA's policy planning function (impacting on delivery of Core Strategies and other important framework documents).

By providing a central hub for information exchange, development of strategy and for implementation, the dedicated delivery team will allow us to realise added value from the Growth agenda by maximising opportunities to align actions of key stakeholder across borough boundaries. Only by doing this will we truly achieve the full benefits and realise sustainable growth.





Figure 05 : Mid-Mersey Growth Point Partnership Structure





Capacity to Deliver: Effective Partnerships with the Private Sector

The Mid-Mersey local authorities embrace their roles as 'enablers' and 'place shapers' for their respective areas. All three authorities have a strong track record over many years of partnership working with Central Government, other public sector organisations and with the private sector.

At this time we are not proposing to create a Mid-Mersey Development Company or other bespoke delivery vehicle. We do not see this as either necessary or practical given the level of interventions proposed and geographic spread of our new development areas, most of which have developers or existing partnership arrangements in place.

This is not to say that we will not work closely with the private sector, far from it. We have extensive experience of utilising both formal and informal partnership arrangements to drive forward urban renewal priorities, tackling local problems and securing positive outcomes for our residents.

Ongoing public-private sector relationships of relevance to the aims of this PoD include the following (other arrangements are referred to later in the PoD at appropriate sections).

Joint Venture Companies

Widnes Regeneration Ltd. (WRL) established in 1999 as a joint venture between Halton Borough Council and **St Modwen Properties plc** to tackle regeneration issues in and around Widnes Town Centre. The partnership has invested £35 million in the area. St.Modwen has also obtained North West Development Agency (NWDA) funding for a number of developments as part of the Widnes Waterfront Programme.

Halton Development Partnership Ltd is a joint venture company with **Peel Holdings Ltd.**, promoting development initiatives on Council owned land. In particular, this partnership has delivered the Runcorn Old Town central area redevelopment scheme.

Partnerships

The **Castlefields Regeneration Partnership** has continued to win a number of awards. In consultation with the community, Halton Borough Council, English Partnerships and **Plus Dane Housing Group** have formed a partnership and along with **Liverpool Housing Trust**, have developed proposals for comprehensive development and creation of a new village square. The **PCT** are now also committed to the provision of a new Health centre, linking to the Village Square.

St.Helens Enterprise Forum is a private sector led sub-group of St Helens Chamber taking responsibility for driving and monitoring the City Growth Strategy and for overseeing the implementation of the St Helens Local Enterprise Growth Initiative (LEGI).

The City Growth Strategy (CGS) was launched in 2003 following substantial consultation and on the basis of very wide buy-in by the private sector and other key stakeholders. The St Helens CGS replaces the Councils existing Economic Development Strategy. Since its launch 56 of the 70 original projects have been completed in full or are progressing well. An updated CGS was produced in 2008 for the period to 2018 and includes 90 projects. Under the theme of Achieving a Physical Transformation are a number of housing related projects including development of the three urban villages, increasing town centre living and improving transport links to employment.

The St Helens LEGI programme is a joint venture between the Council, as the managing body ultimately accountable to Government, and St Helens Chamber, which is charged with the majority of day-to-day delivery. The programme consists of 11 projects across the three broad LEGI themes: Enterprise Culture, Business Growth & Business Environment. Nine of these projects are being delivered by the private sector via the Chamber on behalf of the Council, with the other two being delivered by the Council itself. These projects have been designed as a package – from increasing aspirations and promoting





entrepreneurial activity, to creating new business and supporting the growth and productivity of existing businesses, to creating the right physical environment and image in order to increase inward investment and indigenous investment.

Warrington Urban Regeneration Partnership is the intended steering group that will guide the implementation of the physical regeneration and business engagement programme of the Regeneration Framework.

The terms of reference for the URP are:

- To pull together the key agencies involved in regeneration in Warrington to add value, focus and synergy to their activities
- To steer and monitor the delivery of the programme
- To provide essential private sector input and expertise into the programme and enhance the relationships between the private sector and the Borough Council
- To enhance the profile of regeneration in the Borough – amongst the private sector, regional agencies and government
- To help identify funding and delivery mechanisms and lobby for funding and support
- To develop new ideas to enhance regeneration in the Borough.
- To provide performance reports to the Borough Council's Executive Board and the LSP (Thematic Group); and
- To co-ordinate the communications plan for the Regeneration Programme

It is recognised that the core membership should include representatives from **English Partnerships**, **The North West Development Agency**, **The Chamber of Commerce**, the **University of Chester**, the Borough Council together with representatives from key business interests.

Warrington 2000+ is an already established public / private partnership with a proven track record of delivery. The company's make up already includes many of the key stakeholders necessary for a successful public / private sector partnership to oversee

the implementation of physical and economic regeneration activities. Following ongoing discussions, the Council and Warrington 2000+ have now agreed to work jointly towards the creation of the Urban Regeneration Partnership. Efforts are now underway to restructure and tailor the Warrington 2000+ board to include other people necessary to satisfy the proposed partnership's terms of reference. Part of this restructure would see members of the Council's existing Regeneration Shadow Board invited to join the Warrington 2000+ board. Once complete the Regeneration Shadow Board would cease to exist and the revamped Warrington 2000+ board would effectively become the formal Urban Regeneration Partnership.

Other arrangements

Halton Borough Council has also entered into an exclusivity agreement with **Urban Splash** to bring forward the Canal Quarter development in Runcorn Old Town. The Council and Urban Splash have worked together to appoint an architect and develop a master plan for the area. A Development Agreement is being negotiated and should be approved in 2008. Urban Splash will be investing £35 million into the Canal Quarter as well as drawing down funding from English Partnerships.

Halton Borough Council also works in partnerships with developers responsible for delivering key elements of the Urban Renewal Programme, including **Priority Sites** and **Forward Group** in the Widnes Waterfront Economic Development Zone, and **O'Connor Group** of Companies and **Stobart** as part of the Mersey Multi-Modal Gateway (3MG).

In addition Halton's Major Projects Department also facilitates their **Urban Renewal Specialist Strategic Partnership** that sits as a themed partnership under the umbrella of the Halton [Local] Strategic Partnership (HSP). This group is made up of public, private and voluntary sector delegates, facilitating the Urban Renewal thread of HSP activities, including the commissioning of those projects allocated Working Neighbourhoods Funding. The





Partnership also acts as the Management Board of the Widnes Waterfront EDZ, overseeing funding and performance issues surrounding North West Development Agency financial support.

Fusion 21 is a procurement agency to deliver decent homes in the social rented stock in St.Helens. The agency negotiates and monitors contracts on behalf of the local authority. A landlord forum was established in 2006 and is a well attended mechanism to secure improvements in the private rented sector.

Masterplans, Development Briefs and Supplementary Planning Documents

We have also worked, or are currently working with land owners and developers to jointly prepare and agree masterplans and other planning documents to guide the development of individual sites:

- Castlefields Masterplan & SPD (Runcorn) - Adopted
- Sandymoor Masterplan & SPD (Runcorn) – Resolution to adopt
- Runcorn Docks Masterplan and SPD – In production.
- Daresbury SIC Park Masterplan & SPD (Runcorn) – In production
- Bridge Street Area SPD (Warrington) – In production
- Winwick Street Development Brief (Warrington) – Adopted SPG.
- Moss Nook Urban village (St.Helens) – Adopted (Development Commenced).
- Former Triplex glassworks (St Helens) – In production (Adoption Dec2008)

Some of the above arrangements may be called upon to assist in the development and delivery of Growth Point related projects. Where these are known, they are referred to later within this document.





PART TWO

9. Population Change

Population Change

The latest (2006 Based) ONS Sub-National Population Projections predict a steady population increase across all three authorities in Mid-Mersey, with the population increasing from 494,100 in 2008 to exceed 500,000 by 2012 and total 511,000 by 2017, an increase of 17,000 against the 2008 baseline.

These projections can be described as 'policy neutral', in that they do not take account of the possible effects of current or projected planning policy on total population. As such, they make no allowance for the increased housing delivery rates proposed in the newly adopted RSS or through the Growth Point programme. They may therefore prove over time to be an underestimate.

MID-MERSEY GROWTH POINT
Population Projections

[ONS (2006 Based) Sub-National Population Projections]

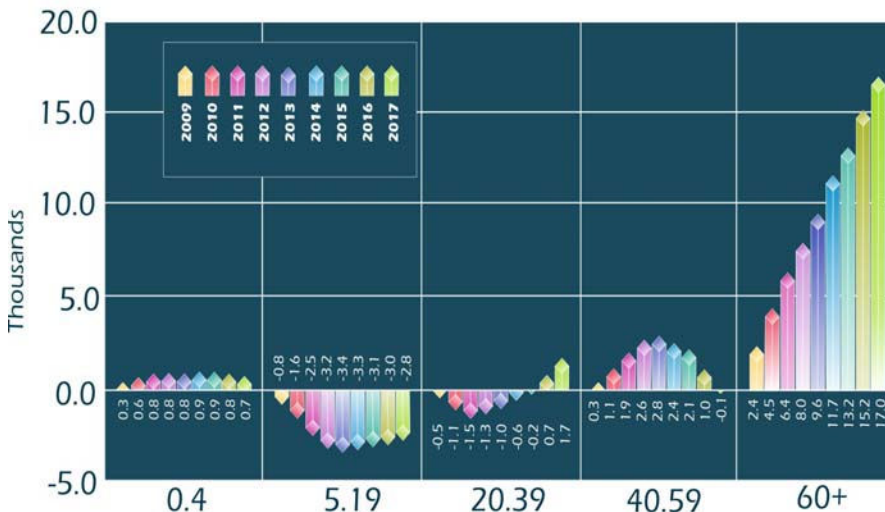


Mid-Mersey, as with much of the rest of the country is facing significant changes in the age profile of the resident population with a steady rise in the number of residents aged 60 and over.

The elderly population is forecast to increase by 17,000 through to 2017. Projections show a fall in the school age population of around 3,000 over the next few years (to 2012) with a stabilisation and slight recovery after that and relatively stability in the number of working age residents.

MID-MERSEY GROWTH POINT
Projected Population Change by Age Range

[ONS (2006 Based) Sub-National Population Projections]





10. Housing Growth and the Housing Trajectory

As a partnership we are committed to ensuring we deliver a well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes and recognise that achieving this is central to our realisation of sustainable communities.

Ensuring that everyone has the right to decent, safe and affordable home, which is suitable to their needs and located in a community where they want to live, is central to the aims and objectives of each partner. As discussed earlier, the individual priorities to achieve this differ slightly according to the prevailing circumstances in each borough.

RSS Policy L4 reflects the differing circumstances across Mid-Mersey with Warrington being urged to promote urban regeneration with a policy target of at least 80% of new dwellings to be on previously developed land, whilst the target for Halton and St.Helens is 65% where a degree of remaining peripheral greenfield development is expected to support deficiencies in their local housing supply.

Each of our LPA's broadly supported each others position during the review of RSS and the adopted policy largely reflects our representations to the Examination in Public Panel.

Halton and St.Helens supported the significant increase in their housing

allocation figures seeing additional housing numbers as important to delivering their overall aims for their areas (as detailed previously). Both authorities have pursued the construction of larger, more aspirational housing to address identified deficits in this sector of the market to attract and retain families and higher skilled workers to support local economic development.

Housing affordability has emerged as a major problem for each borough, but particularly so in Warrington.

Planning Policy Figures and the Delivery of New Homes

The housing policy figures for Mid-Mersey in the newly adopted RSS represent a significant increase over previous policy targets. With the non-statutory commitment to exceed these figures over the early years of the new RSS Policy Period (i.e. during the Growth Point programme period 2008-17) Mid-Mersey is looking to provide some 1,750 dwellings per annum, a 57% increase on previous policy. This equates to an aggregated target net dwelling gain over the Growth Point Period of 15,660 units. This represents approximately a 7.2% increase in the total dwelling stock over the 2008 total. Actual development rates have been in excess of this figure, averaging some 2,210 units (ndg) per annum over the last 5 years.

Figure 06 : Proposed Increase in Housing Delivery

	RPG13 (RSS) Policy	Revised RSS Policy (Adopted: 30 th Sept 08)	Change previous to <i>new</i> RSS	Growth Target (<i>New</i> RSS +20%)	Change over previous RSS
Policy Period:	1996-2016	2003-2021		2008-2017	
	(ndg pa)	(ndg pa)		(ndg pa)	
Halton	330	500	+52%	600	+82%
St.Helens	400	570	+43%	684	+71%
Warrington	380	380	+0%	456	+20%
MID-MERSEY	1,110	1,450	+30%	1,740	+57%





Figure 07 : Monitored Net Dwelling Gain 2001 (Census) to date.

	Dwellings: 2001 Census	Net Dwelling Gain (HLA Monitoring)							Dwellings at 2008	
		2001 / 02	2002 / 03	2003 / 04	2004 / 05	2005 / 06	2006 / 07	2007 / 08		
	CS0480049									
Halton	50,161	239	390	177	405	741	419	314	52,846	
St.Helens	75,422	-364	62	631	783	530	600	436	78,100	
Warrington	79,971	666	949	700	1,106	1,286	1,324	1,599	87,601	
MID-MERSEY	205,554	541	1,401	1,508	2,294	2,557	2,343	2,349	218,547	
		<i>Average NDG last 5 years (03-08):</i>							2,210	

In line with current guidance each authority is in the process of producing their first Strategic Housing Land Availability Assessment (SHLAA) to assess and quantify the availability of land for future housing provision. The three Mid-Mersey authorities are working to an agreed methodology, with Halton and St.Helens having run a joint call-for sites exercise and progressing to the same timetable. Warrington whilst committed to using the same methodology, were unable to commit to the same timetable due to differential base data and resource issues, and as such are running slightly behind.

For this reason, the following housing trajectory (Figure 08) below should be considered as a draft, as it uses interim SHLAA data (subject to a period of public consultation) from both Halton and St.Helens and Housing Land Availability (HLA 2008) data from Warrington. The latter only projecting completions for currently consented sites (i.e. sites with the benefit of planning permission at 1st April '08) plus an allowance for 5 sites known to the LPA and expected to come forward for development and generate units in the period to 2017. These include the Bruche site and increasing capacity at Chapelford⁹.

⁹ Warrington data taken from Housing Land Availability Report amended to include allowance for Bruche former Police Training Centre site, increased capacity on remainder of Chapelford, Montclare Crescent, Howley Quay and the Thomas Locker site.





Figure 08 : Housing Trajectory for Delivering New Homes

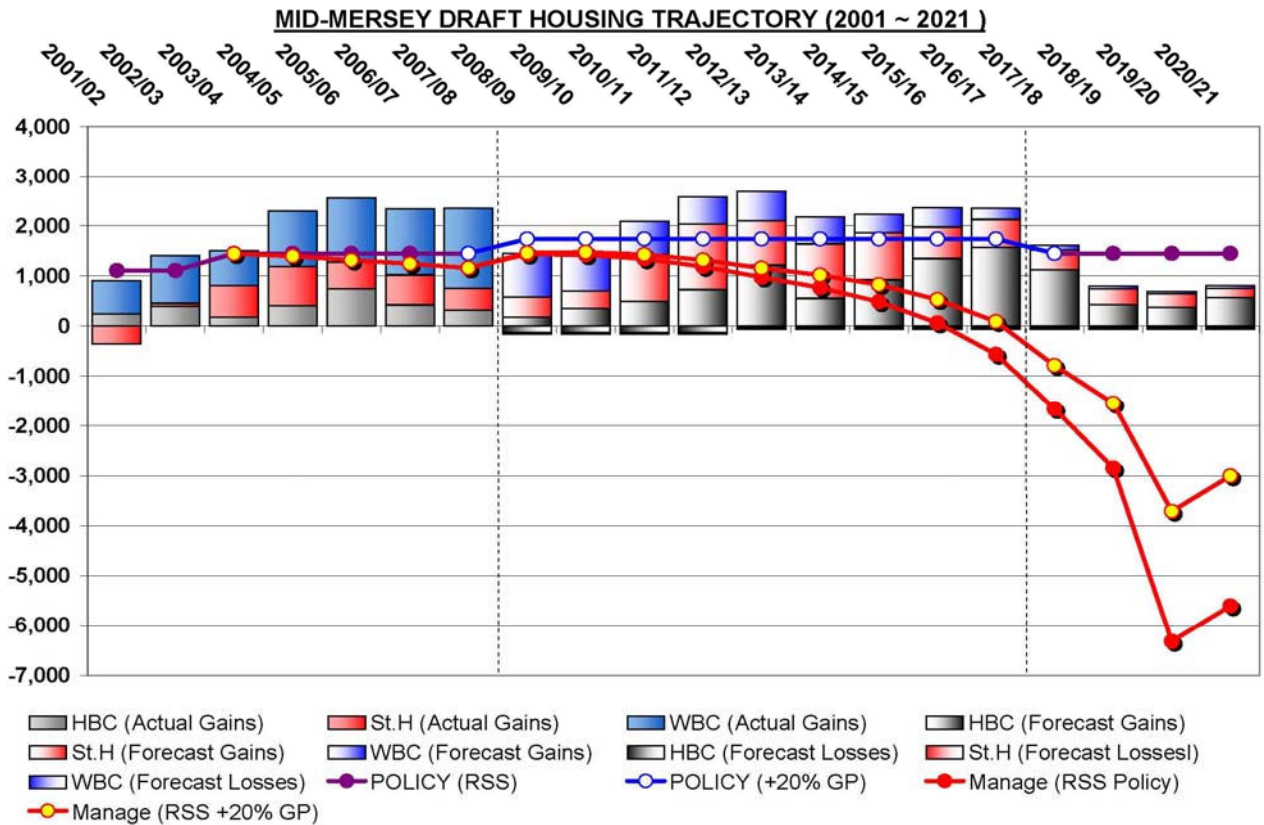
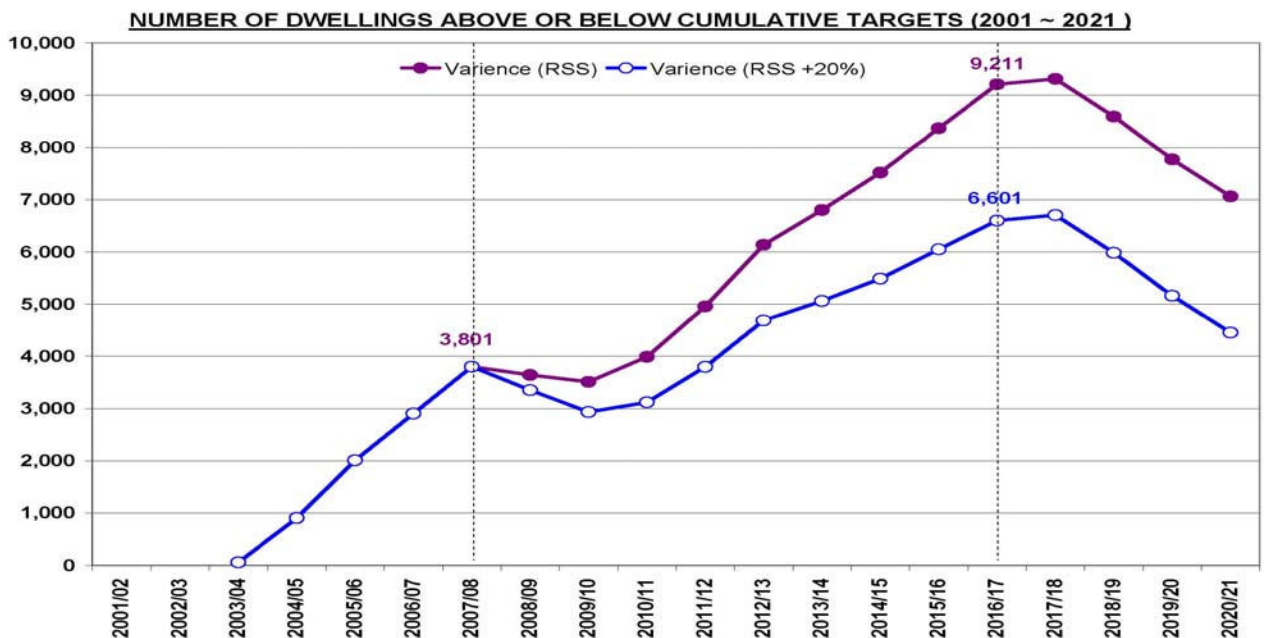


Figure 09 : Housing Trajectory : Monitor Lines



The above figures show that recent development rates have been significantly in excess of the recently confirmed 'new' RSS policy figures. In the first 5 years of the current policy period (from 2003) net

completions across our area have exceeded the policy requirement by some 3,801 units (+52%).





Figure 10 : Potential Net Dwelling Gain to 2017.

	Est. Dwellings at 2008	Forecast Potential Completions									Dwellings at 2008
		2008 / 09	2009 / 10	2010 / 11	2011 / 12	2012 / 13	2013 / 14	2014 / 15	2015 / 16	2016 / 17	
Halton	52,846	39	217	357	592	1,179	515	886	1,311	1,531	59,473
St.Helens	78,100	378	320	904	1,279	858	1,058	914	601	533	84,945
Warrington	87,601	874	782	666	549	592	541	369	387	228	92,589
MID-MERSEY	218,547	1,291	1,319	1,927	2,420	2,629	2,114	2,169	2,299	2,292	237,007
<i>Total Potential NDG (08-17)::</i>											18,460
<i>Total Potential NDG (08-17) as % increase on 2008 Estimated Stock::</i>											8%

Both Halton's & St.Helens' SHLAA data and Warrington's HLA data have tried to take account of the market downturn caused by the recent economic conditions, however, being based on the situation prevailing at April of this year, these figures may actually underestimate the impact on completion rates over the short term. This trajectory will be updated and amended as more robust data becomes available.

A fuller trajectory with accompanying data table is included at Appendix 06 whilst a spreadsheet containing a full listing of sites and forecasts is being supplied to DCLG as part of this submission. Copies are available on request.

The figure above shows the forecast potential completions to 2017 from the draft trajectory total 18,460. This is higher than both the 13,050 RSS requirement and the higher non-statutory growth point requirement of 15,660 over this period.

Potential completions represent an annual average of 2,051 per annum, slightly lower than 2,210 achieved over the first 5 years of the RSS period (from 2003), suggesting that

- Our growth targets are achievable (in normal market conditions); and
- Our growth targets should be able to be met over the period to 2017 even allowing for 2 to 3 years of depressed build rates.

This allows us a degree of flexibility, not only regarding the impact of the current economic situation, but with regard to slippage in the identified supply. If delivered as forecast,

this will represent a 15% increase in the total housing stock since 2001 and an 8% rise over the 2008 estimate.

In seeking to deliver these numbers each of our partner authorities is taking the following approaches:

Halton

The previously adopted Halton UDP (saved policies from which still form the basis of the Development Plan), set out a phased approach to the release of housing land with consented sites largely in peripheral areas such as Upton Rocks (Widnes) and Sandymoor (Runcorn) forming the early supply. Phase 2 largely consists of remaining former New Town land at Sandymoor with phase 3 being land at Kekwick Hill / Daresbury and smaller Greenfield sites (outside the Greenbelt) in north Widnes.

The policy allowed for 'windfall' (unallocated sites on previously developed land) developments to come forward for housing and the supply of such sites has outstripped expectations accounting for a substantial proportion of recent completions.

Peel Holdings Runcorn Docks site (Runcorn Old Town) has recently been identified as a major residential opportunity that this PoD seeks to help facilitate. Halton's other key growth areas cover East Runcorn & Daresbury and Widnes.





St Helens

There is no single site or priority area for the delivery of housing in St Helens through Growth Point.

The main opportunity for delivery are the three urban villages at Moss Nook, former Vulcan works and Lea Green Colliery. Planning permission has been granted for 2,380 units and development has commenced. While the current economic situation is having an impact with construction work having ceased at Moss Nook these will remain key priorities and opportunities to assist in facilitating their continued progress will be pursued. In addition, opportunities to extend the urban villages will be explored.

Working in partnership with landowners and developers to bring sites forward will be pursued vigorously. There are currently two sites for which jointly prepared development briefs are being prepared. These two sites at the former Triplex works in Eccleston and land at Laffak Road, Carr Mill could deliver approximately 400 units and in the case of Laffak Road facilitate a new rail station.

A further strand of delivery will be to take a coordinated approach to the use of land in local authority ownership and opportunities to support Helena Housing in enhancing the quality and quantity of the social housing stock.

Warrington

In Warrington, the RSS and UDP are founded upon an approach that seeks to achieve the 'regeneration and restructuring' of the older areas of Warrington Town. To date this has helped encourage and stimulate well needed investment on previously developed inner urban areas and

this focus is likely to remain throughout the initial years of the Growth Point programme.

The Council's Regeneration Framework seeks to build on existing successes and identifies a number of broad locations within which more intensive regeneration efforts or actions are required. To help ensure that the benefits of growth complement these efforts, key housing sites have been grouped around the same broad locations.

In light of the acute affordability issue within the Borough, a further focus of delivery will be to take a coordinated approach to the use of land in public ownership and opportunities to continue to support local RSLs in enhancing the quality and quantity of their housing stock.

Housing Delivery

The overriding majority of the projected supply of new housing across Mid-Mersey is in on sites that already have the benefit of planning consent. The figure below shows the location of the key development sites;

5 Year Supply

All three authorities have undertaken and published an assessment of 5 year supply of available sites against the then emerging RSS policy requirement. Each authority estimated their 5 year supply as at 1st April as being:

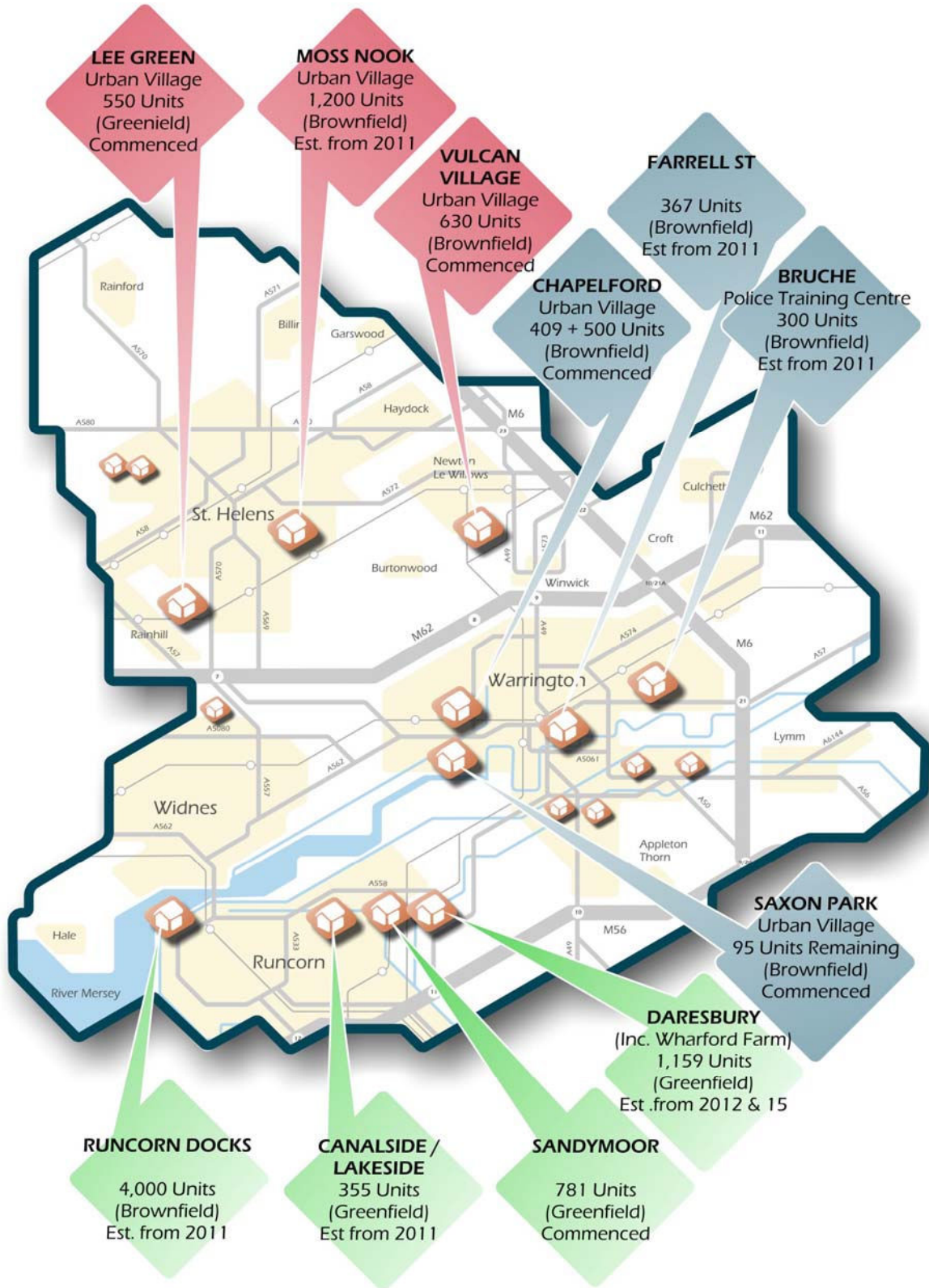
- Halton = 155.6%
- St.Helens = 122.6%
- Warrington = 178.6%

A summary of each authorities published calculation is included in Appendix 10.





Figure 11 : Key Housing Development Sites



Chapelford shows existing committed supply (409) and proposed additional (500) supply





11. Affordable Housing

The affordability of housing is a significant and growing issue across the Mid-Mersey area. Over recent years increases in house prices have considerably outstripped those in average household earnings subsequently leading to an extensive increase in the number of households on Council and RSL waiting lists. The supply of affordable homes has failed to keep pace with demand and the resultant backlog is now substantial. In Warrington for example the annualised shortfall in the supply of affordable units is now in excess of the borough's total annual housing requirement.

Whilst recent market failure has led to modest falls in house prices, these have largely been cancelled out by increased barriers for those seeking to access funding. Addressing affordability within the sub-region presents the Partnership with a significant challenge.

We acknowledge the expectations of Government that growth should be used to address affordability. As a partnership we are therefore committed to ensuring that it delivers a well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes and recognise that achieving this is central to our realisation of sustainable communities.

In relation to affordable need, each of the Mid-Mersey authorities is in possession of an up-to-date needs assessment. Drawing on these, Figure 12 below identifies need within each authority, across Mid-Mersey and also acts to highlight, through comparison against previous studies, how unmet need has increased dramatically over a relatively short period.

Figure 12: Summary of Identified Annual Affordable Homes

	Previous Studies		Most Recent Studies	
Halton	0 dpa	Halton Housing Needs Study 2000	176 dpa	Halton Housing Needs & Market Assessment 2006
St.Helens	120 dpa	2003 Assessment	306 dpa	2006 Assessment
Warrington	42 dpa	Warrington Housing Needs Survey 2002	419 dpa	Warrington Strategic Housing Market Assessment 2006
Mid-Mersey	162 dpa		901 dpa	

In order to meet the annual need identified in Figure 12, 52% of all new homes within Mid-Mersey would have to be secured as affordable i.e. 901 out of the proposed annual target of 1,740. This highlights the scale of the challenge we are facing.

As a partnership we recognise the need to deliver a balanced housing offer that meets the needs of the whole community and recognise that this requires an approach as equally focused on the quality, as opposed to mere quantity, of our housing offer. To ensure this we will rely on the evidence within our respective strategic housing market assessments and housing needs

studies. We will also rely on our knowledge of the local market gained through our experience of managing stock, through our roles as strategic housing providers. The importance of RSL's to our partnership is reflected in their direct representation on our Partnership Board. The existing good and ongoing working relationships between the Local Authorities and the RSLs across the sub-region is invaluable as we move forward.

In relation to development plan percentage targets, at present only two of the three Mid-Mersey authorities have policy support to enable a percentage of qualifying residential developments to be secured as affordable.





Whilst Warrington and St. Helens both have adopted local policies and Supplementary Planning Documents (SPD), Halton, who at the time of their development plan production did not have an identified need to support nor require a policy, have neither. They have however committed within their Local Development Scheme (LDS) to producing an SPD although unfortunately, without a parent policy to attach an SPD, its production is firstly dependent on the successful adoption of their Core Strategy. Halton will continue to work with GONW to explore how, if at all, the production of the SPD can be brought forward as soon as possible. It may be for example that if proposed legislative changes are passed, the production of the SPD may be able to be proceed immediately on the basis of RSS policy L5 constituting the parent policy.

Each Mid-Mersey authority presently employs a different evidence based percentage target of affordable provision to be secured from new development. St.Helens are currently working towards an identified target of 30%, Warrington to a minimum of 20% and Halton, based on the conclusions of their housing needs study, to 25%.

Warrington's recently completed SHMA has identified a target of 40% but this is yet to be tested in relation to economic viability and subsequently included within adopted policy. Through recognition of the significant oversupply of housing within Warrington, the Council's Executive Board approved an SPD entitled 'Managing the Housing Supply' on the 16th July 2007. In order to obtain maximum social benefits from the additional oversupply that further approvals will generate, the SPD identifies an aspirational target of 50% affordable housing on development sites. This approach has so far proved successful in raising the level of provision initially secured but has yet to yield on the ground completions.

Figure 13 identifies how many units the planning system alone, in the absence of public subsidy, could deliver assuming that none of the proposed level of housing growth was already committed. This theoretical

exercise concludes that the application of the existing targets would only deliver approximately half of Mid-Mersey's annual affordable housing need.

Figure 13 : Notional Affordable Housing Policy Yield

	Adopted RSS Policy	Growth Target (RSS +20%)	AFH Policy Target	Notional Yield of Affordable Units
Warrington	380	456	20%	91
St. Helens	570	684	30%	205
Halton	500	600	25%	150
Mid-Mersey	1,450	1,740		446

In seeking to maximise the supply of affordable homes, it is essential to identify and subsequently explore the two avenues of affordable housing delivery; the reliance on the market and direct intervention.

To date, the market solution for the delivery of affordable housing has been through the performance of private sector house builders. Within Mid-Mersey however the reliance on the market alone to address need has proved inadequate even in more buoyant times. Despite policy targets, most negotiations to date have been conducted on a site by site basis primarily owing to genuinely high abnormal costs associated with the redevelopment of previously developed sites which remains the focus within the sub-region. The need to take account of economic viability has frequently lead to under achievement against policy targets with the gap unable to be bridged through public subsidy owing to the absence of social housing grant within the area over much of the past decade.

A further problem with reliance on the market has to date been the employment of an approach which has sought to ensure that targets are not met at the expense of the right type of affordable product. In Warrington for example, the Council has sought to prioritise social rented family





housing, the unit cost of which, in the absence of public subsidy, is the most expensive form of provision for a developer to provide. The cost to a developer of providing ten social rented units may for example be the same cost of providing 25 shared ownership units. Whilst the latter would perform better against a numerical target, the need to ensure that priority need is met would mean that, although fewer in number, the social rented units would be the preferred form of provision.

Mid-Mersey has a substantial backlog of commitments, the majority of which have been identified within this PoD as key to an increased supply of housing. The level of affordable provision across a significant proportion of the forward supply has therefore already been negotiated and in many instances prior to up-to-date needs assessments and within the context of the aforementioned economic viability and qualitative issues. The recent market conditions now being experienced across the nation compounds existing issues and greatly reduces the ability to secure target levels of provision from newly qualifying sites entering the supply.

We recognise that we are not going to be able to fully address the identified shortfall of affordable homes through the negotiation and supply of additional units through the planning process, even if the market recovers. Central Government and our wider stakeholders must also however recognise this.

Whilst acknowledging the limitations of the planning system and its dependency on a buoyant market we recognise that the Growth Point programme presents opportunities to strengthen existing efforts. It presents a logical platform upon which to progress cross boundary working on affordability, allows access to additional public funding streams and will hopefully assist in leveraging additional private investment through the added status and priority that growth brings. Similarly, whilst the recent market conditions will compound issues, we also recognise that it may bring opportunities for well needed intervention. It

is also on this basis that the Partnership is seeking direct financial support from the Growth Fund.

There are a number of interventions to assist in the delivery of an increased supply of affordable homes. The support we are seeking through the Growth Fund will help to ensure that we can act upon these.

Ensuring that the most is made of publicly owned land – There are opportunities across our area to utilise land in public sector ownership as advocated by the newly adopted RSS. In addition to the potential afforded by English Partnerships' land holdings, the potential of which in Warrington is now being assessed through the Core Strategy, our respective authorities also have land holdings which could support the delivery of affordable homes. Practical examples of a commitment to utilising these opportunities are now beginning to emerge. In Warrington the Council has recently approved the sale of a surplus site in the south of the Borough to a housing association at a discounted rate to facilitate its redevelopment for 51 affordable homes. Similarly in Halton, the Council has recently committed to sell surplus land at Castlefields to developers with a condition to secure 10% of the total number of units to be delivered as affordable.

Utilising the potential afforded by a supply of sites with planning permission – Much of the forward supply within Mid-Mersey benefits from an extant planning consent. In many instances the only factor preventing these sites now coming forward is a fall in demand owing to the recent market downturn. In this respect Mid-Mersey offers the potential for a series of quick wins if funding can be secured to support RSL's in acquiring these sites and subsequently delivering the proposals as affordable.

There are a small number of examples where RSL's, supported by our Council's, have successfully acquired sites through the Government's regular market engagement initiative. Support from the Growth Fund would allow further successes through following this approach.





Subsidise the commencement of development on sites with extant consents that are yet to commence –

Again owing to the potential afforded by a substantial committed supply, support from the Growth Fund would enable the Partnership to subsidise the early commencement of sites and to help us in securing more affordable provision within these schemes.

Direct support for RSLs – The three Mid-Mersey authorities will continue to support RSLs in their application of Government programmes such as the regular market engagement initiative. Additional funding secured through the Growth Fund would enable the partnership to assist RSL's in acquiring unsold properties to subsequently make available as affordable.

Making more efficient use of existing stock – As a Partnership we recognise the necessity of making the most of existing stock and remain committed to progressing efforts on how this can be achieved. Avenues for further exploration as part of this could include incentives to encourage people to vacate under-occupied properties, the exploration of integrated stock management and the exploration of shared cross boundary waiting lists.

In addition to potential interventions there are also a series of actions which the partnership believe will assist us in our efforts:

The formation of a Mid-Mersey 'Housing' stakeholder group – Each respective authority currently enjoys good working relationships with local RSLs, the Housing Corporation and wider stakeholders with a direct interest in housing matters. Growth has presented an opportunity to establish a cross boundary stakeholder group which it is hoped can later become the formal housing market partnership required to support the development of a Mid-Mersey Strategic Housing Market Assessment. First and foremost the coming together of stakeholders at this level will enable best practice to be shared. It is also hoped that it will facilitate areas of synergy and

opportunities for added value to existing working through a wider buy-in. The group will provide a key input to help ensure that growth delivers the right type and tenure of housing at the right times and in the right locations within Mid-Mersey. The group will have a strong focus on affordability and provide an invaluable platform for discussing and subsequently acting on additional Government initiatives as they arise. In this way the Partnership is well placed to boost the supply of affordable homes should funding be made available.

A commitment to producing a Mid-Mersey Strategic Housing Market Assessment (SHMA) –

Whilst Warrington possess a full SHMA as required by PPS3, Halton and St. Helens currently only possess a more traditional housing needs assessment but do benefit from the findings of a strategic assessment undertaken as part of the development of the Liverpool City Region Housing Strategy (LCRHS). The LCRHS action plan, which includes Warrington, identifies the need to undertake an SHMA on a Mid-Mersey basis. This action is currently supported by all three of our Authorities and is considered to be clearly beneficial in helping to identify precise housing needs in terms of type, tenure and location to ensure a balanced housing market across the whole of our area.

Continued joint working with the Homes and Communities Agency to emulate and exceed previous successes –

The Mid-Mersey authorities to date have enjoyed excellent working relationship with English Partnerships who are a key landowner in both Warrington and Halton. English Partnerships have made clear their commitment to helping the Mid-Mersey Partnership address affordability and have already showed willingness to invest in affordable provision throughout the sub-region through providing gap funding for major developments such as Carrington Park as well as a significant outlay to acquire the Bruche former Police Training Centre site, the latter shortly to be marketed on the basis of a 50% quota of affordable housing and included in this programme of development as a key growth point site. English





Partnerships remain committed to using their assets to assist the partnership across its growth efforts and their forthcoming merger with the housing corporation may increase the potential of their offer. Through recognition of their importance as a key player in relation to land holdings and addressing affordability, an English Partnership representative has been included as a key member of our Mid-Mersey Growth Point Partnership Board.

Exploration of more innovative and creative measures to increase delivery –

On the 23rd July Warrington hosted a community land trust seminar to discuss the potential of the concept. There was widespread support for further exploration of the model and the Council has now committed to progress this. At present Warrington and English Partnerships are considering the potential to use the forthcoming Bruche former police training centre development as a pilot scheme. If this is progressed and proven to be successful then the application of the model and lessons learnt could be rolled out across the Mid-Mersey area.

We are also keen to explore the potential of a future bid to utilise Housing Private Finance Initiative. Whilst too late to submit a bid for the current round we will give serious consideration to submission of a future bid should it present a realistic and viable opportunity to increase affordable stock within the area. Support from the Growth Fund could be used to fund the initial feasibility work associated with a private finance initiative bid.

In Warrington, the alignment of the planning and strategic housing function under the same directorate and service area –

Efforts to secure affordable housing have to date profited from the employment of an integrated approach between the

Council's housing strategy team and planning department i.e. the direct involvement of housing officers in the negotiation process. In order to further integrate and maximise these beneficial relationships the Council's strategic housing function has now been fully aligned with the planning function. This move is in direct response to a recommendation by consultants tasked with exploring how the Council can increase the efficiency and achievement in its strategic housing role, which includes the delivery of affordable homes.

In Warrington, secure the approval of the Council's Affordable Housing Programme –

Once approved this programme will outline a programmed approach to the delivery of more affordable homes and set the basis of future delivery. It will build on measures outlined within this PoD and include additional actions to increase delivery such as the prioritisation of affordable homes in new development schemes above and beyond other planning obligations. The programme will provide executive and senior Members and officers with a clear steer of where efforts must be focused.

If successful in our bid for funding to support our proposed interventions, the Mid-Mersey Partnership are confident that we can add to the supply of market lead affordable housing delivery to achieve an annual affordable housing percentage completions target of 30%. In the short term it is hoped that this target provides an ambitious yet realistic target to ensure flexibility within the current market. It will however be subject to ongoing monitoring and reviewed on an annual basis with a view to increasing it towards the latter years of the Growth Point programme.





12. Implications of the Current Economic Climate

Mid-Mersey as with the rest of the country is being affected by the effects of the current economic climate and the slow down of the development industry.

The worst effects of this appear to have taken hold after April when our annual monitoring of housing completions and construction monitoring was undertaken so the effects have not yet fully shown up in our routine monitoring.

Private developers across our area appear to have taken one of two main actions in response to the current adverse market conditions:

1. mothballing (shutting down) or scaling back activity on development sites.
2. offering unsold stock, partial or complete development sites to RSLs.

Larger developers also appear to be funding incentive schemes to help sell remaining properties with deferred equity, part exchange, payment of fees, payment of mortgage costs for a year and substantial discounts being advertised for some developments.

Central Government is proposing a Local Authority managed mortgage rescue scheme, however details of this are not now expected to be confirmed until the New Year.

In the longer term the effects are less certain and more difficult to predict.

Issue	Possible Positive Effects	Possible Negative Effects
(Short term) Fall in house prices	<ul style="list-style-type: none"> • May impact favourably on <i>notional</i> affordability. • Lower owner expectations on land value. 	<ul style="list-style-type: none"> • Reduction in supply (new & resell properties). • May affect scheme economics where developers bought land at pre-crunch values. • Pressure to redesign developments • Pressure to renegotiate S106s etc.
Reduced mortgage market	<ul style="list-style-type: none"> • More prudent lending practices. 	<ul style="list-style-type: none"> • Substantially reduced range of mortgages • Increased difficulty in securing mortgages on Shared Equity properties. • Increased mortgage rates.
Lower loan to value ratios	<ul style="list-style-type: none"> • Depression of prices for entry level properties. 	<ul style="list-style-type: none"> • Increased difficulty in accessing mortgages ~first time buyers. • Increased difficulty in remortgaging ~at end of initial discount period. • Increased repossessions.
(Anecdotal) Impact on apartment market	<ul style="list-style-type: none"> • More balanced new build housing mix. 	<ul style="list-style-type: none"> • Pressure to redesign developments • Pressure to renegotiate S106 etc. • Impact on service charges for part implemented schemes.
(Anecdotal) Impact on buy to let market	<ul style="list-style-type: none"> • Depression of prices for entry level properties. 	<ul style="list-style-type: none"> • Further depress apartment market. • Reduction in private rented sector • Repossessions affecting sitting private sector tenants • Pressure for increased private sector rents • Additional demand for public sector rent





The current economic climate has impacted on the house-building industry nationwide and will affect the delivery of housing supply in the short term.

This Programme of Development, as with those of our surrounding Growth Points cannot expect to override the current market conditions. Instead, we intend to;

1. help bolster remaining new build wherever possible, and
2. identify and overcome local challenges to delivery to support early resumption of development when market conditions improve.

In order to support remaining new build development whilst ensuring maximum value for money and tackling our affordable housing shortages, we are asking for funds to make available to our RSL partners to procure additional stock and progress new developments (both independently and in partnership with private developers) as appropriate. We will work with our partners, including the Homes and Communities Agency to progress schemes, including where practicable forward funding the provision of affordable units.

The largest impact we are likely to be able to have on the local housing market as it recovers nationally, will be in ensuring that there is both local demand for new houses and the prosperity to support it. Continued economic development, the delivery of new job opportunities and improved educational results will impact on the attractiveness of Mid-Mersey as a place to live and therefore on the demand for additional housing.

Improved transport and increased accessibility together with ensuring the capacity and planning framework to support new development will also aid the return to more normal market conditions.

We will monitor market changes and continue the dialogue with our partners and key stakeholders to identify areas for action and will reflect this in subsequent iterations of this document.





13. The Economy

Economic Development

Mid-Mersey and particularly Warrington has long been recognised as an important location for economic development and for its contribution to the regional economy. We have a number of large, regionally significant employment development sites with the potential to generate thousands of new jobs over the short to medium term.

This together with traditionally strong housing demand within areas of Mid-Mersey will be important in successfully delivering the aims of our growth programme. In addition the relatively self-contained nature of the local housing market in the area and the surrounding labour market are also the prime drivers behind the rationale for designating Mid-Mersey as a New Growth Point.

Situated close to the region's principal cities and Europe's highest concentration of higher education and research and development facilities, Mid-Mersey businesses have access to a regional workforce of more than 4 million people.

Our unique locational advantages at the hub of the regions motorway network have seen us become an important centre for warehousing and distribution. Warrington is now seen as one of the key distribution locations within the North West, and is home to major facilities for companies such as Scottish Power, Exel Logistics, Marks and Spencer and Wincanton, whilst Lidl, Guinness and B&Q can be found over the border in Runcorn. In Widnes the 3MG site is being brought forward for a major rail accessible distribution centre for the Stobart Group with phase 1 scheduled to be operational in 2009, whilst new facilities are springing up in southern St.Helens along the A570 St.Helens Linkway north of Junction 7 on the M62.

BT, 02 and Carphone Warehouse all operate major call centres within our area, and

financial services have grown significantly, particularly in Warrington.

As the former home to British Nuclear Fuels Ltd, the Atomic Energy Authority and National Nuclear (Warrington) and Daresbury Laboratories (Runcorn) we have a strong and continuing engineering and research pedigree.

With over 6,000 companies, including hundreds of national and international businesses, Warrington is a well established business location and business activity in the borough has developed at five times the national United Kingdom growth rate over the past 5 years.

Figure 15 below summarises recent development rates across our three partner areas. In the past 5 years over 175 Ha has been developed for employment uses providing in excess of 3 million Sq.Ft. (304,682 Sq.M.) of new floorspace.

Whilst recent take-up rates for new build premises have been healthy, significant vacancies do exist on certain industrial estates. In Halton the Astmoor estate in particular suffers from an estate layout and building forms that do not match modern business requirements. Halton are working with the land owners and businesses affected to secure solutions including the possible creation of a Business Improvement District.

Whilst we have a number of very attractive and successful out of town office and business parks, Warrington town centre also provides a strong and popular location for small office developments and financial and professional services. Believed to act as an adjunct to the south Manchester office market the demand for office space has grown in the town and is likely to grow in the future.





Figure 15 : Employment Land Take-Up 2003 to date.

	2003/ 04	2004/ 05	2005/ 06	2006/ 07	2007/ 08	Total 2003/ 08	Available @2008
Site Areas (Hectares)							
Halton	10.71	5.69	26.66	23.11	24.59	90.76	200.02
St.Helens	5.33	6.73	12.32		7.55	31.93	95.50
Warrington	3.80	14.19	9.68	17.58	7.41	52.66	* 164.35
MID-MERSEY	19.84	26.61	89.35		39.55	175.35	295.52
<i>* Includes only the non-strategic element of OMEGA</i>							
Floorspace (SqM)							
Halton	na	na	na	40,130	60,491	-/-	-/-
St.Helens		10,475	33,293	8,660	11,681	64,109	-/-
Warrington	13,808	29,234	30,391	42,851	23,668	139,952	-/-
MID-MERSEY	13,808	39,709	63,684	91,641	95,840	204,061	-/-

Halton has seen healthy employment development levels over recent years as the Manor Park estate in Runcorn (New Town) is built out and Widnes Waterfront (Economic Development Zone) has generated new units, most significantly including speculative small office developments providing units of a type not currently represented in Widnes

The above figures are sourced from each of our partner Authorities Employment Land Availability Reports. Produced annually they set out the take-up and availability of land for employment development at the 1st April each year. Although these provide valuable information on what is happening on the ground in terms of the take up of land and completions, further information is needed to provide a picture of the key employment sites and premises in the borough and what qualities they have.

Employment Land Evidence Base

Halton are currently undertaking an Employment Land and Premises Study with Sefton, Knowsley and West Lancashire Councils looking to quantify the demand for and range of available sites for employment development. A similar study in St Helens is nearing completion. Warrington has undertaken an Employment Land Review (September 2008) which forms part of the evidence base to the Council's Local Development Framework.

In summary the review provides the following information:

- Details the existing employment land situation in Warrington
- Provides a summary of previous studies and a trajectory showing the requirement and past take up situation in Warrington.
- Identifies key employment locations in the borough and their characteristics.
- Provides a clear assessment of the current availability of employment land and premises.
- Identifies the most suitable way to bring forward land supply through the core strategy.
- Acknowledges the importance

The current evidence base will also be extended following the 'Sub Regional Employment Land and Sites Study' which is due to be carried out by the Cheshire and Warrington Economic Alliance.

CWEA Sub Regional and Employment Land and Site Study (Warrington)

It is hoped that this study will further inform economic and employment growth for the Warrington Area.

Government guidance advises that work should be undertaken on the market attractiveness of sites and this key element will be carried out by an Employment Land Study being undertaken by GVA Grimley on behalf of the Cheshire and Warrington Economic Alliance.





It is expected that the study will deliver the following:

- Co-ordination of existing data on employment land and sites in the sub-region to obtain a clear and focused strategic direction on the existing portfolio across Cheshire and Warrington.
- Identification of key growth sectors in the area and what is needed to ensure further growth/success.
- An appraisal of sites and premises in the light of attracting and developing key sectors likely to result in high GVA growth in the sub-region.
- Assess merit of various factors as part of the study including, sustainability, quality of sites, access, transport, planning and the demographic make up of Cheshire & Warrington. The study will have implications for enterprise generation and providing access to jobs for local people, as well as the functional operation of housing market areas across the sub-region.
- Identification of which sites are likely at a strategic level to generate the economic impacts required.
- Assessment of constraints such as utilities access and service provision, to review availability. The study will be done in the context of pressure for alternative uses and the potential for reallocation to support housing delivery.

The study will also include a client / private sector view of the existing portfolio of sub-regional sites from an investor and a business demand perspective (market attractiveness)

Forecast Employment Growth

There have been a number of recent Economic Studies undertaken for various parties looking at the prospects for economic development and employment levels across Mid-Mersey.

Research undertaken to inform the Halton Economic Strategy forecast net growth of over 4,000 jobs in the Halton economy, especially within the business services sector.

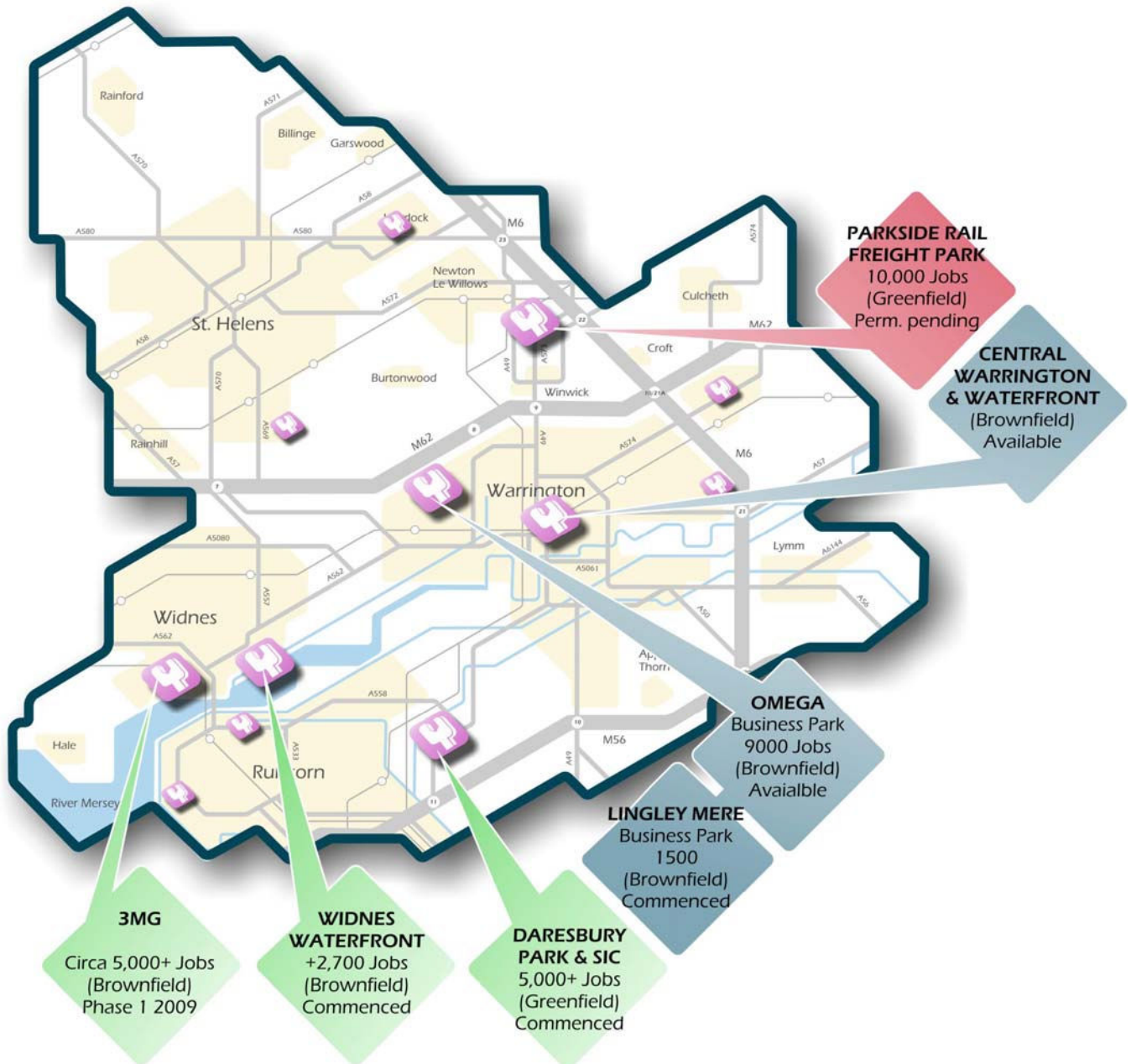
In St.Helens the pioneering City Growth Strategy, supplemented by the award of Local Enterprise Growth Initiative of £13.4 million, has led to significant achievements within the local enterprise sector, including a major increase in new business start-ups. These programmes are supporting resurgence in new development activity, especially in the town centre and the approaches from the south, most recently the first phase of Mere Grange Business park has been completed providing 5,614 SqM of business/office space.

Mid-Mersey contains a number of regionally important employment development locations that are expected to generate significant numbers of new employment opportunities over the coming years. These developments include, Omega (Warrington), Mersey Multi-Modal Gateway – 3MG (Halton), Daresbury Science & Innovation Park (Halton) and Parkside Rail Freight Park (St.Helens).





Figure 16 : Major (Strategic) Employment Development Sites



A key challenge for the Mid-Mersey Growth Point will be to fully exploit the opportunities these developments present to maximise their benefit to the local area, supporting the delivery of key objectives whilst minimising the potential environmental impacts.

Of the sites listed, the 3MG site is being developed by the Stobart Group with the intention of Phase 1 being operational within 2009. Halton are in discussions to secure local sourcing of labour and appropriate training opportunities.





14. INFRASTRUCTURE

Infrastructure Provision

In order to ensure that development strategies and investment plans are fully aligned, we fully acknowledge the importance of, and are committed to early and ongoing engagement with infrastructure and service providers. We recognise the value of this alignment in ensuring that the provision of infrastructure does not act as a constraint to the deliverability of development proposals required to support growth and our wider objectives and ambitions.

PPS12 makes clear that Local Planning Authorities must support their Core Strategies with robust evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area. The Core Strategy is the intended mechanism through which infrastructure provision will be quantified and co-ordinated and each respective authority is committed to this notion.

The existing level of engagement with infrastructure providers has varied across each local authority area given that each is at different stages of their Core Strategy production. Whilst growth presents an opportunity to strengthen dialogue with providers on a cross boundary basis, it is important that this adds value to, as opposed to duplicating local efforts. Co-ordination between the two is also fundamental in order to avoid consultation fatigue.

In light of the above, we expect that the infrastructure planning at the Growth Point level will be undertaken by having higher-level 'strategic'; discussions across our area with more detailed discussions being held at the local authority area level, a bottom up approach. The results of the detailed assessments can then be aggregated for subsequent presentation on a Mid-Mersey basis. The priority over the next three year period will be to establish:

- The existing infrastructure capacity – including identifying areas of stress and spare capacity
- The identification of infrastructure requirements needed to support development
- Delivery and Implementation Plans – including the identification of responsible bodies, funding, delivery monitoring and the consideration of contingencies where needed.

Specific actions to establishing the above priorities include:

- Identifying key infrastructure providers
- Identifying contacts within providers to facilitate a 'single conversation' i.e. avoiding duplicate discussions with different departments within a single organisation with the potential for the receipt of conflicting advice
- Identifying and mapping areas where current provision is lacking or under stress
- Identifying and mapping where there may be spare capacity
- Identifying infrastructure programmes and mapping where enhancements or reductions in provision are planned
- Identifying what provision will be needed in the future to keep abreast of social and economic changes and future development e.g. broadband provision
- Identify and quantify additional funding necessary to meet future infrastructure needs
- Establish provider's needs in terms of their own land and property.

Progress to Date:

Good progress has been made to date in identifying key providers and establishing lead contacts within each. Given that the increased emphasis on integrated infrastructure planning is relatively recent, initial discussions have primarily focussed on





the familiarisation of each others roles and responsibilities, and the forging of relationships to facilitate effective ongoing dialogue and information exchange. Important in these initial discussions has also been the identification of any immediate concerns. The section below, grouped under thematic areas, provides a summary of progress to date and identifies gaps which the partnership must address.

Based on initial discussions the provision of infrastructure will not constrain the supply of development identified to commence within the three year period up until 2011 – the period of focus for this current Programme of Development. An understanding of the capacity of infrastructure provision to accommodate growth beyond this period will be tested, within the assessment of the authorities respective Core Strategies and through ongoing dialogue with the identified infrastructure providers or completion of appropriate studies.

The priority over the two year period until 2011 is to make progress against the specific actions we have identified at section 27 and 28.

The section below, grouped under thematic areas, provides a summary of progress to date and identifies gaps which the partnership will be working to address over the next few months.

Paying for infrastructure

The local authorities recognise the importance of planning obligations and the proposed Community Infrastructure Levy as mechanisms to pay for infrastructure.

Halton have previously negotiated a 'roof-tax' type Section 106 agreement with English Partnerships to fund infrastructure improvements to support the delivery of the Sandymoor development in east Runcorn.

Warrington adopted its Supplementary Planning Document (SPD) on 'Planning Obligations' in September 2007. The SPD employs an approach founded upon standard charges and was recently

highlighted by DCLG¹⁰ as an example of this form of mechanism.

Contributions are sought for a broad range of obligations and are primarily based on a per dwelling basis for residential development and square metre gross floor space for commercial development. Obligations include

- Community Facilities and Infrastructure e.g. education and health care facilities
- Transport & Travel e.g. pedestrian and cycling facilities, public and community transport, travel plans.
- Recreation and Environment e.g. amenity open space, sports provision, the Mersey Community Forest, nature conservation.
- Affordable Housing
- Social Progress e.g. Increased employment opportunities for the disadvantaged and economically inactive.
- Utility Infrastructure e.g. foul sewage and water drainage.

The SPD makes clear what forms of development will be required to contribute and identifies thresholds and detailed costing where appropriate

Warrington has an excellent track record of securing private investment. In the 2 year period between the 1st April 2006 and 30th April 2008, Warrington has secured £29,075,311 of developer contributions. Through recognition of the level of contributions secured and the need for ongoing monitoring, the Council have recently employed a full time s106 officer. Whilst currently on a 2 year temporary contract it is hoped that the post can quickly be established as a permanent and self sustaining one.

Both Halton and St.Helens are in the process of preparing Planning Obligations SPD's. The opportunity to align these documents is an opportunity which will be progressed through the Growth Point

¹⁰ DCLG Community Infrastructure Levy paper, August 2008.





15. Transport

Our locational advantages and numerous motorways and junctions make us an attractive location for business. It also makes us an attractive location to commute to or from.

Many of our new employment development sites are located alongside the trunk road network and will be highly accessible, and attractive to car borne commuters from the wider sub-region. We must therefore be conscious of the cumulative affect that our individual developments may have on the strategic road network and demand for other forms of transportation.

Growth Point status provides the opportunity and the impetus for all our partners to work together to help align housing and employment growth and to seek to minimise the need for additional car borne commuting.

This will consist of measures to;

- Provide housing to support ongoing employment growth, not just in terms of numbers and location but type.
- Maximise ability of local populations to access new employment opportunities through appropriate skills & training, partnerships with employers and ensuring pathways to employment.
- Minimise the need to travel, especially by car by providing sustainable travel options that are reliable, safe and attractive and offer genuine alternatives to the private car.

By focusing on measures to achieve the above, we intend to maximise the benefit of new development to our local communities, impacting on unemployment and worklessness, raising aspirations and promoting healthier lifestyles. This should also reduce additional pressures for longer distance commuting thereby limiting the extra demands being placed on the strategic and trunk road networks.

Understanding Travel to Work / Demand Patterns

To understand the likely travel demands that may arise from new development it is useful to start with an understanding of current travel patterns. The 2001 Census of Population Origin and Destination dataset provides the most comprehensive data available on travel to work flows across the whole of the region, giving the residence (origin) and workplace (destination) for all travel to work flows including information on the main mode of travel (i.e. the mode used for the longest part of the journey).

Analysis of this dataset has been undertaken looking at the main commuting flows between our three boroughs and surrounding areas. For ease, this data¹¹ has been aggregated to into flows along the main strategic corridors to;

- Wigan & the North (M6 North corridor);
- Merseyside (M62 West corridor);
- Chester and North Wales (M56 West corridor);
- Vale Royal and South (M6 south corridor), and
- Manchester & the East (M62 and M56 east corridors).

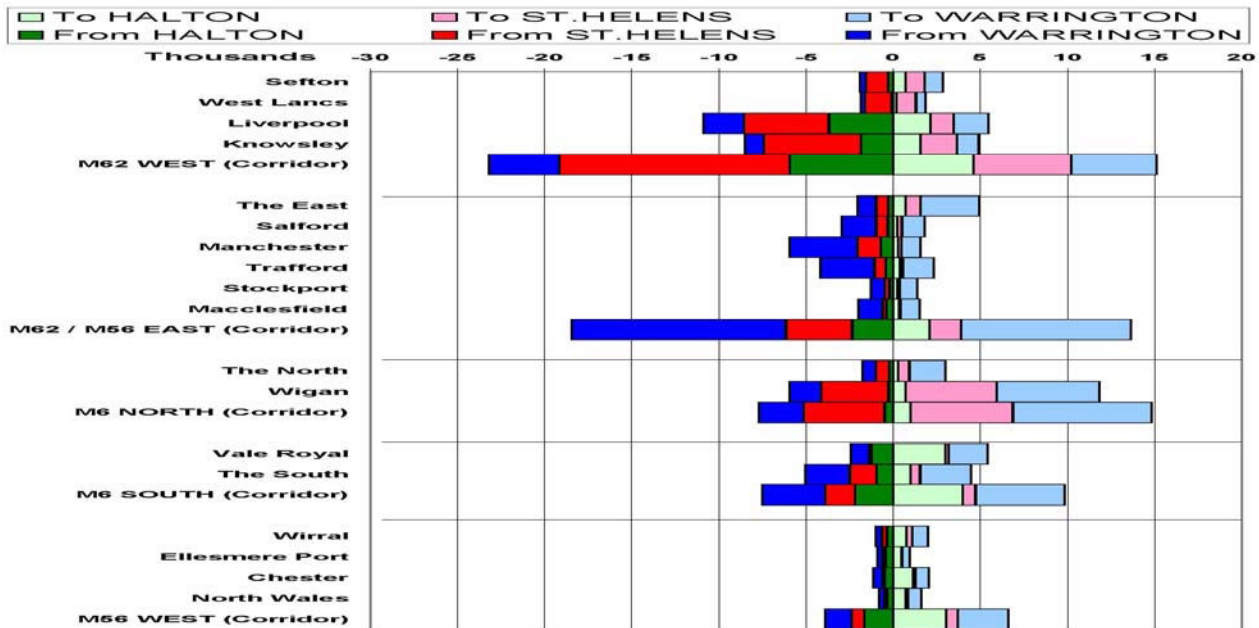
Summary flow diagrams for All Modes, Car and Non-car are reproduced in Appendices 13, 14 and 15. Figure 17 below shows flows between Districts grouped according to broad transport corridors.

¹¹ Data is aggregated to broad corridors by District. It does not identify loadings on individual routes as it takes no account of the actual routes or times of day of individual journeys.





Figure 17 : Summary of Travel to Work To/From Mid-Mersey (All Modes) Grouped by Broad Transport Corridor (Excluding flows between Mid-Mersey authorities).



In summary:

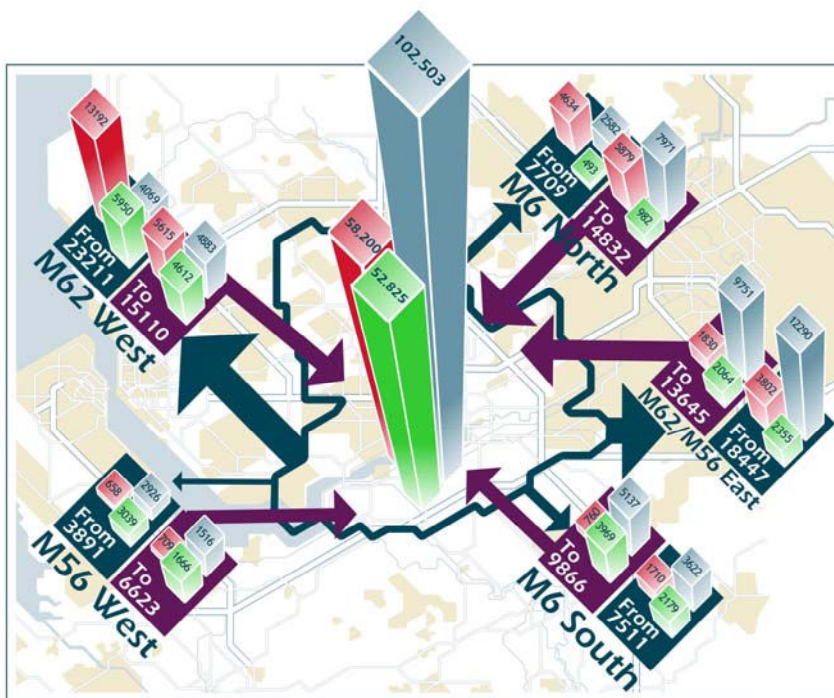
- There were approximately 214,000 jobs in the Mid-Mersey area at 2001.
- 71% (153,000) were taken by Mid-Mersey residents.
 - 132,000 residents work within their borough or residence, while
 - 21,000 residents commute between our three Boroughs;
- the remaining 29%, 60,000 jobs in Mid-Mersey were filled by employees predominately residing in the surrounding boroughs:
 - 15,000 from Liverpool, Knowsley, Sefton and West Lancashire
 - 15,000 from Wigan and the north,
 - 14,000 from Manchester and areas to the east
 - 10,000 from Vale Royal and areas to the south
 - 7,000 from Wirral, Ellesmere Port, Chester and North Wales
- in addition, 61,000 Mid-Mersey residents commute out to neighbouring areas, with the main destinations being, in order, Liverpool, Knowsley, Wigan, and Manchester.

The data identifies that the largest daily commuting flows (at 2001) into and out of Mid-Mersey are in an east-west direction along the M62 corridor, with the largest eastward flows (towards Manchester) arising from Warrington and the largest westwards flows (towards Liverpool) arising from St.Helens. For inflows north-south flows, particularly to Warrington along the M6 corridor feature more prominently.





Figure 18 : Summary Travel To Work Situation (2001 Census)



Additional Trip Generators

There has been significant development across our area since 2001 with substantial additional housing and employment growth planned over the coming years through to 2017 and beyond

Figure 19 : Summary of Recent and Forecast Development Rates

	Development since 2001		Forecast (Growth Point) 2008-17		
	Housing (ndg)	Employment (Ha.)	Housing		Employment Land Available (Ha.)
			RSS Target	Growth Point Forecast ¹²	
Halton	2,685	120.2	4,500	6,627	200.02
St.Helens	2,678	¹³ 95.5	5,130	6,845	95.50
Warrington	7,630	¹⁴ 77.8	3,420	4,988	^{15 16} 164.35
MID-MERSEY	12,993	293.5+	13,050	18,460	459.87

¹² See Trajectory (Section 10)

¹³ St.Helens figure relates to 2003-2008

¹⁴ There were 4,315+ car spaces on sites developed 2001-08 (WBC ELA monitoring).

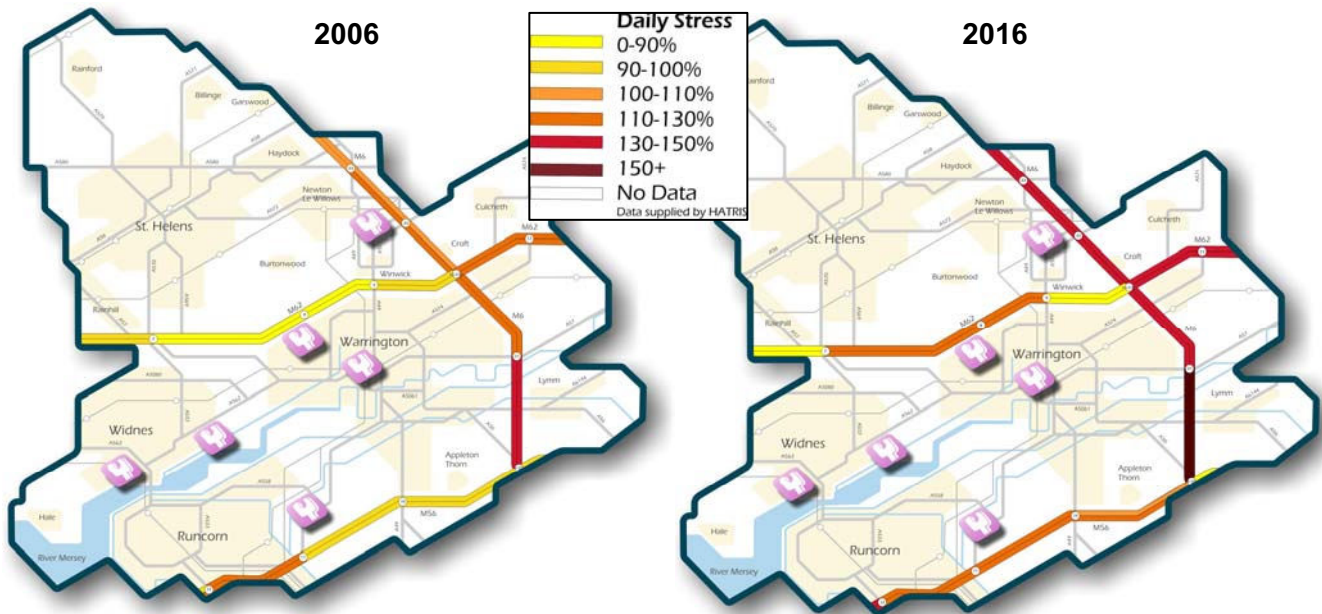
¹⁵ There were 10,593+ spaces of sites Available at 2008 (WBC ELA monitoring)

¹⁶ Includes only the non-strategic element of Omega / Lingley Mere





Figure 20: Key Employment Sites & Motorway 'Stress' (2006, 2016)



Since the Census in 2001, which identified inward commuting flows of 60,000 into Mid-Mersey, we have added almost 13,000 new dwellings and over 300 Ha. of new employment development. Warrington monitors car parking spaces provided as part of commercial development and has recorded the provision of an additional 4,315 spaces (2001-08), with permission for 10,500 more on consented sites.

Under the Growth Point Programme we expect to add a significant new employment development. We have some 460 Ha. of land identified for employment development (though not all is expected to be developed to 2017).

Key development sites which are forecast to come forward are set out in section 13 and show potential to accommodate up to around 30,000 jobs. It can be seen not only that the scale of these developments could have a significant impact on travel within the bid area, but that there is also the opportunity to minimise travel by tying employment and housing growth together.

The Trunk Road Network

Capacity of Trunk Road Network

The Highways Agency prepares Trunk Road Stress Maps. These maps show predicted daily flow compared to maximum capacity in the peak hour, and give an indication of the extent of congestion. They do not take into account other issues that may cause problems (e.g. access to or from junctions) and therefore only give an indication of stretches of the trunk road network where pressures are most likely. Data for the trunk road network in our area is reproduced below.

It can be seen that those stretches of the network which are currently (2006) under stress (where Stress exceeds 100%) are, the M6, the M62 (east of the M6 towards Manchester) and the M56 (west of Preston Brook towards Chester). By 2016, stress levels along these stretches and the whole network around Mid-Mersey is expected to have increased significantly, increasing the likelihood of congestion both within and beyond the peak hours.

Parkside, Omega and Daresbury employment opportunity sites all sit alongside sections of the trunk road network that are either showing elevated stress levels





or are forecast to be doing so by 2016. The transport impact of each of these developments has been individually assessed at the appropriate planning stages and certain mitigation measures agreed¹⁷. Omega, for example, provided a new junction (Junction 8) onto the M62 and widened, to 4 lanes, the motorway between the new junction and Junction 9. In addition each site is (*or will be*) subject of a Green Travel Plan which seeks to minimise trip generation by private car (see below).

At the time of writing, it had not been possible to meet formally with the Highways Agency to discuss the full transport impacts associated with our, and neighbouring growth agendas; however discussions were held at Expression of Interest stage and at that time the HA did not raise any objections to our overall proposals. Discussions centred on options for future work around modelling and identifying potential mitigation measures. These will be investigated further over the coming weeks. We are not aware of any major Highways Agency programmes in our area at this time.

Halton borough is promoting a second road crossing of the Mersey within their borough, the "Mersey Gateway". The Mersey Gateway project will provide a new bridge between the towns of Runcorn and Widnes, including modifications to the existing Silver Jubilee Bridge to improve facilities for public transport, walking and cycling. It will transform the borough of Halton, improve the lives of local people and create new opportunities for business and investment in Halton, Mid-Mersey the Liverpool city-region and beyond.

The bridge will

- Cross the river around 1.5 kilometres to the east of the Silver Jubilee Bridge
- Be a tolled crossing
- Have three lanes across the Mersey in each direction

¹⁷ At the time of writing, Parkside planning application was Under Consideration. Full Highways impact assessment has been submitted and is being considered as part of the determination process.

- Link the Central Expressway in Runcorn with the Eastern Bypass and Speke Road in Widnes.

The Mersey Gateway Project has seven strategic objectives of which three relate to sustainable travel, these being:

- Improved accessibility and conditions for public transport;
- Cycling; and
- Walking

Public Transport

Appendices 14 and 15 show the number and proportion of journeys to work (at 2001) by non-car modes. This shows that 23% of journeys to work in St.Helens are by methods other than the car. For Halton it was 19% and for Warrington 17%. The largest non-car flows were between Mid-Mersey and Merseyside along the M62 (West) corridor, where 13% of journeys were by public transport, with flows from St.Helens accounting for 2/3rds of the outflow (2,019 of 3,010).

Interestingly, commuting flows with 'The South' are surprisingly numerous with 5,057 commuting outwards and 4,461 inwards. Of these 16% (825 IN) and 11% (474 OUT) were by non-car modes, perhaps indicating the attractiveness of the West Coast Main Line services. These figures will not include the numbers from outside our area that use Runcorn Station as a WCML Park and Ride, avoiding the need to travel into Liverpool City Centre.

Public transport linkages between Warrington and St.Helens and Warrington and Halton are important with significant flows into Warrington for work from both Mid-Mersey partners. Flows between St.Helens and Halton appear less well developed.

All authorities have extensive and detailed bus strategies, which are contained within their respective LTP2s. These strategies identify the need for quality, accessible, safe, affordable and convenient bus services to be provided. Improvement schemes currently being promoted include:

- Provision of a new bus network between Omega and Halton





- Improvements to cross boundary services to Liverpool, Manchester, Warrington, Chester, St Helens and Northwich. Discussions are currently underway for a new express bus service linking Chester - Runcorn and Liverpool Airport.
- Development of a core bus network in Halton to increase frequencies and reliability, guarantee key connections and to be operated by fully accessible buses
- New buses in St.Helens serving Moss Nook urban village while negotiations are ongoing with operators to improve services to Lea Green and Vulcan urban villages
- A Northern Orbital Bus corridor In Warrington linking Omega to Birchwood – Bus ways and priority Infrastructure
- A49 (N) and A57(W) Quality bus Corridor – Infrastructure

The issue of maximising cross boundary travel by bus within existing guidelines and resources will be subject of careful consideration by our respective partners. We will continue to investigate improved services with operators as housing numbers progress.

Strategic Park and Ride

Warrington has been undertaking a Feasibility Study into Strategic Park and Ride. Halton are supporting this process and work into the possible location of a facility at Daresbury. Additional funds were sought to support this work from the recent Mid-Mersey Community Infrastructure Fund Expression of Interest. Warrington is working to foster cross-boundary and multi-agency support to fully investigate the scope of a Park and Ride system based on the motorway network within the Mersey Basin, potentially applicable across the region. This feasibility report is anticipated to commence shortly with funding and support given by a number of partners.

Equally, rail based park and ride offers a significant opportunity for retaining existing, and encouraging new, trips via the rail network rather than the strategic road

network. We will work with Merseytravel and GMPTE to continue to pursue such opportunities with Network Rail. St.Helens in particular is pursuing identified options at present.

Rail

Capacity of Local Rail Network

Similar to the Trunk Road Stress Maps (above) Network Rail prepare maps showing loadings on their network. Figure 18 shows the loadings during the one-hour morning peak including trains passing through St.Helens and Warrington^{18 19}.

Generally trains within our area are between 75–100% loaded (for example at Warrington Central, Sankey, Earlestown, Newton-le-Willows, St.Helens Junction, Lea Green and Widnes), however, once these trains approach Manchester and Liverpool they are, respectively 100-125%, and over 125%, loaded. Only trains between Warrington Central and Liverpool operate within existing capacity.

Much like the issues with the trunk road network, this highlights that: there are localised rail capacity issues within the region.

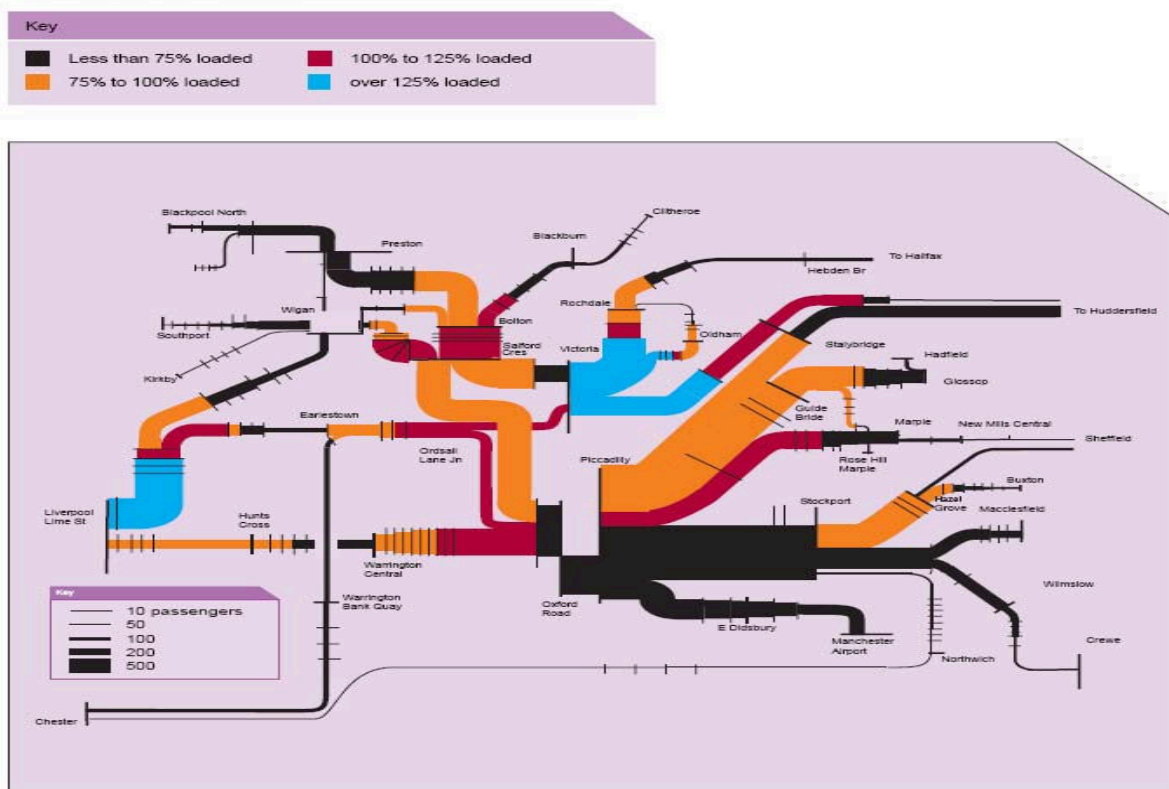
¹⁸ Network Rail's North West Route Utilisation Strategy (2007)

¹⁹ Trains serving Runcorn Station are included in the West Coast Mainline RUS).





Figure 21 : Train Loadings During the One-Hour Morning Peak



Source: TOC count data and demand model data

Securing Sustainable Travel Options.

Significant work is either committed or proposed across the rail network serving our area (local and national) and we are working with Merseytravel, Greater Manchester (GM) PTA, Network Rail and the Train Operating Companies to facilitate necessary service improvements. These projects include:

- West Coast Main Line upgrade.
- Refurbishment of West Coast main-line stations; Warrington Bank Quay (complete December 2008) and Runcorn and Warrington Central and Birchwood on the Liverpool-Manchester Trans-Pennine line.
- Increased car parking; Warrington Bank Quay and Runcorn.
- Park and ride and station enhancements for St.Helens Junction Station, programmed in the LTP2 period.
- Park and ride and station enhancements to Newton-le-Willows station are being pursued by St.Helens, Merseytravel and Network Rail. Demand at this station is

expected to increase further with the Vulcan Village development.

- City Line (Liverpool) signalling upgrades will enable higher frequencies

Additional improvements identified for action are;

- RUS recommendations for the Liverpool – Manchester Chat Moss line :
 - Increasing services
 - Increase speeds
 - Longer peak hour trains
- RUS recommendations longer peak hour trains for the Liverpool – Manchester CLC Line (via Warrington)
- Land has been secured to retain the option of increasing park and ride at Lea Green Station

Further proposed rail improvements that could significantly increase the access to rail services and assist sustainable growth within our area include:





- Re-opening the Halton Curve incorporating (possible) new station at Beachwood (Runcorn) and the reopening of the station at Ditton (access to 3MG and EDZ);
- Re-opening the St.Helens Junction to St.Helens Central line.
- Chapelford Station (Warrington) – a new parkway station.
- Major redevelopment of Warrington Bank Quay Station
- Redevelopment of Warrington Central Station

In addition, Greater Manchester's congestion charge proposals, if approved, are likely to have significant impact on the demand for rail, and in particular park and ride facilities across our area, given that Manchester's travel to work area extends well into our Mid-Mersey area. Birchwood station has already been highlighted as a potential park and ride site by GMPTA and is the subject of ongoing discussion with Warrington. The congested nature of the rail network around Manchester is acknowledged as a major barrier to future rail growth between Manchester and Warrington. Appropriate negotiations are underway with Greater Manchester and will continue as these proposals progress

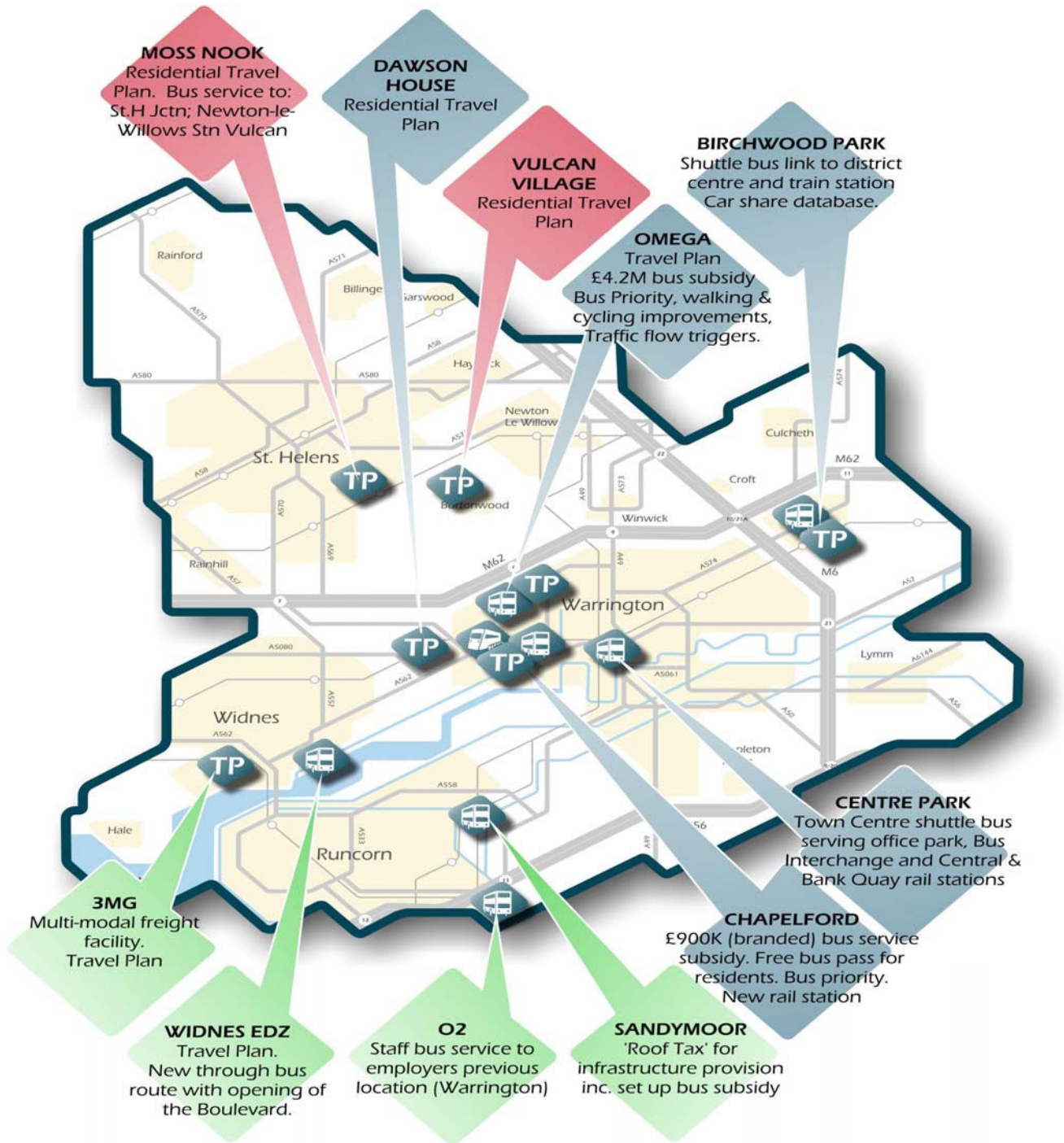
Each of our three Local Authorities has Local Transport Plans in place that prioritise sustainable transport modes and are progressing a number of individual transport schemes. Warrington has successfully implemented a Travel Plans SPD and a Planning Obligations SPD which seeks to secure funds from development to support the implementation of LTP priorities. This is covered in more detail later.

Halton and the Merseyside boroughs are currently short-listed for Beacon Council status for their work on this issue. Key initiatives include; the establishment of Neighbourhood Travel Teams; Travelsafe initiatives and the provision of bespoke travel planning information, 'how to get to' publicity and training. Innovative schemes to link employment areas to vulnerable communities include car share, taxi schemes, flexible bus services, Scooter Commuter, Wheels to Work and the use of community transport. .





Figure 22 : Location of Example Secured Sustainable Travel Options : Subsidised Bus Services, Rail Stops and Travel Plans



The above figure shows examples of measures secured through the planning regime to mitigate for travel from both commercial and residential developments across our area.

- Subsidised or staff bus services have been secured across all 3 local authority areas, including links from St.Helens

Urban Villages to suburban rail stations and to employment opportunities at Omega and Haydock. Omega will be served by a dedicated Town Centre Shuttle service.

- Substantial contributions towards improvements in provision for access by non car modes have recently been





secured with recent approvals given at Lingley Mere and Birchwood Corporate (Warrington).

- Area-wide travel plans are in place at Birchwood Park (Warrington) with site owner MEPC investing significant sums on public transport services and initiatives such as a car share database. Similar area wide travel plans will be investigated for Lea Green and Haydock industrial estates (St.Helens).

The implementation of Green Travel plans, and in particular the securing of bespoke bus services serving employment developments has greatly improved the accessibility of the resultant job opportunities to residents in some of our most deprived areas.

As an example, Omega will not only provide a shuttle bus to the Town Centre serving the poorer inner Warrington neighbourhoods, but options are also being looked at to provide a 'northern orbital bus corridor' service to Birchwood, a relatively deprived new town estate to the east of the M6, and to Newton-le-Willows in St.Helens borough. As part of the Runcorn Docks development, Halton are investigating provision of similar services to Omega.

Green Travel Plans also seek to reduce the need to travel by 'Trip Minimisation at Source'. In essence, most housing developments generate a similar number of trips. What can be influenced are the length of trip and the mode of transport used. We seek to minimise trip distance and the number of car trips by:

- Locating development in locations which are accessible by public transport and improving the accessibility of these locations
- Reducing the length of trips by locating development in proximity to destination locations (a key component of our Growth Proposals)
- Promoting 'Smarter Choices' both at the origins and destinations, in particular through: promoting walking and cycling to access local facilities and opportunities

- promotion of 'Smarter Choices' at the principal destinations
- maximising the ability of local residents to access local employment opportunities
- increasing bus use

In addition, for those sites not already approved, in order to assess the impact of the developments on the transport system, diagnostic transport appraisals will be undertaken. These will involve multi-modal assessments of the sustainable initiatives proposed for each site to minimise unnecessary car based trips. The information gained from this process will be used to better understand the wider / cumulative impact of the developments at a sub-regional level and will form a basis for discussion with the Highways Agency to ensure that the overall impacts on the strategic network are acceptable.

We actively seek to ensure safe and convenient walking and cycling routes linking developments with local facilities and public transport. In particular:

- Opportunities are taken to promote walking and cycling through the use of travel planning, information, publicity and training.
- In addition, cycle networks, Greenways and Public Right of Ways are developed where possible, to facilitate ease of access between the sites and locations of key services such as employment, training, health, shopping and leisure.
- The continued development of the regional cycle routes across our area will help promote cycling both as a healthy leisure activity (particular when linked to the 'green lungs' (such as Mersey Forest proposals including the St.Helens Forest) but also provide greater opportunities for cycling to be considered as a real option for trips up to, for example, five miles.

We promote residential travel plans aimed at assessing the opportunities for bringing forward:

- **Car clubs** (e.g. Merseyside's City Car Club)
- **Supported public transport** (e.g. free travel passes provided to residents of





Chapelford and Dawson House developments in Warrington)

- **Real Time Public transport information provision** (e.g. Halton are exploring the feasibility of innovative systems with Peel Holdings for their Runcorn Docklands development)
- **Promotion of walking and cycling links / opportunities**
- **Personalised travel planning** (similar to the work provided by the existing Neighbourhood Travel Teams)

We currently promote sustainable travel:

- Each of our LA partners promote 'TravelWise' campaigns
- We promote travel plans to existing major employers and secure them from new employment developments through the planning process. For this approach to be successful, our LA partners recognise their responsibilities, both as major employers in the area and also their need to lead by example.

By ensuring that these campaigns are increased proportionally with housing growth – and targeted at the key destinations for the trips originating in the bid area - there is significant opportunity to reduce car trips at source.

Growth Point status is now to be used as the catalyst to formalise a Mid-Mersey Transport Group to consider cross boundary implications of development and opportunities for co-ordinated action.

There are a number of existing or planned transport and traffic models covering our area, each prepared (and fit) for differing purposes, including:

- Mersey Gateway model
- Warrington Multi-Modal Model (emerging)²⁰
- Liverpool City Region Transport Model.

Warrington has commenced work on developing a Multi Modal Model. The commission was awarded in September,

survey work is underway and the base model is expected to be completed in summer 2009. The model development is funded from a combination of the Council's own resources and contributions from English Partnerships, Peel Holdings and North West Development Agency. This model will enable the authority to assess the future transportation needs in the borough across a range of development and growth scenarios, which will in turn enable Warrington to prepare robust bids for future funding opportunities. Critically, the model will also enable the authority to fully assess the future transport impacts for the Local Development Framework and prioritise the use of financial resources secured through other means, in order to ensure that the transport infrastructure is adequate to accommodate the planned development of the borough.

The scale and type of transport interventions to be tested by the model include major bus priority and Park and Ride (bus and rail) scenarios, with an emphasis on the currently known accessibility issues which may damage the future 'smart' growth of the borough. In addition, the model will enable strong demand management options to be assessed, such as increases in parking charges, reduction in long stay parking supply (in conjunction with Park and Ride), workplace parking levy and congestion charging. These concepts, previously set out in Warrington's Local Transport Plan 2, will be fully tested and refined.

We recognise that the lack of an existing overarching model or fully consistent local multi-modal modelling is a limiting factor in our ability to fully assess the cumulative impacts of our overall growth programme (and those of our neighbours). We believe that the emerging Liverpool City Region Model, which will also partly cover 2 adjoining Growth Point Areas, may offer the most effective approach to addressing this deficiency and are seeking funds to progress this further.

²⁰ Warrington has bid for CIF2 funding to test Housing Growth scenarios using this model.





Other Infrastructure

16. Water Supply / Waste Water



United Utilities are responsible for water supply and waste water treatment across our Mid-Mersey Area, with the Environment Agency having responsibility for flood and pollution prevention, amongst other matters. The importance we attach to environmental matters is reflected in the Environment Agency being represented on our Partnership Board.

We are committed to early and ongoing engagement with both the Environment Agency (EA) and United Utilities (UU) and recognise the value of this engagement in helping us to identify and subsequently complete all necessary environmental studies and assessments to ultimately ensure that our programme can be successfully delivered without entailing adverse environmental or sustainability impacts.

To this end, we undertook preliminary discussions in January / February '08 with the EA and UU in support of our initial Expression of Interest for Growth Point Status. We subsequently supplied details of all the key development sites to UU to allow their appraisal against likely water supply and disposal capacity. In response to this consultation United Utilities confirmed that they did not have any immediate concerns with the proposed level and location of growth within the Mid-Mersey area. This advice was reaffirmed at a meeting held on the 1st October between UU and representatives from the Mid-Mersey authorities.

Subsequent to the Expression of Interest stage, the Arpley Meadows (Warrington) sites have been removed at the request of DEFRA pending further, more detailed appraisal (not currently part of these

proposals). In addition a new site: Bruche former Police Training Centre (Warrington) has been added, and here to, early discussions have been held with EA and UU regarding potential issues concerning redevelopment of this site.

Recently Warrington has had water supply capacity problems which United Utilities has been addressing by upgrading its network. This work has recently been completed and currently UU do not predict any capacity issues affecting the levels of growth being proposed. The Mid-Mersey area is supplied by water from North Wales whilst the Manchester area is served from the Lake District. UU are embarking on a project to interlink these 2 supply networks which will have the twin benefits of improving security of supply and allowing the company to better manage these resources to minimise the environmental impact on the supply catchments.

To date we have shared information on committed and proposed developments with UU as individual authorities. In this regard the Growth Point programme has introduced an opportunity to strengthen and formalise existing relationships as opposed to creating new ones. UU are able to advise on water supply and waste water issues on a site specific basis and the partnership is committed to utilising this opportunity through ongoing dialogue and information exchange.

At United Utilities request, we will strengthen our consultation procedures to ensure that UU are routinely consulted on major planning applications as well as formalising our general contact arrangements to ensure the early identification of any issues concerning delivery of the growth agenda.

Water Saving & Efficiency.

United Utilities have indicated that they are keen to work collaboratively to reduce increases in the level of water demand across the Mid-Mersey area by promoting adoption of water saving measures, not





simply in new build properties (which is estimated will account for about 8% of the total stock in 2017), but within the existing housing stock.

We will enter into discussions with UU to investigate possible joint projects to promote increased water efficiency and demand reduction.

17. Drainage and Flood Defence



The Environment Agency and United Utilities are the two key providers of drainage and flood defence infrastructure. Officers from the Mid-Mersey Authorities met with the EA and UU on Wednesday the 1st October 2008 with the following the key outcomes:

- Commitment to ongoing working to ensure that more detailed proposals are appropriately assessed as they emerge;
- A shared understanding of the necessary studies to identify areas in need of mitigation e.g. exploration of progressing SFRA's to stage 2; and
- Reaffirmation of the importance of good design in securing Sustainable Urban Drainage Systems within development proposals;

Each of the Mid-Mersey authorities have undertaken a stage 1 Strategic Flood Risk Assessment (SFRA) in consultation with the Environment Agency, although St Helen's is yet to be formally published. Following advice from the EA, each respective Mid-Mersey authority has now committed to further dialogue with the Agency to ascertain whether work should be progressed to stage 2.

Post DEFRA's invitation for pilots of **Surface Water Management Plans**, Warrington, following discussions with the EA and UU, and with the support of Halton and St.Helens, have submitted an expression of interest. Whilst the pilot would only cover part of Warrington, as opposed to the entirety of our Mid-Mersey area, there is recognition that their involvement may be useful to the Growth Point as a whole particularly in relation to the subsequent roll out of the process. An announcement on those areas successful in their bids is expected by DERFA before the end the year.

The Mid-Mersey partnership recognise the need to help create environments that are resilient to, and which do not exasperate the causes of, flooding. We recognise the importance of Sustainable Urban Drainage Systems (SUDS) in achieving this and specifically acknowledge the role of good design.

Section 26 of this PoD identifies how we will seek to improve the environmental standards of design. We also recognise the overlap between SUDS and the achievement of wider Green Infrastructure objectives.

Water Cycle Study

The Environment Agency has indicated that it is commissioning a Water Cycle 'Scoping' Study across all 6 of the North West's New Growth Point areas. This study will examine the major issues surrounding the water cycle in each area including sourcing of potable water supply including environmental impact on abstraction points, through to issues of disposal and flood risk.

We support the co-ordination of this initial work at a sub-regional level and will actively support the scoping study. We propose to seek funding from the Growth Fund to allow us to work with the EA and UU on areas for further study or action identified by the scoping study when it reports in mid 2009.





18. Green Infrastructure



Green Infrastructure Plan

As part of our designation as a Growth Point Government Office included a condition that we fully consider the effects of our proposals on Green Infrastructure and the preparation of a Green Infrastructure Plan.

Following discussions with Natural England and the Environment Agency, we feel that there is no pressing need to commission a bespoke Green Infrastructure Plan at this time.

Our three local authorities have established strategies and programmes relating to green infrastructure. The implementation of these will continue to protect, enhance and make accessible greenspace as an integral part of creating attractive and sustainable communities.

Existing plans and strategies include:

Halton

- *Halton Biodiversity Action plan 2003*
- *Halton Natural Assets Strategy 2007*
- *Halton Open Space Study 2005*
- *Halton Playing Pitch Study 2004*

St Helens

- *Community Greenspace Strategy 2007*
- *Policy for Nature-biodiversity action plan 2006*
- *Countryside in and around Towns action plan 2007*
- *Town in the Forest Strategic Vision for Woodland planting 2006*

Warrington

- *Greenways Strategy – LTP delivery programme*
- *Rights of Way Improvement Plan 2007*

- *Warrington Parks, open space and waterways – part of delivering Warrington's regeneration Framework 2008*
- *WBC Open Space Review 2006*
- *WBC Open Space and Recreation SPD*
- *WBC Landscape Design Guidance SPD*
- *Nature Matters: A Biodiversity Action Plan for Warrington*
- *WBC Tree and Woodland Strategy*

The Programme of Delivery in seeking to integrate green infrastructure across the Growth point area will instead take a strategic approach and take advantage of the existing Mersey Forest Partnership.

Mersey Forest

Halton, St Helens and Warrington are all Mersey Forest Partners. The Mersey Forest is one of twelve community forests and has the following objectives: -

- The establishment and management of trees and woodlands and associated non-woodland habitats.
- Involving local people in the creation and management of the community forest.
- Facilitating the use and enjoyment of community forest sites by local people.
- Increasing the economic viability of woodlands.

A Mersey Forest Plan was adopted in 2001.

Established in 1991 with nine local authority partners, the Mersey Forest has a well established structure, programme of action and delivery mechanism. Recently, the Mersey Forest has taken a leading role in advancing Green Infrastructure planning in the North West and more specifically, in St. Helens, chairs the Steering Group set up under the auspices of the LSP to deliver the Countryside in and around Towns Action Plan.

A significant opportunity exists to create a sub-regional greenspace resource to the north of Warrington and Halton, south of St Helens with greenway linkages between it and the nearby residential and employment areas. This area has seen major woodland





planting over the past twenty years and has been highlighted in the St Helens Strategic Vision for Woodland planting as a potential "forest area". A feasibility study is currently being undertaken to evaluate its potential to support recreational based economic activity and tourism. The CIF funding bid included a cross boundary feasibility study to improve access routes including cycle routes into the forest

South of Warrington and Halton are further opportunities to expand green infrastructure linking urban areas with the Mersey and Weaver river valleys

It is proposed to establish a Task Group to build on these initiatives and ensure full integration with Growth Point. Given the sub-regional dimension it is the intention that the neighbouring Growth Point(s) of West Cheshire and Mersey Waters (Liverpool / Wirral) be included.

The Mersey Forest has offered staff time to support the task group in developing a framework which will deliver the full range of functions which green infrastructure can provide to support housing growth

Appropriate Assessment

Appropriate assessment is an assessment of the potential effects of a proposed plan-in combination with other plans and projects-on one or more European sites of nature conservation value. In broad terms these are Special Areas of Conservation or Special Protection areas.

The St Helens Core Strategy Preferred Options has been the subject of Appropriate Assessment, the conclusions of which have been endorsed by Natural England. While the quantum and distribution of residential development has been assessed, the acceleration and cumulative impact for the Growth Point as a whole has not.

Halton and Warrington have yet to assess their evolving Core Strategies although assessments have been undertaken for Supplementary Planning Documents and the Mersey Gateway (river crossing).

There is a need to pull together existing work and extend this to the Growth Point area, while taking into account the cumulative impacts of adjoining Growth Point areas

19. Electricity



With the exception of a small area in the north east of Warrington, electricity supply within our Mid-Mersey area is the responsibility of Scottish Power. Electricity NW (formerly United Utilities) are responsible for NE Warrington.

Scottish Power met with representatives from the Mid-Mersey Authorities on the 24th September. Meeting outcomes included

- Familiarisation of each others respective programmes of activity and strategic objectives;
- The identification of existing channels of communication in order to help avoid unnecessary duplication in future discussions and information exchange;
- Each respective authority made a commitment to share details and mapping of committed and planned developments with Scottish Power;
- Scottish Power subsequently committed to using this information to identify any stress and spare capacity within the network;
- The next meeting has been arranged for November 2008.

Scottish Power indicated that they do not currently have supply capacity problems within our Mid-Mersey area, though issues do arise to mid-Cheshire to the south. They do not envisage supply issues hindering the delivery of our growth proposals.

At other meetings however, English Partnerships raised the issue of sub-stations acting as a significant constraint to developments being implemented. This will be investigated at future meetings.





Community Infrastructure

20. Health

North Cheshire Hospitals 
NHS Trust

Halton/St. Helens 
Primary Care Trust

Warrington 
Primary Care Trust

A Healthier Population

The Mid-Mersey area of Halton, St Helens and Warrington contains some of the most deprived areas in England. People in St Helens, Halton and Warrington have some of the worst health outcomes in the country; they are more likely to die from cancer, heart disease and stroke; more likely to be overweight and live less active lifestyles; more likely to live less healthy lifestyles and more likely to die prematurely than people living elsewhere.

Our partner Local Authorities are committed to improving the health of the people who live, work and commute within the Mid-Mersey area. Each local authority area has strong stakeholder links between partner organisations, through Local Strategic Partnerships, Housing Planning Liaison groups, the development of Local Area Agreements, Joint Strategic Assessments and Sustainable Community Strategies.

The Housing Growth Point will aim to raise the standard of living, make healthier lifestyles easier and improve public health for people who live, work and commute in the Mid-Mersey area. The Growth Point Strategy will aim to improve the provision of green spaces, enhance public transport and cycle facilities for commuters and consider community cohesion and development as a fundamental part of its delivery. In addition, Health Impact Assessment processes will be embedded into all aspects of the Growth Point Strategy from planning and tendering through to implementation and completion.

Regular meetings are held with the St Helens and Halton PCT through the Planning Health Liaison Group. The Group shares information on respective planning processes and seeks to ensure that there is a correlation between future housing development and new health infrastructure investment. The group were briefed on Growth Point on September 10th and has provided health professional's time to assist with Growth Point. **The PCT has offered to submit this Programme of Development to Health Impact Assessment.** This is welcomed by the partnership. It is the intention to undertake a HIA of the submitted Programme. Recommendations for improving health related activity will then be incorporated into the implementation phases and reported in the first update of this document.

Acute Health Services

There are currently two Acute Trusts operating four hospitals within our Mid-Mersey area: North Cheshire Hospital NHS Trust (Halton General Hospital and Warrington Hospital) and St Helens and Knowsley Hospitals NHS Trust (St Helens Hospital and Whiston Hospital). The Mid-Mersey area also falls within the footprint of larger teaching and specialist hospitals within the North West.

The St Helens and Knowsley NHS Trust has been investing heavily in improving infrastructure. The redevelopment of St. Helens Hospital, along with Whiston Hospital, in a £338m programme, represents the biggest single investment in healthcare in the local community since the NHS was founded 60 years ago. The new St Helens hospital opened in October 2008

- Construction of the new building at Whiston commenced on the 3rd July 2006 with completion in May 2010. The facilities will be occupied and opened to patients in August 2010.
- The second phase of the development will commence in August 2010 and will be completed in September 2011.





The North Cheshire Hospitals NHS Trust has similarly been investing in improvements to their infrastructure. A comprehensive programme of service reviews has seen Warrington Hospital specialise in acute care with Halton Hospital providing planned care including surgery and cancer treatments. Warrington General Hospital has seen major improvements over recent years with a new main entrance complex and a major extension to the Accident and Emergency facilities, with Halton Hospital receiving similar entrance improvements and reallocation of space to improve service efficiency.

Primary Care

The Growth Point strategy will maximise existing planned housing development areas across the Mid-Mersey area. Existing developments have been taken into account as part of the local NHS Strategic Service Development Plan (SSDP) and Strategic Commissioning Plans. As such, new planned primary care developments are likely to match the potential for increased demand in most of the Housing Growth Point areas. NHS estates and planning departments are working closely with the Growth Point process to ensure that any increased requirement for primary care services, resulting from the Growth Point development, can be met.

The Chapelford Urban Village has made provision for a new Primary Care Centre to be provided within the proposed Village Centre. Pending the completion of the centre, Warrington PCT has established a GP Practice with accompanying pharmacy in temporary accommodation on the edge of the development site.

Halton & St.Helens PCT has indicated that there may be a requirement for Primary Care facilities to support the Runcorn Docks development. Peel Holdings have indicated that they are happy to make provision for the necessary floorspace / facilities within the scheme. Initial indication is that this would most appropriately be provided within the retail and commercial services element within the northern portion of the site. Details will be confirmed as the Masterplan

advances and the development timetable is confirmed.

In support of the ongoing regeneration of the Castlefields neighbourhood, Halton and St.Helens PCT are advancing plans for a £3 million+ project to demolish the existing Health Centre and replace provide a new, modern and attractive facility for the 21st century. The PCT have also identified a requirement to improve GP service provision within eastern Runcorn, and has been actively working with the Council to identify potential sites.

21. Education

School education provision is the responsibility of each individual Mid-Mersey authority and again best progressed on an individual rather than Mid-Mersey basis. Recent changes particularly around the way in which education authorities can bid for the forthcoming round of the Building Schools for the Future Programme is however facilitating opportunities for cross-boundary working and these are currently being explored.

Building Schools for the Future

Building schools for the future (BSF) was launched by the Department for Education and Skills in 2003 with a long-term programme to rebuild or refurbish every secondary school in the Country.

The indicative funding envelope for St.Helens is approximately £115 m which excludes investment of £50m in relation to Cowley Language College (under construction) and Newton Academy, both of which are ahead of the main BSF programme. The first school of the main programme is programmed for 2012.

Halton is currently preparing and consulting on proposals for the replacement, and in some cases rationalisation of its' secondary school provision. This includes the possibility of replacing the relatively poorly performing Halton High School with a new Academy linked to the Daresbury Science and Innovation Campus on a new site at





Wharford Farm in Runcorn's Eastern Key Growth Area.

22. Police



Mid-Mersey sits within two Police Constabulary areas, Cheshire (Halton & Warrington) and Merseyside (St.Helens).

Whilst we have not yet had the opportunity to fully engage with these agencies individually specifically regarding the growth agenda, our key development areas have been in the public domain for some time and will be known to service planners within each Police Authority.

Our Local Authority partners have worked with each force's Architectural Liaison Officers in the production of various design based SPDs.

Examples include Halton's

- Design for New Residential
- Design for New Commercial and Industrial; and
- Design for Community Safety

23. Fire



As with the Police service, Fire and Rescue are divided along the old County boundaries with Cheshire F&RS covering Halton and Warrington and Merseyside F&FS covering St.Helens.

Also similarly, we have not yet had the opportunity to fully engage with these agencies individually specifically regarding the growth agenda, however our key development areas have been in the public domain for some time and will be known to service planners within each Police Authority.





Environment

24. Air Quality

The perception by some is that air quality in parts of the Growth Point must be poor due to the traditional coal and chemical-based industries. However this is not the reality. As required by the Government's Air Quality Strategy, the three LAs consistently monitor air quality against health-based standards and objectives for specified air pollutants. Air Quality Review and Assessments are undertaken regularly. However whilst they generally indicate that air quality objectives should be met by the due dates, traffic emissions (nitrogen dioxide) have meant that two Air Quality Management Areas (AQMA) have needed to be declared in Warrington. One covering the motorway corridors dates from 2001 and liaison continues with the Highways Agency. The other is more localised (Parker Street, 2006) and traffic management solutions continue to be worked upon. Elsewhere, if there are localities of concern, additional monitoring is put in place as a priority.

There have been no significant changes to industrial processes or significant new processes since the last LAs' reviews.

Increased traffic levels are potentially a concern and more detailed traffic data is examined in detail for possible hot spots. A priority for all the LAs is that whilst traffic congestion should not hinder economic development, neither should it impair the quality of the local environment. All significant planning applications are required to include individual Air Quality Assessments that cover, in addition to traffic, matters such as atmospheric concentrations, construction dust, asbestos surveys, etc

In Warrington the council and its partners are committed to protecting and improving people's health by providing a healthy and sustainable environment. Air quality management is an integral part of this process and Warrington have a proven track record in delivering rapid sustainable regeneration and have undertaken numerous

studies, which have enabled monitoring and tracking of air quality levels.

This gives an invaluable insight into both current trends and future levels. It is recognised that we will face environmental challenges in the future if we do not plan effectively for continued growth and regeneration. Warrington have therefore put in place a cross departmental forward planning team, set up an advisory area to proactively manage development opportunities in key locations and published a joint Air Quality and Planning guide.

Steps have been taken to positively integrate air quality management within wider policy areas, including the development of a joint air quality and climate change emission inventory and the inclusion of air quality within our work to tackle health inequalities. Air quality has been firmly built into the Warrington Local Transport Plan and a joint scheme to improve air quality around the town centre is being developed, which will also provide a sustainable transport corridor.

We are therefore well equipped to take forward the growth point proposals.

25. Brownfield Regeneration

Section 2 outlined some of the rich industrial history across Mid-Mersey and the legacy of contaminated and despoiled land that resulted.

Each of our partner Authorities has been active in successfully tackling their prevailing circumstances. Halton has often been at the forefront of trialling new technologies to stabilise and treat contamination on-site, instead of simply digging out and transporting to licensed tips, or capping.

Warrington was a pilot site for developing a comprehensive record of potentially contaminated land, which has enabled them to ensure that sites are cleaned up to a





suitable standard. They have a dedicated land quality team, which is able to provide a high level of technical support for regeneration projects. Warrington's policy of inner ward regeneration has seen the successful remediation of contaminated sites, whilst large areas of former military land around the town have been brought back into beneficial use. Warrington are also continuing to tackle areas of historic contamination through appropriate regulatory regimes.

The Local Brownfield Strategy (LBFS).

In 2007, English Partnerships (shortly to become the new Homes and Communities Agency), made recommendations to the Government on drawing up a National Brownfield Strategy. In their response of March, 2008, "Securing the Future Supply of Brownfield Land", the Government wanted to see LBFSs developed in areas of greatest need to guide action to accelerate the pace of re-use of brownfield land. It is anticipated that LBFSs will also allow Local Authorities to meet their responsibilities (as set out in PPS3 and the Housing Green Paper) to take stronger action to recycle more land and can contribute to the evolution of Local Development Documents.

EP have identified that their priority to help 35 LAs in the preparation of LBFSs in 2008/9, identified by reference to the scale of brownfield land, the incidence of deprivation

and other regeneration need indicators. A LBFS should be undertaken at a sub-regional scale, involving groups of LAs and seeking to respect local property realities. Thus Halton and St.Helens have been included in a Merseyside group of LAs, along with Knowsley, Liverpool, Sefton, Wirral and West Lancashire. Whilst Warrington have not been included in this group, that does not preclude the LA from drawing up its own LBFS in parallel to the Merseyside model, using the methodology currently being worked up by EP.

The emerging LBFS can assist the success of the Growth Point by facilitating,

- a thorough and practical understanding of the stock of brownfield land;
- acknowledgement of the strategic development objectives and targets;
- the identification of individual sites whose re-use will be key to the achievement of strategic development / regeneration objectives;
- assessment of the deliverability of the 'keystone' sites without additional public intervention; and
- a site-specific consideration of the range of opportunities for potential public sector intervention that, if pursued, might accelerate future delivery.





26. Design

Design & Sustainability / Eco Aspiration

We firmly believe that good design is central to sustainable development and are therefore fully committed to the Government's notion that the delivery of growth should be as much about quality as it is quantity. We share the Government's commitment to raising the environmental standards of new developments and to ensuring that where possible new developments are flexible in that they can respond to future changes.

It is recognised that good design is integral to achieving many wider objectives and within Mid-Mersey the partnership will specifically strive to maximise its potential in contributing towards

- Improving peoples' health, wellbeing and ultimately their quality of life
- Ensuring a sense of security and freedom from crime and the fear of crime
- The creation of an attractive built environment helping to ensure it is a residential and business location of choice
- Ensuring a distinctive locality with a strong sense of place
- The creation of successful urban areas strongly founded on carbon neutrality
- The creation of places that are resilient to the impacts of climate change and able to adapt to future changes in needs, aspirations and demographics
- Increasing recycling rates and reducing the amount of waste sent to landfill

At present the Mid-Mersey authorities employ a range of individual measures to aid the realisation of their commitment to improving the quality and environmental standards of design. We recognise however that growth presents a very real opportunity to strengthen existing efforts perhaps most promisingly through the exploration and subsequent implementation of cross boundary initiatives.

As a partnership we make a firm commitment from the outset to actively engage with CABE throughout the life cycle of the Growth Point programme. Utilising CABE's expertise represents the first of several actions to help translate our aspirations for design quality into on the ground realities.

Design Quality and Environmental Standards Baseline Position:

At present each of the Mid-Mersey authorities benefit from a suite of adopted policies and supplementary guidance which collectively provide the policy framework to ensure that design is given due consideration in the assessment of planning applications. With the exception of Halton each authority benefit from the employment of both a full time urban designer and conservation officer who, in addition to raising awareness of design matters, are tasked with protecting and enhancing the built environment.

All three Mid-Mersey authorities have a good track record of working with the police architectural liaison officer and local crime partnerships to ensure that design minimises opportunities for and deters crime. We remain committed to utilising these relationships throughout the Growth Point programme.

There is a regular programme of both Member and officer design awareness training across Mid-Mersey. In all three authorities this training is supplemented with design tours which provide an opportunity to highlight both good and bad practice as a means of helping to improve future decision making.

Despite a solid foundation there is room for improvement within Mid-Mersey. One area for obvious further work is how our environmental standards can be improved to help ensure that design minimises a developments impact on climate change.





Measures to help improve design quality and environmental standards:

There are a range of potential measures which could help to improve design quality and environmental standards across the Mid-Mersey area. Whilst improving standards remains the priority, the partnership is equally committed to improving the consistency of standards and decision making across the sub region.

Measures currently proposed to help us achieve our ambitions are listed below. We hope to engage with CABE and wider stakeholders of relevance to help refine and prioritise these methods over the coming months.

The nomination of a representative to attend CABE's Growth Point Design Task Group – as a demonstration of our commitment to actively engage with CABE we will nominate a representative to attend CABE's Growth Point Design Task Group which is intended as a forum to share best practice for achieving higher standards. It is likely that this representative will then assume the role of the Mid-Mersey Growth Point design champion who will aim to ensure that the delivery of good design remains firmly embedded in all that we are trying to achieve.

A commitment to align individual Member and officer training programmes to ensure consistency in both frequency and content – The partnership will give consideration to the reconfiguration of individual training efforts to form a singular Mid-Mersey joint programme of both officer and Member training. In addition to improving the consistency of decision making this measure would also facilitate an opportunity for best practice to be shared across all three Mid-Mersey authorities. As part of this existing annual design tours would also be reconfigured to visit sites from across the entirety of the Mid-Mersey area, and potentially beyond, as opposed to just within individual authority boundaries.

A commitment to more active and early engagement with the Northwest Design Review Panel – Established in 2007 the

panel is a free resource with a very broad wealth of experience to help improve the quality and hence value of design proposals, master planning, design briefs, public realm improvements, sustainability etc. In addition the panel also offer training workshops and seminars and therefore ideally suited to provide ongoing input and advice as to how both design quality and environmental standards across Mid-Mersey can be improved. Preliminary discussions with the panel have identified that they would be keen to assist the Mid-Mersey partnership in achieving higher design quality and environmental standards.

Signposting guidance of relevance through the Mid-Mersey Growth Point website – Within the Mid-Mersey website we will signpost and advocate the use of design guides of relevance including the North West Regional Assembly's 'North West Better Practice Design Guidance' as well as several English Partnership's publications.

The exploration of nominating the Mid-Mersey area for CABE's Building for Life accredited assessor pilot study – Through recognition of the widespread acceptance of the Building for Life standard, we will enter into dialogue with CABE to assess the potential of Mid-Mersey, or an area within, to be the subject of a CABE Building for Life accredited assessor pilot study.

The exploration of producing a joint Mid-Mersey design and sustainability guide – The production of a joint design guide, within which aspirational standards against the Code for Sustainable Homes and Building for Life could be set out, would be highly beneficial. The guide would also provide the ideal platform to collectively advocate the employment of sustainable construction techniques, sustainable land remediation methods, integrated water management measures and water efficiency saving methods.

The exploration of the benefits of implementing a programme of Mid-Mersey design awards – Helping to celebrate those schemes setting exemplary standards may help to incentivise others to





follow suit. Consideration could be given to the use of private sponsorship to assist in the delivery of the programme.

Commitment to undertake a Mid-Mersey micro generation and renewable technology study – We are seeking funding through this programme of development to commission a joint study to explore the feasibility of different renewable and low carbon technologies within our area. Given that growth is equally tasked with increasing the delivery of greener homes, this evidence base study would make a significant contribution to ensuring that opportunities for greener homes within the Mid-Mersey growth programme are maximised, through for example supporting the incorporation of policies within our respective Core Strategies that would seek an on-site percentage of renewable energy or support the application of RSS policy.

Work with English Partnerships to prioritise the delivery of Bruche as a scheme of exemplar sustainability standards – English Partnerships have committed to achieving level 4 of the Code for Sustainable Homes across the entirety of their proposed residential development at the

former police training centre site in Bruche, Warrington. It is also envisaged that the site will incorporate sustainable urban drainage techniques. Once delivered it is hoped that the practical existence of exemplar sustainable design measures can then be emulated across other key Growth Point sites within the Northwest Region.

Warrington Borough Council design summit – Aimed at all planners, Members and a selection of key developers and stakeholders, Warrington is hosting a design summit on the 11th November 2008. Its purpose is to make clear the importance of good design and to present an opportunity for debate focused on how design quality within the borough can be improved. If successful a similar summit could be held on a Mid-Mersey basis with a specific focus on exploring the best ways in which to secure high design quality within the context of the Growth Point Programme.





PART THREE

27. Projects & Prioritisation

The preceding sections have set out our Vision and objectives for the Mid-Mersey area, our existing partnerships and our intentions for the future. As this is our first Programme of Development we acknowledge that we have not fully established the necessary structures and relationships, however, much has been achieved in a very short period. We have established a functional Partnership Board, are developing or formalising relationships with key stakeholders and are laying firm foundations for the future.

In this section we set out summary details of broad project areas that we feel are crucial or will make an important contribution to the successful delivery of our growth agenda. These are;

- **Capacity** : Staffing and resources to provide support to the Partnership Board and provide a central information and co-ordinating resource for our partners.
- **Analysis** : Studies and research required to quantify and understand technical issues and matters arising from the current growth agenda. Will address current gaps in knowledge, particularly concerning cross-boundary matters.
- **Framework** : Establishment of the formal planning framework to properly consider, support and guide future development.
- **Strategic Infrastructure** : Infrastructure not specifically related to, or required to facilitate an individual housing site or sites. Includes wider transport, sustainability and green infrastructure projects.
- **Unlock Infrastructure** : Projects directly related to specific site or sites. Includes physical infrastructure to 'unlock' sites, additional 'gap' funding to allow schemes to progress and projects to add to the sustainability or quality of proposed schemes.

- **Support of RSL's / Social Housing** : Funding 'pot' to support RSL's in securing the supply of additional affordable units, by for example, purchasing unsold stock from private developers or promoting new development schemes.

The Partnership Board has resolved that in this initial Programme of Development the immediate priorities should focus on:

1. **Capacity,**
2. **Support for RSL's, and**
3. **Analysis.**

Whilst additional resources are also being sought for Framework and Infrastructure, these are seen as being slightly lower priorities for the initial year of the programme. This will of course be kept under review and updated in subsequent drafts of this document.





Immediate Priorities : (Short Term)

Capacity

<i>Priority</i>	<i>Timeframe</i>	<i>Project Title</i>		
HIGH	2008-17	Delivery Team		
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue	200,000	200,000	200,000	200,000
£ Capital				
From DCLG	09/10	10/11	11/12	2012+
£ Revenue	200,000	200,000	200,000	200,000
£ Capital				

For the reasons set out in section 9, the Board has resolved that the establishment of a delivery team is critical to the effective delivery of the growth agenda. A delivery team with the necessary project and programme management skills will facilitate the establishment of the necessary relationships and co-ordination between delivery partners. Equally importantly, this will avoid the need to divert local authority planning resources from the creation of a sound evidence base (analysis) and establishment of the planning policy 'framework'.

Registered Social Landlord and Social Housing Support

<i>Priority</i>	<i>Timeframe</i>	<i>Project Title</i>		
High	2009 onwards	Mid-Mersey Affordable Housing Subsidy		
Medium		Four Acre Strategy Masterplan		
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue				
£ Capital	2,000,000	2,000,000	2,000,000	1,000,000 p/a
From DCLG	09/10	10/11	11/12	2012+
£ Revenue				
£ Capital	2,000,000	2,000,000	2,000,000	1,000,000 p/a

For the reasons set out in Sections 12 and 13, additional direct resources to support local RSL and social housing provision is seen as being a priority action given the immediate economic position. This funding will directly address two of our key objectives. Enhanced funding is being sought for the early years of the programme with the expectation that market conditions will normalise and the supply of affordable units through planning obligations will once again stabilise..





Analysis

Priority	Timeframe	Project Title			
High	2009-10	Water Cycle Study			
High	2009	Appropriate Assessment			
High	2010	2010 Mid-Mersey Strategic Housing Market Assessment			
High	2011	Infrastructure Study / Plan			
High	by March 2011	Warrington Multi-Modal Model Testing			
High	2011	Mid-Mersey Renewable Energy Feasibility and Technology Study			
High Medium	2009 - 2011 by March 2011	Halton Multi-Modal Model Cross Boundary Transport Modelling			
Total Cost:	09/10	10/11	11/12	2012+	
£ Revenue	499,000	340,000	320,000		
£ Capital	1,585,000	1,350,000	550,000		
From DCLG	09/10	10/11	11/12	2012+	
£ Revenue	489,000	330,000	320,000		
£ Capital	1,585,000	1,350,000	550,000		

There are a number of studies and research projects that are required to be undertaken to support the early delivery of our Local Authority partners Core Strategies and thereby help deliver the policy framework to properly assess and deliver the growth agenda. Funds are being sought to support the delivery of these studies, some of which are a direct requirement arising from the award of Growth Point status, whilst others are previously identified requirements being brought forward to support the growth programme.

Medium Term Priorities

In addition to the immediate priorities, we have identified a number of medium term priorities for action over the next two to three years. Whilst these are adjudged by the Board to be slightly lower priority, they are considered important to the successful delivery of the Growth Agenda and as such funds are being sought at this time from the Growth Fund to secure their implementation or delivery.

Framework

Priority	Timeframe	Project Title			
High	Ongoing.	Improving Design Quality and Environmental Standards			
Medium	2011	Level 2 Strategic Flood Risk Assessment			
Medium	2011	Masterplan / SPD for Runcorn Docks			
Medium	2011	Mersey Nature Park Plan			
Medium	2011	Weaver Valley Landscape Scoping Report and Masterplan			
Medium	2011	Natura 2000 SPA Management Plan (Stage 2)			
Medium	2011	Open Space Surplus Land Study			
Medium	2011	Remediation Technology Study for Hardcore Sites			
Low		Mid-Mersey Economic Assessment Study			
Low	2009/10	Vulnerable Housing Markets Sustainability Research			
Total Cost:	09/10	10/11	11/12	2012+	
£ Revenue	420,000	270,000	110,000	60,000	
£ Capital	50,000	50,000	100,000	100,000	
From DCLG	09/10	10/11	11/12	2012+	
£ Revenue	440,000	290,000	75,000	25,000	
£ Capital	50,000	50,000	100,000	100,000	

As discussed in sections 5, 6 and elsewhere, the establishment of a sound and timely planning policy framework to guide growth across the Mid-Mersey area is important to ensure that the





maximum benefit is derived from the proposed level of growth, and to ensure that environmental matters are properly and fully addressed. The identified Plans and studies are considered important to the achievement of these aims and appropriate funding is requested at this time.

Longer Term Priorities

A number of projects have been identified for the provision of Strategic Infrastructure and for infrastructure to 'unlock' or open up development sites for which additional funding is being sought. This listing includes schemes for which funding is also being sought from the Community Infrastructure Fund (see Appendix 16). The listing in this, our first programme of development is not comprehensive and has not been subject to rigorous assessment or prioritisation, however, each project could make a valuable contribution to the aims and objectives of the Growth programme. The information is provided to

- set out the scale of potential infrastructure requirements, and
- to open debate with key stakeholders concerning future requirement and priorities for inclusion in subsequent editions of this document.

Strategic Infrastructure

<i>Priority</i>	<i>Timeframe</i>	<i>Project Title</i>		
High		Rail Based Park and Ride Feasibility at Daresbury		
High	2009 - 2011	Strategic Transport Infrastructure schemes included within Community Infrastructure Fund Bid.		
High	April 2009 -	Bus Service Improvements		
High	April 2009 -	Railway Station Improvements		
High	2009-	Community Cycle Hire Facilities		
Medium	2009 - 2011	Identified key road junction / corridor improvements		
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue	685,000	625,000	715,000	510,000
£ Capital	5,198,819	4,319,598	1,025,000	14,000,000
From DCLG	09/10	10/11	11/12	2012+
£ Revenue	685,000	625,000	715,000	510,000
£ Capital	3,658,819	4,319,598	1,025,000	4,000,000

Infrastructure (Unlocking Projects)

Various identified schemes including (as examples)

- Gap funding
- Forward Infrastructure provision
- Access roads
- Flood investigation / defence

Total Cost:	09/10	10/11	11/12	2012+
£ Revenue	25,150	50,050	50,000	25,000
£ Capital	24,414,009	23,240,000	22,500,000	44,900,000
From DCLG	09/10	10/11	11/12	2012+
£ Revenue	50,300	50,050	50,000	25,000
£ Capital	8,499,009	5,957,500	6,292,500	8,430,000





Summary

Initial Priorities

REVENUE	2009 - 10	2010 - 11	2011 - 12	2012+
Capacity	200,000	200,000	200,000	200,000
RSL	-	-	-	-
Analysis	489,000	330,000	320,000	-
Framework	440,000	290,000	75,000	25,000
Initial Priorities	1,129,000	820,000	595,000	225,000
CAPITAL	2009 - 10	2010 - 11	2011 - 12	2012+
Capacity	-	-	-	-
RSL	2,000,000	2,000,000	2,000,000	1,000,000
Analysis	1,585,000	1,350,000	550,000	-
Framework	50,000	50,000	100,000	100,000
Initial Priorities	3,635,000	3,400,000	2,650,000	1,100,000
Initial Priorities Total	4,764,000	4,220,000	3,245,000	1,325,000

In total we have identified a requirement for assistance from the Growth Fund of £4.7m for 2009-10 and £4.2m for 2010-11 to meet our identified initial priorities.

Strategic and Unlock Infrastructure Projects

REVENUE	2009 - 10	2010 - 11	2011 - 12	2012+
Strategic	685,000	625,000	715,000	510,000
Unlock	50,300	50,050	50,000	25,000
Infrastructure	735,300	675,050	765,000	535,000
CAPITAL	2009 - 10	2010 - 11	2011 - 12	2012+
Strategic	3,658,819	4,319,598	1,025,000	4,000,000
Unlock	8,499,009	5,957,500	6,292,500	8,430,000
Infrastructure	12,157,828	10,277,098	7,317,500	12,430,000
Infrastructure Total	12,893,128	10,952,148	8,082,500	12,965,000

In addition, we have identified infrastructure projects totalling over £12.9m in 2009-10 and £11.0m in 2010-11. As set out in the previous section, this is a long list that has not yet been subject to rigorous assessment or prioritisation. It has been included to facilitate debate with key stakeholders and with Government. As such, we are not seeking these amounts from the Growth Fund at this time. A detailed prioritised listing will be prepared for inclusion in next year's submission. We do however require a contribution towards infrastructure costs and as such, at this time we would like to request the following support from the Growth Fund

CAPITAL	2009 - 10	2010 - 11	2011 - 12	2012+
Revenue	1,864,300	1,495,050	1,360,000	760,000
Capital	5,635,000	5,400,000	4,650,000	3,100,000
TOTAL BID	7,499,300	6,895,050	6,010,000	3,860,000





28. Immediate / Ongoing Actions

Throughout this document we have identified a number of proposed and ongoing actions that the Partnership will continue to progress over the coming months. This represents an embryonic management project plan. Many actions will be lead by the Growth Point Programme Manager. This position is vitally important to the delivery of the growth programme.

TASK	LEAD
Appoint Growth Point Programme manager and Growth Point Officer	Directors Group
Complete outstanding discussions with key stakeholders and maintain dialogue with all stakeholders.	Growth Point Manager
Maintain dialogue with neighbouring Growth Points and HMRI's	Growth Point Manager
Finalise constitution and reporting mechanisms for the Partnership board	Growth Point Manager
Set up dedicated website as common Partnership resource	Growth Point Manager
Progress SHLAAs to agreed methodology	LPA's
Move toward application of consistent methodology for securing affordable housing through s106 contributions.	Mid-Mersey Housing Group (LAs)
Commission joint Strategic Housing Market Assessment	Mid-Mersey Housing Group (LAs)
Request funding to make available to RSL partners to procure additional stock and progress new developments both independently and in partnership with private developers	DCLG Growth Team
Monitor market changes and continue dialogue with our partners to identify areas for action to tackle economic slowdown	Growth Point Manager
Develop mechanisms to a consistent methodology to secure s106 and CIL contributions to support delivery of key infrastructure	LPAs
Undertake discussions with Highways agency and develop proposals for cross boundary modelling	Growth Point Manager / LA Highways
Formalise Mid-Mersey Transport Group to consider cross boundary implications of development and opportunities for co-ordinated action	Growth Point Manager / LA Highways
Strengthen consultation procedures with United Utilities and investigate joint projects to promote increased water efficiency / demand reduction	Growth Point Manager
Work with the Environment Agency and their appointed consultants to identify issues for further detailed studies arising from the Water Cycle Scoping Study	Growth Point Manager
Establish through Mersey Forest a task group to develop strategic green infrastructure framework including neighbouring Growth Points (22.8)	Growth Point Manager
Undertake Appropriate Assessment study of Growth point to evaluate impact on protected European habitats(22.19)	Growth Point Manager
Apply lessons from emerging Local Brownfield strategy to Growth Point	Growth Point Manager / LPAs
Halton and St Helens PCT to undertake Health Impact Assessment of Programme of Delivery(24.4)	Growth Point Manager / H&StH PCT
Implement series of design measures including joint programme of member training, attend CABE's Growth Point Design Task Group, engage with Northwest Design Review Panel, commit to production of joint design SPD setting out aspirational standards against the Code for Sustainable Homes and Building for Life	Growth Point Manager / LPAs
Facilitate housing development through bringing site developments forward	LPAs / RSL





Appendix 01 : Detailed Project Tables

Capacity

Title:	Delivery Team				
Project Lead	Mid-Mersey NGP Partnership				
Description:	Operational delivery team to commission additional evidence requirement, coordinate development partnership and manage the programme of works to implement Growth Point. This team will provide the additional resource capacity to ensure the early delivery of the project. Initially comprising of a Project Manager, and Programme Officer. Additional budget resource will be used to commission or buy in additional specialist advice as required.				
Total Cost:	09/10	10/11	11/12	2012+	
£ Revenue	200,000	200,000	200,000	200,000 pa	
£ Capital					
From DCLG	09/10	10/11	11/12	2012+	
£ Revenue	200,000	200,000	200,000	200,000 pa	
£ Capital					
Other Funding	Initial Growth Fund 'start-up' allocation.				
Timeframe	2008 to 2017				
Priority Rating:	High				
References:					

Analysis

Title:	Water Cycle Study				
Project Lead	Mid-Mersey NGP Partnership				
Description:	The Environment Agency has commissioned a Water Cycle Study Scoping Report for the 6 North West New Growth Points. Expected to report mid 2009, this study will identify areas for further investigation to be undertaken jointly between the Environment agency and the Growth Point Partnership				
Total Cost:	09/10	10/11	11/12	2012+	
£ Revenue	75,000				
£ Capital					
From DCLG	09/10	10/11	11/12	2012+	
£ Revenue	75,000				
£ Capital					
Other Funding	Possibly the Environment Agency and United Utilities.				
Timeframe	2009-10				
Priority Rating:	High				
References:					

Title:	Appropriate Assessment				
Project Lead	Mid-Mersey NGP Partnership				
Description:	Appropriate Assessment of this Programme of Development and proposed actions.				
Total Cost:	09/10	10/11	11/12	2012+	
£ Revenue	50,000				
£ Capital					
From DCLG	09/10	10/11	11/12	2012+	
£ Revenue	50,000				
£ Capital					
Other Funding					
Timeframe	2009				
Priority Rating:	High				
References:					





Title:	2010 Mid-Mersey Strategic Housing Market Assessment				
Project Lead	Mid-Mersey NGP Partnership				
Description:	This study will provide an update to the baseline studies procured by each of the individual authorities.				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue	35,000	35,000		
	£ Capital				
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue	25,000	25,000		
	£ Capital				
Other Funding	Local Authority / HPDG				
Timeframe	2010				
Priority Rating:	High				
References:					

Title:	(11) Mid-Mersey Renewable Energy Feasibility and Technology Study				
Project Lead	Mid-Mersey NGP Partnership				
Description:	<p>National Planning Policy Guidance places a requirement on LPAs to undertake an assessment of the feasibility of different renewable or low carbon technologies within their areas including how incorporating these technologies will affect development viability. This however is an area where each individual authority has to date made no progress.</p> <p>Policy EM18 in the newly adopted RSS requires LAs to work with stakeholders to prepare sub-regional studies of renewable energy resources to support local targets for renewable energy. Policy EM17 sets indicative targets for renewable energy production by sub-region.</p> <p>Given that growth is equally tasked with increasing the delivery of greener homes, the evidence base would make a significant contribution to ensuring that opportunities for greener homes within the Mid-Mersey growth programme are maximised.</p> <p>The three Mid-Mersey authorities experience similar development conditions (i.e. a high percentage of previously developed land with associated abnormal costs) and in this regard the study could be progressed on a joint basis.</p>				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue	50,000			
	£ Capital				
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue	50,000			
	£ Capital				
Other Funding	Housing and Planning Delivery Grant? WBC HBC SHMBC				
Timeframe	Commissioned and complete within 2009/10				
Priority Rating:	High				
References:					





Title:	(12) Halton Multi-Modal Model			
Project Lead	Halton Borough Council			
Description:	The aim of this project is to deliver a fully validated Multi Modal Transport Model, which accurately simulates the existing land use pattern, transport network supply and current level of travel demand. This would be a further development of the Liverpool City Region Model which itself utilises data collected for the Mersey Gateway Model. It is likely to be a VISSUM or SATURN model to allow compatibility with neighbouring authorities, and will include testing of scenarios for the development of the Core Strategy for the Local Development Framework, and transport infrastructure proposals. (Note that a further project is listed for testing of cross boundary issues between the 3 growth point authorities both of the Liverpool City Region Model and these more detailed local models)			
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue				
£ Capital	400,000	300,000		
From DCLG	09/10	10/11	11/12	2012+
£ Revenue				
£ Capital	400,000	300,000		
Other Funding	Updating costs of model – funding not yet secured			
Timeframe	Construct model 2009/10 Options testing 2010/11			
Priority Rating:	High			
References:	Local Transport Plan, Emerging Local Development Framework			

Title:	Infrastructure Study / Plan			
Project Lead	Mid-Mersey NGP Partnership			
Description:	The Infrastructure plan will cover all transport and utility needs. It will establish key issues to be addressed, the feasibility of alternative solutions to these issues, and it will assist the partner organisations in securing funding through their respective business planning processes. The plan will cover the need and deliverability of new railway stations; motorway junctions; the future of the Runcorn Busway; electricity and gas power supplies to areas of development; the water cycle and supplies to new development; drainage, sewerage and disposal needs both improving the existing infrastructure and new connections; the applicability of green energy schemes in new development locations; telecommunications and internet provision to business and communities.			
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue	35,000	35,000	35,000	
£ Capital				
From DCLG	09/10	10/11	11/12	2012+
£ Revenue	35,000	35,000	35,000	
£ Capital				
Other Funding				
Timeframe	2011			
Priority Rating:	High			
References:				





Title:	Warrington Multi-Modal Model Testing			
Project Lead	Warrington BC			
Description:	Warrington has recently commissioned the development of a Multi-Modal Transport Model (MMTM) for the Borough. This work will be completed in summer 2009 and will deliver a fully validated MMTM which accurately simulates the existing land use pattern, transport network supply and current level of travel demand. This bid is for funding to enable the rate at which testing is carried out to be accelerated and to extend the range of scenarios and options examined.			
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue				
£ Capital	150,000	150,000		
From DCLG	09/10	10/11	11/12	2012+
	£ Revenue			
	£ Capital	150,000	150,000	
Other Funding	The Multi-modal model build has been commissioned, costing £425,000 and is to be funded jointly by WBC, NWDA, HA, EP and Peel Holdings			
Timeframe	Testing complete by march 2011			
Priority Rating:	High priority to complete analysis on infrastructure and planning issues associated with the roll out of housing numbers to 2016			
References:				

Title:	Cross Boundary Transport Modelling			
Project Lead	Mid-Mersey NGP Partnership			
Description:	Whilst the Mid-Mersey authorities are progressing their respective transportation models, there remains a need for the ability to undertake selective cross boundary modelling. The Merseyside Local Transport Plan Support Unit is currently preparing a Liverpool City Region wide model which will also provide coverage for Warrington. This model will facilitate the ability to undertake cross boundary modelling. Whilst funding to prepare the model has been secured, funding is being sought to test the ability of the model to assess the transport impacts of land use changes proposed in the Mid-Mersey area.			
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue				
£ Capital	250,000	250,000		
From DCLG	09/10	10/11	11/12	2012+
	£ Revenue			
	£ Capital	250,000	250,000	
Other Funding				
Timeframe	Delivered by March 2011 - in time to influence funding plans set out in LTP3			
Priority Rating:	Medium			
References:				

Title:	Green Infrastructure Implementation			
Project Lead	St Helens council			
Description:	Access improvements and staffing costs(ranger service support) concentrating on sankey Valley and St Helens Forest			
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue	254,000	270,000	285,000	
£ Capital	785,000	650,000	550,000	
From DCLG	09/10	10/11	11/12	2012+
	£ Revenue	254,000	270,000	285,000
	£ Capital	785,000	650,000	550,000
Other Funding				
Timeframe				
Priority Rating:	Medium			
References:				





RSL / Social Housing Support

Title:	(08) Mid-Mersey Affordable Housing Subsidy			
Project Lead	Mid-Mersey NGP Partnership			
Description:	<p>To assist the Mid-Mersey Partnership to work with RSL and other partners to</p> <ul style="list-style-type: none"> • Acquire land from developers for schemes currently stalling due to the economic downturn and facilitate the delivery of affordable units by RSL's. • Provide subsidy on schemes to help raise the level of affordable provision delivered. • Explore the potential of a community land trust model through using English Partnership's forthcoming Bruche development as a pilot study. • Assist project management of any future bids for PFI. <p>Higher contribution is requested during early years to allow maximum support and intervention during current market difficulties. Subsidy will reduce in later years as market conditions improve.</p>			
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue				
£ Capital	2,000,000	2,000,000	2,000,000	1,000,000 p/a
From DCLG	09/10	10/11	11/12	2012+
£ Revenue				
£ Capital	2,000,000	2,000,000	2,000,000	1,000,000 p/a
Other Funding	Homes and Communities Agency Registered Social Landlords S106 contributions Housing and Planning Delivery Grant			
Timeframe	2008/09 onwards			
Priority Rating:	High			
References:	WBC Strategic Housing Market Assessment WBC Affordable Housing Programme St.Helens – Housing Needs Study 2006 Halton Housing Needs and Market Assessment Study 2006			

Title:	(09) Four Acre Strategy Masterplan			
Project Lead	St Helens Council			
Description:	Preparation of masterplan to coordinate programme of phased redevelopment to restructure existing housing estate			
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue				
£ Capital	50,000			
From DCLG	09/10	10/11	11/12	2012+
£ Revenue				
£ Capital				
Other Funding				
Timeframe				
Priority Rating:	Medium			
References:				





Framework

Title:	(10) Improving Design Quality and Environmental Standards				
Project Lead	Mid-Mersey NGP Partnership				
Description:	Within section 26 the partnership has identified a number of measures with the potential to help improve design quality and environmental standards throughout the Mid-Mersey area. Funding is being sought to facilitate the further exploration of and subsequent implementation of a range of these measures.				
Total Cost:	09/10	10/11	11/12	2012+	
£ Revenue	25,000	25,000	25,000	25,000 p/a	
£ Capital					
From DCLG	09/10	10/11	11/12	2012+	
£ Revenue	25,000	25,000	25,000	25,000 p/a	
£ Capital					
Other Funding					
Timeframe	Ongoing. Future PoD to identify implementation programme once initial exploration and analysis of proposed measures is complete.				
Priority Rating:	High				
References:					

Title:	(13) Level 2 Strategic Flood Risk Assessment				
Project Lead	Mid-Mersey NGP Partnership				
Description:	The Level 2 SFRA will build upon the existing SFRA and will seek to undertake hydrographic modelling of the rivers / streams that provide the most significant flood risk. In Halton specifically for Ditton Brook, Keckwick Brook and River Mersey. The SFRA will estimate likely flood areas together with speed and depth of flooding. The role of the Manchester Ship Canal and St Helens canal will be examined in providing defence against tidal flood events.				
Total Cost:	09/10	10/11	11/12	2012+	
£ Revenue	30,000	30,000			
£ Capital					
From DCLG	09/10	10/11	11/12	2012+	
£ Revenue	30,000	30,000			
£ Capital					
Other Funding					
Timeframe	2011				
Priority Rating:	Medium / subject to discussions with EA				
References:					

Title:	(14) Masterplan / SPD for Runcorn Docks				
Project Lead	Mid-Mersey NGP Partnership				
Description:	Preparation of a masterplan for the Peel Holdings 'Runcorn Docks' site. This will outline sustainable growth for one of the core Growth Point sites.				
Total Cost:	09/10	10/11	11/12	2012+	
£ Revenue	40,000	40,000			
£ Capital					
From DCLG	09/10	10/11	11/12	2012+	
£ Revenue	40,000	40,000			
£ Capital					
Other Funding					
Timeframe	2011				
Priority Rating:	Medium				
References:					





Title:	(15) Mersey Nature Park Plan				
Project Lead	Mid-Mersey NGP Partnership				
Description:	This strategy will establish and implement a network of linked nature sites along both banks of the River Mersey that will form a sustainable network of greenways for nature and recreation. To phase the plan into action, an application to fund an Upper Mersey Estuary nature reserve project, called the Artery of Life, has been submitted for Lottery Funding in 2008, with a decision due in Feb 2009.				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue	20,000 ~ 35,000	20,000 -35,000	35,000	35,000
	£ Capital	50,000	50,000	100,000	100,000
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue	20,000	20,000		
	£ Capital				
Other Funding	Possible Lottery Funding (Artery of Life project)				
Timeframe	2011				
Priority Rating:	Medium				
References:	Halton's Natural Assets Strategy				

Title:	(16) Weaver Valley Landscape Scoping Report and Masterplan				
Project Lead	Mid-Mersey NGP Partnership				
Description:	The masterplan will propose the landscape designations for the sites in the Weaver Valley. The scoping report will achieve consensus amongst partners on the content of the masterplan.				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue	25,000	25,000		
	£ Capital				
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue	25,000	25,000		
	£ Capital				
Other Funding					
Timeframe	2011				
Priority Rating:	Medium				
References:					

Title:	(17) Natura 2000 SPA Management Plan (Stage 2)				
Project Lead	Mid-Mersey NGP Partnership				
Description:	This will be a detailed study of the RAMSAR ecosystem establishing the key species and habitats and the interaction between them. The study will confirm the use of surrounding sites for feeding, nesting, roosting and will make recommendations for managing the RAMSAR and supporting sites. The study will also consider the impact of development, especially Runcorn Docks, farming and recreation by considering disturbance and potential harm to the species and RAMSAR environment. Appropriate mitigation measures and their applicability will be considered.				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue	30,000	30,000		
	£ Capital				
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue	30,000	30,000		
	£ Capital				
Other Funding					
Timeframe	2011				
Priority Rating:	Medium				
References:					





Title:	(18) Open Space Surplus Land Study				
Project Lead	Halton Borough Council				
Description:	This study will result in a coherent strategy for the rationalisation of green space assets without compromising local standards for recreation provision or biodiversity. The study will also produce an investment plan to target funding at areas of deficit and address the provision of additional / improved facilities where these are required.				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue	20,000	20,000		
	£ Capital				
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue	20,000	20,000		
	£ Capital				
Other Funding					
Timeframe	2011				
Priority Rating:	Medium				
References:					

Title:	(19) Remediation Technology Study for Hardcore Sites				
Project Lead	Mid-Mersey NGP Partnership				
Description:	This study will assess the 15 'key' previously developed sites in Halton and examine the ground conditions and recommend the most appropriate remediation technology to bring the land back into beneficial use.				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue	50,000	50,000	50,000	
	£ Capital				
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue	50,000	50,000	50,000	
	£ Capital				
Other Funding					
Timeframe	2011				
Priority Rating:	Medium				
References:					

Title:	(20) Mid-Mersey Economic Assessment Study				
Project Lead	Mid-Mersey NGP Partnership				
Description:	<p>As part of the emerging sub national review of economic development and regeneration, the Government has identified that they will be consulting on the creation of a focussed statutory economic development duty. This duty would take the form of requiring local authorities to, either individually or jointly, undertake an assessment of the economic circumstances and challenges of their local economy.</p> <p>There is not currently an economic study or evidence base that specifically focuses on the Mid-Mersey geographic area. Despite individual authority areas being covered by studies for wider areas, there is a perceived value in undertaking a Mid-Mersey study with the proposed statutory assessment arguably providing the ideal opportunity on which to progress this.</p>				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue		50,000		
	£ Capital				
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue		50,000		
	£ Capital				
Other Funding	Housing and Planning Delivery Grant? WBC HBC				





	SHMBC
Timeframe	
Priority Rating:	Low
References:	

Title:	(21) Vulnerable Housing Markets Sustainability Research				
Project Lead	Mid-Mersey NGP Partnership				
Description:	The Liverpool City Region Housing Strategy identified a number of neighbourhoods in the Mid-Mersey region that are deemed vulnerable to housing market decline. This project seeks funding to commission specialist consultants to build on the existing research by investigating in more detail the underlying reasons for this vulnerability, examining the long term sustainability potential of the areas in question and recommending the best course of action to revitalise the neighbourhoods and provide a more balanced housing offer. This research will also feed into the development of the LDF.				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue	200,000			
	£ Capital				
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue	200,000			
	£ Capital				
Other Funding					
Timeframe	2009/10				
Priority Rating:	Low				
References:	Liverpool City Region Housing Strategy Identification of Vulnerable Housing Markets report				

Infrastructure (Strategic Infrastructure)

Title:	(22) Rail Based Park and Ride Feasibility at Daresbury (Joint 1)				
Project Lead	Halton BC with Warrington BC				
Description:	Feasibility with Warrington BC of New Station (GRIP4) at Daresbury, and assessment of potential for use of site for Park and Ride, serving local towns (particularly Warrington) and M56 (Chester/Manchester) corridor. Once implemented, this would provide sustainable links to new housing, employment & education in the Daresbury area.				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue				
	£ Capital	40,000	40,000		
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue				
	£ Capital	40,000	40,000		
Other Funding					
Timeframe					
Priority Rating:	High				
References:	CIF2 Bid : Joint Scheme 2, LTP				





Title:	(23) Strategic Transport Infrastructure schemes included within Community Infrastructure Fund Bid.				
Project Lead	Mid-Mersey NGP Partnership				
Description:	Including: <ul style="list-style-type: none"> Mersey Gateway sustainable transport strategy early implementation Core Cycle Network Future Phase Access and Interchange Feasibility Studies 3 bridges enhancement Mersey Gateway sustainable transport strategy early implementation Halton Transit Network 				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue				
	£ Capital	2,383,819	1,134,598		
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue				
	£ Capital	1,043,819	1,134,598	0	0
Other Funding					
Timeframe					
Priority Rating:	High				
References:	Growth point documentation, LTP				

Title:	(24) Bus Service Improvements				
Project Lead	Mid-Mersey NGP Partnership				
Description:	Including: <ul style="list-style-type: none"> Widnes Orbital Bus Service Runcorn Orbital bus service Door to door accessible services) Deva Link Halton Mobility Card Warrington northern orbital bus route. 				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue	660,000	600,000	660,000	480,000
	£ Capital				10,000,000
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue	660,000	600,000	660,000	480,000
	£ Capital				
Other Funding					
Timeframe					
Priority Rating:	High				
References:	Growth point documentation, LTP				

Title:	(24) Railway Station Improvements				
Project Lead	Mid-Mersey NGP Partnership				
Description:	Identified improvement schemes main line and commuter stations				
Total Cost:		09/10	10/11	11/12	2012+
	£ Revenue	25,000	25,000	25,000	0
	£ Capital	775,000	25,000	25,000	4,000,000
From DCLG		09/10	10/11	11/12	2012+
	£ Revenue	25,000	25,000	25,000	0
	£ Capital	575,000	25,000	25,000	4,000,000
Other Funding	WBC				
Timeframe	2009 - 2011				
Priority Rating:	High				
References:					





Title:	(25) Community Cycle Hire Facilities			
Project Lead	Halton BC			
Description:	The development of a network of accessible cycle hire facilities across key communities and at key centres in the Borough.			
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue			30,000	30,000 pa
£ Capital		120,000		
From DCLG	09/10	10/11	11/12	2012+
£ Revenue			30,000	30,000 pa
£ Capital		120,000		
Other Funding				
Timeframe	Initial set up 2010/11 – Revenue running costs required thereafter			
Priority Rating:	Low			
References:	New initiative Builds on LTP strategies			

Title:	(26) Identified key road junction / corridor improvements			
Project Lead	Mid-Mersey NGP Partnership			
Description:				
Total Cost:	09/10	10/11	11/12	2012+
£ Revenue	0	0	0	0
£ Capital	2,000,000	3,000,000	1,000,000	0
From DCLG	09/10	10/11	11/12	2012+
£ Revenue	0	0	0	0
£ Capital	2,000,000	3,000,000	1,000,000	0
Other Funding	LTP IT Block Developer Contributions			
Timeframe	Corridor improvement implemented over 3 year timescale			
Priority Rating:				
References:				





Appendix 02 : Key Development Areas (Runcorn)

Runcorn Old Town

<i>Site Name:</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Total Capacity</i>	<i>Completions</i>
Runcorn Docks (Peel Holdings)	'Saved' UDP Allocation	Completions from 2011	4,000	0
Canal Quarter (Halton BC, Urban Splash)	Planning Application due to be submitted in Summer 2009	2010 or later. Phase 1 town houses (South bank) 6 months from start on site	240	0

Figures in the Housing Trajectory estimate delivery of around 1,478 additional dwellings²¹ in the Runcorn Old Town area by 2017. Of this 700 are expected on the Runcorn Docks development.

Lying a short distance to the west of Runcorn Old Town Centre, adjacent to the new Riverside College Campus and recent waterside housing developments, Runcorn Docks is a key development site for the delivery of the Growth Point programme in Halton Borough. Identified in the Halton UDP (2005) as a Regeneration Area where a number of uses would be appropriate (predominately employment) it is currently the only Halton site that is 'new' to the planning process, having not previously been identified for housing development.

The site owners, Peel Holdings, approached the Council regarding proposals for the comprehensive redevelopment of the site for a landmark development of around 4,000 dwellings in 2007. Since that time Peel and Halton BC have been working together to produce a Masterplan (to be adopted into Policy as an SPD) to guide development of the site. We are seeking additional resources from the Growth Fund to allow Halton to support the development and early adoption of the SPD. Initial discussions have identified the potential need for additional / improved Primary School capacity to serve the development and the PCT has indicated that they may have a requirement for a health facility on site as

part of the local retail element proposed to serve the development. Full details and requirements will emerge as the details of the development mix are confirmed.

Peel advise that is currently their intention to proceed with Phase 1 of development 'to set standard' before disposing of remainder of site. The site is estimated to generate 100 units per annum from 2011 and as such does not contribute to the housing trajectory prior to that date.

The Canal Quarter is a 4 Ha. flagship development located in the heart of Runcorn Old Town straddling the Bridgewater Canal. Sitting alongside the multi award winning Brindley Arts Centre the Canal Quarter development will build on the previous SPB funded regeneration of the town centre and recent private housing developments, including 'the Deck' to effect the transformation of the image and perception of the centre (especially for evening uses).

Fitting the Halton's desire for a high quality, landmark development, Urban Splash was selected as the preferred developer in 2005. An architectural competition was then held in 2006, inviting 7 architects to submit plans for the site, following which AHMM were selected as architects. The masterplan currently incorporates residential (80 Townhouses; 160 apartments) accommodation, shops, bars, restaurants, and offices.

The site has a number of issues that the development will need to address including

²¹ Mersey Ward





access, town centre parking, better links to Runcorn town centre via a safe and attractive 'pedestrian loop', and foot bridge access from the housing site to the town centre and public transport routes.

Preparatory works for the site have been undertaken, including the removal of 'the

Mound', to the south of the site however there remains a potential funding gap which Halton, EP and Urban Splash are seeking to overcome. We have identified this as a possible requirement for a Growth Fund contribution.

Daresbury and Eastern Runcorn

<i>Site Name:</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Total Capacity</i>	<i>Completions</i>
Sandymoor	Section 7.1 New Town approval / Outline PP (Part)	Available	1,990	675
Runcorn East	'Saved' UDP Allocation	UDP Allocation (Post 2011)	1,159	0
Castlefields East: Lakeside & Canalside	Outline Planning Permission, August 2007 (07/00122/OUT)	Available, awaiting disposal marketing	355 Dwellings, Lakeside: 180 Canalside: 175	0

<i>Site Name:</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Forecast Jobs</i>	<i>Jobs on Site</i>
Daresbury Science & Innovation Campus	Outline Planning Permission / UDP Allocation	Immediately Available		

A number of development sites are located in the east of Runcorn. The housing trajectory estimates the potential delivery of up to 2,511 units in the period to 2017.22

Sandymoor is an English Partnerships (former New Town) development site that was partially developed during the late 90's. Development of the southern portion of the site has been delayed due to unforeseen flood risk issues that required significant bespoke modelling work (endorsed by the Environment Agency) and amendments to the original Masterplan. Halton BC has worked with English Partnerships throughout to prepare a revised Masterplan, now incorporated in the adopted SPD. Detailed design briefs for individual 'character' areas have been commissioned from Jon Rowland Urban Design.

Development of the remaining portion of the site will incorporate flood protection features for existing properties and create significant new or improved habitats for important

species present on the site including great crested newt and water vole.

Sandymoor will predominately provide larger 'aspirational' family housing identified as being underrepresented in Housing Needs Studies with new development will be to Code for Sustainable Homes Level 3, or higher. A Section 106 'roof-tax' is in place to fund key infrastructure, including potential for new 1 form entry primary school (if required) and to provide start-up subsidy for local bus services.

Located to the east of Sandymoor lies the nationally important Daresbury Park Science and Innovation Campus. Halton BC is working in partnership with the Science & Innovation Council, the NWDA and private landowners (including Redrow Homes) to prepare a Masterplan and SPD to guide the future development of this site. This master planning exercise has now encompassed the previously allocated UDP 'Phase 3' housing sites at Kekwick Hill and Wharford Farm. The later site is also currently being investigated as a possible site for a new

²² Daresbury, Windmill Hill, Castlefields Wards





Academy School under the Building Schools for the Future programme.

Transport issues currently under consideration for Daresbury Park include the provision of a new railway station, to replace Runcorn East, and a Park and Ride facility that would divert traffic heading into Warrington from the M56 to the south. We are seeking a contribution from the Growth Fund to carry out initial feasibility work for the Park and Ride.

The development of Lakeside and Canalside for new homes forms part of the multi award-winning Castlefields Regeneration Programme. The new housing sites were identified in the regeneration masterplan as

providing an opportunity to diversify the type and tenure of homes in Castlefields, to create a more mixed, vibrant and sustainable neighbourhood.

Although the sites are 'greenfield', there development has been offset against the reclamation of a neighbouring brownfield sites for a new 8-hectare, £2.6 million, "state-of-the-art" Youth Activity Park, which officially opened in June 2006. The development and disposal of Lakeside and Canalside is also linked to financing package for the redevelopment of the existing redundant local centre into a new community hub, including a £3m investment by the PCT to provide a new health centre.





Appendix 03 : Key Development Areas (St.Helens)

St.Helens Urban Villages

<i>Site Name</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Total Capacity</i>	<i>Completions</i>
Moss Nook	Outline PP P/2003/1574 18/07/07	Site remediation and ground works completed for Phase 1. To market April 2009	1200	0
Vulcan Works	Outline PP P/2003/1461	Site remediation and ground works completed for Phase 1. Start on site early 2009	630	0
Former Lea Green Colliery, Lowfield Lane Industrial Estate, Lowfield Lane	Full PP P/2006/1407	Under construction	550	20

Vulcan

The site extends to 26 hectares and planning permission has been granted for 630 units. In addition to the housing the development includes the replacement and enhancement of sports and recreation facilities, the provision of local centre and live work units and a financial contribution to the fitting out of Newton Hospital and Conservation area enhancement

Site remediation is in progress. Jones homes have been selected as developer for Phase 1 . The submission of a scheme for 180 dwellings is anticipated before the end of 2008 with a view to starting on site in 2009

Lea Green Colliery

The site covers 21 hectares the majority of which was the spoil tip to the former Lea Green colliery. Approximately 3 ha of the site is to be retained and enhanced as open space to be maintained by a management company in accordance with a 25 year management plan.The application includes a local centre

Morris homes have built approximately 20 houses to date with the intention of increasing delivery in 2009

Moss Nook

The planning application followed the preparation of the Worsley Brow Masterplan in 2003 by the Building Design Partnership on behalf of St Helens Council in partnership with HJ Banks, Helena Housing and Ravenhead Renaissance.

The application site covers 54 hectares and the development proposes extensive earthworks, remediation and landscaping over the whole site. Housing development will then proceed in three phases of 450,450 and 300. The scheme includes the replacement and enhancement of playing pitches as well as the provision of changing facilities

Site remediation works had commenced but due to the economic downturn work has currently been suspended





St.Helens (Other)

<i>Sire Name</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Total Capacity</i>	<i>Completions</i>
Laffak Road	Planning Brief being compiled with developer	2010	100	0
Knowsley Road (Saints Ground)	Full PP P/2007/1181 (pending)	2011	192	0
Triplex Safety Glass Co Ltd, Holme Road	Planning Brief to be adopted October 2008. Planning application expected November 2008	Site remediation and ground works completed	300	0

Laffak Road

A development brief is being prepared for this site which fronts the A580 east Lancashire road at Carr mill. Wainhomes are involved in the preparation of the brief and public consultation is anticipated early in 2009

This is a high profile site with the potential to deliver approximately 100 units as well as the longstanding proposal to construct a new rail station. There are outstanding ownership issues and the need to use CPO powers cannot be discounted

Knowsley Road

The site is currently occupied by St Helens Rugby League Club. However planning permission has been granted for the construction of a new stadium which will release this site for the development of 192 units. Planning permission has also been granted for this site and development is anticipated around 2012

TripleX

Development brief has been produced jointly with landowner. Has undergone a period of public consultation. Going to Executive end of October for approval. Planning Application scheduled to be submitted around November.





Appendix 04 : Key Development Areas (Warrington)

Bruche (Former Police Training Centre) : Warrington

<i>Site Name:</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Total Capacity</i>	<i>Completions</i>
Bruche former Police Training Centre,	Planning application expected to be submitted May 2009	Development yet to obtain planning consent and hence commence.	250 -300	Anticipated to start yielding completions 2011/12

Located approximately three kilometres to the north east of Warrington Town Centre, the former police training site at Bruche was acquired by English Partnerships in late 2007 following the cessation of its previous use.

The 8.77Ha predominantly previously developed site provides an excellent opportunity to create a high quality residential environment which places affordability and carbon neutrality at its heart.

In their disposal brief English Partnerships set out their vision for the site's redevelopment

- The creation of a sustainable place to live which has a distinctive design identity and offers a choice of house sizes, types and tenures, including 50% affordable housing in the local context
- Sustainable homes offering a blend of traditional and contemporary style
- Integrate new housing within the existing urban grain. The design should provide security whilst offering good connections

with the existing community and creating a sense of place

- A sensitive infill development which offers exceptional quality of design and which sets a benchmark for new housing
- Achievement across the development of level 4 of the Code for Sustainable Homes

On the 23rd July 2008 Warrington's Development Control Committee accepted English Partnership's site disposal and planning brief as guidance which will assist in the preparation of any application for planning permission and inform the determination of any such application. Following this English Partnerships are now currently in the process of appointing a development partner to bring forward the delivery of the site.

Identified as a key site in terms of its contribution to an increased supply of housing, the scheme is of equal importance for its contribution to affordable provision and its exemplar environmental credentials.





North West Warrington

<i>Site Name:</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Total Capacity</i>	<i>Completions</i>
Chapelford Urban Village,	Benefits from a valid outline planning consent and various subsequent reserved matters.	As at the 31st March'08, Dwellings 1037 complete of which 800+ occupied. 83 under construction 576 reserve matters PP 409 outline awaiting reserved matters.	2000	Site expected to continue yielding completions through to 2015/2016
Chapelford Urban Village – Additional Capacity Whittle Hall,	Developer and Council engaged in pre-application discussions. Planning application expected 2009/10	Development yet to commence although site has been remediated and cleared.	500	Site expected to yield completions 2011/12 onwards.
Dawson House, Liverpool Road, HLR Ref. 1412	Benefits from a valid outline planning consent.	Development yet to commence. Reserved Matters to be submitted before November 2010.	178	Site expected to yield completions 2011/12 onwards.

<i>Site Name:</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Forecast Jobs</i>	<i>Jobs Delivered</i>
OMEGA	Omega South is allocated within WBC UDP as a Regional Investment Site. Omega North now benefits from a valid outline planning consent.	Available	Circa 9,000	
Lingley Mere		Phase 1 complete.	Circa 1,500	Circa 2,500

North West Warrington is home to Chapelford Urban Village and Omega; a £1billion development which is widely recognised as one of the largest and most important strategic development projects in Europe.

In addition to Chapelford Urban Village, nearby development both residential and employment in nature over recent years has led to a significant increase in travel demands in this area of Warrington. Currently peak hour demands leave a number of adjacent links at or near capacity and the Council and its partners are therefore committed to improving sustainable

transport corridors within this area. A Community Infrastructure Funding bid has been submitted to support this work.

In addition to the summary information already provided for each key site, the below presents extra commentary.

Omega North – Omega North was allocated within Warrington's UDP as a Regional Investment Site for high quality strategic business developments and the site is identified in the NWDA's 2006 Regional Economic Strategy. Omega North now benefits from planning consent following Warrington Council's resolution to grant





outline planning permission for the first two phases of development. Planning permission for phases one and two was granted in June 2007. Omega North is expected to contribute to local employment growth.

Omega South – Omega South is allocated within Warrington's UDP as a Regional Investment Site for high quality strategic business developments and the site is identified in the NWDA's 2006 Regional Economic Strategy. Following planning consent being granted for the Omega North site, this is now the only employment land allocation within Warrington's Unitary Development Plan.

The area is 233ha in size and aims to be a sustainable business community to be developed over the next 25 to 30 years. In the future the Omega site is expected to provide 664,122 sq m (7.1 million sq ft) of offices, manufacturing, technology and distribution space along with some ancillary uses such as leisure/retail facilities, hotel and conference facilities.

Lingley Mere – Lingley Mere is an established business park located in the south-western corner of the Omega site. This section of the site is owned by United Utilities and was partially developed in the mid 90's for a campus style headquarters development.

The park currently provides over 35,302m² (380,000 sq ft) of existing business space and extends across 40.47ha (100 acres) of open parkland. The park has approximately 2,500 office workers and is to be taken forward under a masterplanned development programme to provide 116,125m² (1.25m sq ft) of business space and a further 78,548m² (845,000 sqft) of new office, high tech and amenity premises. The phased programme of development will provide office space and bespoke commercial and leisure facilities to occupiers specific requirements.

Work is shortly to commence on a new 2,926m² (31,500 sq ft) regional control centre for the Government's Fire and Rescue

Services, which has chosen to locate at Lingley Mere.

Chapelford Urban Village – Chapelford Urban Village is a 92 hectare previously developed site, located in the urban area of Warrington approximately 3km North West of the town centre. The site obtained outline consent in 2002 for a mixed use development comprising approximately 2000 dwellings, a primary school, and local retail and health centre.

Chapelford is the most prolific contributor to housing supply in the borough having delivered 1037 homes to date. To date approximately 18% of the capacity benefiting from a reserved matters application has been secured as affordable with the majority of this now delivered. Whilst the outline consent was not constrained by a residential capacity the transport assessment that accompanied it assumed a maximum capacity of 2000 dwellings. It was therefore widely accepted that the site could be developed to a capacity of 2000 dwellings and this is the basis upon which the land use monitoring has proceeded.

Chapelford Urban Village additional capacity – The Chapelford landowner, David Wilson Homes, is actively engaged with the Council to discuss securing the realisation of additional capacity within the site. This is to be achieved in part through increased densities on some of the already committed phases but predominantly through the reallocation for housing of an area previously set aside for mixed use development. From a numerical perspective this additional development could amount to 400 dwellings beyond the already committed 2000. Realisation of this is however dependant on further enhancements to transport provision in the surrounding area, particularly improvements which make best use of existing networks and maximise the attractiveness of sustainable modes. Funding to help facilitate these improvements has been requested from the 2nd round of Community Infrastructure Funding.





Dawson House – This proposal involves the redevelopment of United Utilities' Dawson House site within Great Sankey to facilitate their relocation and consolidation to their Lingley Mere site. The scheme makes provision for a £3.95 million off site contribution towards affordable housing (approximately 50% of the proposed

development capacity), £40,000 towards the Mersey Forest Initiative, contributions to enhancing local open space provision and towards enhancing local health provision. The development will create a high quality residential environment with a bias towards larger aspirational family homes.

Warrington Ship Canal Corridor

<i>Site Name:</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Total Capacity</i>	<i>Completions</i>
Walton Locks, Off Chester Rd, HLR Ref. 1411	Benefits from a valid outline planning consent.	Reserved Matters currently submitted but as yet undetermined.	250	Anticipated to start yielding completions 2011/12
G&J Greenalls Site, HLR Ref. 1440	Benefits from a valid outline planning consent.	Reserved matters to be submitted by 2011.	178	Anticipated to start yielding completions 2011/12
Former Beers Timber Yard, HLR Ref. 1090	Reserved Matters planning consent granted in July 2008.	Development yet to commence.	161	Anticipated to start yielding completions 2010/11
McInerney Homes Thelwall Lane, HLR Ref. 1091	Reserved Matters approved in December 2006	As at the 1 st April 2008 74 units were complete, 24 under construction and 24 yet to commence	122	Outstanding completions likely 2008/09.
New World Ltd. Thelwall Lane, HLR Ref. 1201	Reserved Matters approved in April 2008	Initial site clearance and remediation has now begun.	485	Anticipated to start yielding completions 2011/12
Land at Chester Road / Montclare Crescent,	Planning application submitted but as yet undetermined.	Development yet to commence.	51	Anticipated to start yielding completions 2009/10

The Manchester Ship Canal is a distinctive feature of both Halton and Warrington which in the latter severs the main urban area. In addition to its strategic importance as an inland waterway, the canal is recognised along much of its length as a major wildlife corridor.

The landowner Peel Holdings are committed to establishing the ship canal corridor, along with the River Mersey, as a key source of new jobs, investment, development and environmental improvements as part of their "Ocean Gateway" £50 billion investment strategy for the Northwest of England.

The Council have identified within their Regeneration Framework, a desire to work with partners to co-ordinate a programme to improve and promote the canal, alongside other green corridors and waterways, for healthy living, education, enjoyment and sustainable transport opportunities.

In addition to the summary information already provided for each key site, the below presents extra commentary.

G&J Greenalls Site – Redevelopment of the Greenalls' distillery site to facilitate their





relocation elsewhere within the Borough following extensive fire damage to the original site. The approved scheme has secured a considerable financial contribution towards enhancing local sport and recreation facilities and 17 affordable family dwellings on a social rented basis. Indicative layouts submitted with the outline consent show a development of predominately family homes plus a small number of self contained extra care housing units.

Walton Locks – Now referred to as ‘Warrington Quays’ and identified as a key site within Peel Holdings Ocean Gateway investment strategy, this approved scheme will redevelop a large previously developed former timber mill directly adjacent to and hence overlooking the Manchester Ship Canal. As part of the creation of a high quality residential environment, the development also includes a new linear park and local nature reserve which will benefit the wider community. As well as securing £602,097 towards improving highways within the vicinity of the site, the Council has also secured 48 on-site affordable housing units (approximately 20% of gross development capacity), a contribution towards improving local health provision and a £13,000 contribution towards enhancing the nearby and strategically important Trans Pennine Trail,

Former Beers Timber Yard – Redevelopment of the former Beers Timber Yard to facilitate the relocation and expansion of the company elsewhere within the Borough Boundary. The previously developed site is directly adjacent and parallel to the Manchester Ship Canal. The scheme consists of 93 apartments, 30 family houses and a further 38 apartments within an elderly sheltered accommodation complex. Through the granting of planning consent the Council has secured £300,000 towards affordable housing provision and a

further £156,000 towards improving the local transport network.

McInerney Homes Thelwall Lane – Directly adjacent to and running parallel to the Ship Canal, this scheme, which is now partially complete, has redeveloped a brownfield and redundant ship canal company yard. The development has facilitated an opportunity to re-route a section of the strategically important Trans-Pennine Trail to an off-road path. Through the granting of planning consent the Council has secured £122,000 for improvements to the local highway network and a £500,000 contribution for off-site affordable housing provision.

New World Ltd. – Redevelopment of a 13.8Ha previously developed site within a deprived, older area of inner Warrington and adjacent to the Manchester Ship Canal. The approved scheme is for a mixed use development comprising

- 486 dwellings; 148 apartments; 215 “mews”; 123 detached;
- single storey retail;
- single storey B1 workspace/light industrial units (2100 sq m).
- on site open space provision

The development will facilitate land quality remediation, ecological enhancement works and deliver a total of 97 affordable housing units (41 apartments and 56 houses).

Montclare Crescent – A greenfield site in the south of the borough which was previously safeguarded for a transportation scheme but now considered surplus. Having regard to the requirement to maximise the potential of surplus public sector land in helping to deliver affordable homes, the Council have now agreed to sell the land to Warrington Housing Association for a reduced value in order to facilitate the delivery of social rented family homes in a high demand market area.





Warrington Town Centre

<i>Site Name:</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Total Capacity</i>	<i>Completions</i>
The Wireworks Land at Winwick Street, Tanners Lane / Dallam Lane HLR Ref. 1401	Benefits from a full planning consent.	Development yet to commence. Proposal is likely to require reworking to reduce dependency on residential element given the current market conditions.	613	Site unlikely to yield completions until post 2011.
APW Thomas Locker Site,	Planning consent is approved subject to a S106 agreement which is yet however to be signed.	Site has been cleared.	20+	Site anticipated to start yielding completions 2010/11
Britannia Wire Works, HLR. Ref. 581	Full planning consent obtained in February 2005.	As at the 31 st March 2008, 149 units were complete leaving 197 yet to commence.	346	Site expected to continue yielding completions until 2012/13
Carrington Park Battersby Lane HLR. Ref. 1260	Full planning consent obtained in March 2006.	At the 31 st March 2008: 384 units complete 68 under construction. 117 not yet started.	569	Site expected to continue yielding completions until 2010/11
George Howard Scrap Yard, HLR Ref.	Benefits from a valid outline planning consent.	Development yet to commence.	152	Site currently anticipated to start yielding completions 2011/12

Warrington Town Centre is a sub regional shopping destination and a key focus for community civic and cultural activities. It is a major asset to the borough that performs well but is currently lacking in its leisure offer. To date, having had to compete with high quality peripheral New Town business parks, the Town Centre has not traditionally been a major office location. This is now however beginning to change with the Council and its partners confident that the town centre can become a sought after business location.

The town centre has recently undergone a number of improvements including a new bus interchange as part of the hugely successful extension to the Golden Square Shopping Centre. Whilst the extension has proved a real asset to the town, it has meant that other parts of the Town Centre, particularly the Bridge Street area, have seen rising vacancies and a general decline in their overall environments.

Home to the Borough's market, the Bridge Street area provides opportunities for independent retailers and could be significantly enhanced. The need to re-balance this area of the Town Centre and to introduce a range of different uses to complement the success of the Golden Square is now recognised as critical to enhancing the overall vitality and viability of the town centre. Through recognition of this consultants were commissioned during 2008 to prepare a masterplan for the area. This work provided a valuable statement of what the Council and key stakeholders would like to see happen in the area and it has now been agreed that the most appropriate way to progress this vision is through a Supplementary Planning Document.

The Council's Regeneration Framework identifies the need for continued renaissance with the aim of creating a vibrant and colourful Town Centre which proves an attractive focus for both residents of the





borough and the wider sub-region. The successful development of the identified key sites will be central to the realisation of this ambition.

The Wireworks – Planning consent for the site was subject to a public inquiry and subsequently approved by the Secretary of State. The proposal is for a major mixed-use development within a UDP designated priority regeneration area on a problematic and unsightly site which, given its location opposite Central Railway Station and adjacent to Winwick Street, constitutes a key gateway site on the edge of Warrington Town Centre. In addition to apartments the development proposal includes an extensive retail, leisure and commercial offering including a cinema and hotel and would add considerably to the vitality and viability of the existing town centre. The scheme proposes major public realm works and improvements and includes 30 affordable housing units on a shared ownership basis. Owing however to the current economic downturn it is likely that the scheme will be considerably reworked to reduce its reliance on the significant amount of residential. A residential element is however still expected to feature in any revised scheme.

APW Thomas Locker Site – The front of this previously developed site in a prominent gateway location at the edge of the Town Centre has a planning application approved subject to a section 106 agreement for a mixed use development comprising a hotel, retail and 20 apartments. The rear of the site currently has a planning approval subject to a section 106 agreement for an office development. Both section 106 agreements remain unsigned and are unlikely to be in the near future. The landowner, primarily owing to the economic downturn, is now in discussions with the Council and RSL's with a view to them potentially acquiring the site through the continuous market engagement programme.

Britannia Wire Works –. The development of this former manufacturing works has facilitated the remediation of a large and derelict site within a deprived inner area of

urban Warrington close to the town centre. Designated a priority regeneration area within the UDP, the development of the site has presented an opportunity to considerably enhance the image of the borough given its location, and hence prominence, adjacent to the busy Transpennine railway line. 54 units in total were secured as affordable homes (approximately 16%).

Carrington Park – A Mixed-use development making use of a large area of previously developed land in a highly sustainable urban location on the edge of Warrington town centre. The development of the site has presented an opportunity to considerably enhance the image of the borough given its location, and hence prominence, adjacent to the busy Transpennine railway line. The planning approval secured 10% affordable housing in the form of 27 social rented 3-bedroom family housing (the Council's greatest need) and 28 two bedroom apartments at discounted sale. English Partnerships subsequently acquired 56 units to make them available on an equity share basis. The development has also made significant contributions to enhancing local parks and developing sports facilities within the Central Warrington area.

George Howard Scrap Yard – The redevelopment of this former scrap yard will remediate contaminated land and result in the removal of an arguably non-conforming use in a deprived ward within Inner Warrington. Redevelopment will also visually improve the character of the wider area and presents an opportunity to considerably enhance the image of the borough given its location, and hence prominence, adjacent to the busy West Coast main line railway. Given the current economic downturn the land owner is now in discussions with Arena Housing Association, and a development partner, who are interested in acquiring and reworking the proposal under the continuous market engagement initiative. If successful this would deliver a development with a bias towards family homes across a range of affordable tenures.





Warrington Waterfront

<i>Site Name:</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Total Capacity</i>	<i>Completions</i>
Cardinal Newman High School, HLR. Ref 1178	Benefits from a valid outline planning consent.	Development yet to commence.	110	Anticipated to start yielding completions 2011/12
Farrell Street South HLR. Ref. 1092	Benefits from a valid outline planning consent.	Reserved Matters to be submitted by Dec. 2009. Development yet to commence.	367	Anticipated to start yielding completions 2010/11
Howley Quay, Former HLR Ref. 1101	Former outline consent since lapsed.	Landowner remains intent on developing the site and is engaged in pre application discussions with the Council.	119	2011+ The 2008 SHLAA will provide an indication of when completions are likely once complete.
Edwards Cheshire Site, Warrington	Reserved matters planning consent approved in September 2007.	Development yet to commence.	78	Anticipated to start yielding completions 2010/11
Saxon Park Phase 2 HLR Ref. 1439	Outline consent granted in February 2008.	Development yet to commence. Reserved Matters to be submitted prior to February 2011.	67	Anticipated to start yielding completions 2010/11

Warrington Waterfront is a geographic area to the south of the town centre, focussed on the River Mersey corridor between Howley Weir and Bank Quay. Originally identified within the Council's approved Regeneration Framework as an area with the potential to become a new and exciting focus for the town, the Waterfront has since been recognised by the NWDA as a site of strategic importance. The NWDA are now proposing to consult on the formalisation of this recognition which if successful would see the site elevated to the same status as those strategic sites identified in the RES.

At the end of 2007 Taylor Young together with their partners Faber Maunsell and Jones Lang LaSalle, were appointed to prepare a masterplan for the Waterfront which was funded by the NWDA. Rather than proposing fixed development proposals, the masterplan was intended to reflect the aspirations of the Council and key stakeholders and in doing so provide the basis for a vision to be delivered over the next 20 – 30 years. A Steering Group made up from Council officers, the NWDA and

English Partnerships has been set up to manage this long term regeneration plan and through doing so secure the revitalisation of this important sector of the town.

The outputs from work completed to date have identified seven objectives which have been refined following consultation with key stakeholders. These objectives have subsequently been used to formulate a vision for the area which focuses upon

“The creation of a vibrant, riverside environment that contains a viable mix of compatible uses, better integrated with the Town Centre. These new uses will provide a positive, active frontage to the River Mersey and act as a catalyst to a more attractive business and employment location, alongside a range of sustainable new family housing. Phased development will be supported through a sustainable movement network, utilising existing transport corridors and new connections across the River Mersey. A new linear park will provide consistency across the whole Waterfront, punctuated by a series of urban parks that





reach out to adjacent areas. The linear park will also respond to the fundamental driver for Warrington Waterfront in recognition of the positive impact that this presently underutilised asset can achieve for the whole Town Centre”

The Council and its partners recognise the need to ensure that there is an appropriate policy framework to support the realisation of the vision. In light of this the Waterfront has now been identified within the preparation of the Core Strategy as a strategic site. Once identified as a strategic site in the Core Strategy, it is anticipated that more precise proposals and details would follow either through an Area Action Plan or a series of SPDs.

Proposals within the west of the Waterfront area are almost entirely dependent on the delivery of the Arpley Chord and improvements to the wider Bridge Foot area, including Brian Bevan Island. The Arpley Chord is vital in opening up sites for development and removing barriers in the area. The delivery of this piece of infrastructure can be brought forward in the current planning framework, although funding and feasibility issues will determine when the delivery of this vital piece of infrastructure takes place.

The key economic site within the area is ‘Centre Park’ which is a well established business park that is currently expanding. Easily accessible from a range of transport modes, the park currently accommodates 22 office buildings which are occupied by a large number of high profile businesses including Countryside Homes, the North West Development Agency and New Balance.

The key housing sites within the Waterfront area are predominantly located within the east. The one exception to this being Saxon Park which is located to the west just outside the actual defined Waterfront boundary. With the exception of Howley Quay the identified sites within this area benefit from an extant planning consent. Secured within each of these consents is a requirement to provide an enhanced river frontage with

public access, the delivery of which will be fundamental to the realisation of the Waterfront as a linear park. In addition to the summary information already provided for each key site, the below presents some additional commentary.

Cardinal Newman High School – Proposal involves the redevelopment of existing school playing fields and derelict land to secure an array of benefits including:

- Significantly improved and importantly safer school access, drop off point and bus turning circle
- Wider measures to improve road safety in the vicinity of the school
- Replacement of existing sub standard sports provision with a far superior quality offering including floodlighting
- Reconfiguration of existing school and sports facilities to facilitate increased community use
- Delivery of a life for life remembrance woodland to the north of the site
- Given the sites location directly adjacent to the river Mersey, improvements to the natural environment that is in keeping with both the Mersey basin campaign and Mersey Estuary management plans.

Farrell Street South – Located within a UDP designated Priority Regeneration Area, and within a ward suffering from multiple deprivation, this proposal seeks to redevelop a relatively under-used area which benefits from an extensive river frontage to the south. Current proposals are based on a mixed use development compromising community facilities with an emphasis on family homes. The outline consent requires that reserved matters include 5% of the total number of dwellings as affordable (19 units), likely to be in the form of social rented family houses.

Howley Quay – This previously developed derelict site is directly adjacent to the River Mersey. The redevelopment of the site is particularly important in relation to establishing a continuous public footpath along the north bank of the River Mersey. The site has benefited from a previous outline consent but reserved matters were refused, a decision subsequently upheld at appeal, owing to design concerns associated





with the height of the proposed apartment block. The land owner is keen to re-secure and subsequently implement a planning consent to achieve the regeneration of the site.

Edwards Cheshire Site – Yet another important site in relation to establishing a continuous public access along the north bank of the River Mersey. This derelict and previously developed site currently has consent for an apartment scheme. More recently however, owing to the economic downturn, the land owner is in discussions with Muir Housing Group who are considering acquiring and reworking the proposal under the continuous market engagement initiative.

Saxon Park Phase 2 – Development of the remaining element of a designated Priority

Regeneration Area which covers a large, contaminated, previously developed site. Redevelopment of the site will address contamination issues that have the potential to pose a significant threat to human health and the environment if left untreated. Planning consent secured 15 affordable units (22% of the gross development capacity) on a social rented basis. The development has also secured an enhanced and publicly accessible river frontage. Post planning approval Arena Housing association has now agreed to acquire this site and has received an allocation of £2.9m. under the continuous market engagement programme to deliver a development comprising 100% affordable provision at level 3 of the Code for Sustainable Homes.





Appendix 05 : Key Development Areas (Widnes)

Widnes

<i>Site Name:</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Total Capacity</i>	<i>Completions</i>
Upton Rocks	Full PP	Under Construction	857	722
Routledge Widnes Waterfront	Resolution to grant planning consent subject to section 106	Anticipate start on site 2010 (following completion of new boulevard)	circa 600 units plus commercial space	Phased development commencing in 2010.

<i>Site Name:</i>	<i>Planning Status</i>	<i>Availability</i>	<i>Forecast Jobs</i>	<i>Jobs Delivered</i>
Mersey Multi-Modal Gateway (3MG)		Available	Circa 5,000	
Widnes Waterfront Economic Development Zone	Mix of Full & Outline PPs	Available	2,700 additional	

Housing development in Halton borough over recent years has been concentrated north of the river with the development of the Upton Rocks area and other developments in north Widnes. The focus is now expected to switch south to Runcorn; however the housing trajectory estimates remaining delivery in north Widnes of around 923 units through to 2017 with a further 463 net dwelling gain expected in or around the town centre and West Bank.

The Routledge site has been subject of a planning application for a mixed use development incorporating approximately 600 residential units consisting of apartment buildings, semi-detached houses and town houses along with associated landscaping and public realm. Additional commercial space includes 30,000 sq ft office and 4,000 sq ft retail accommodation. The application has a resolution to approve subject to an as yet unsigned Section 106 agreement. The housing trajectory does not show any completions in the period to 2017 at this time. We believe that the landowner is currently in discussion with a private developer to take the site forward.

The commercial element adds to recent commercial developments on the Widnes Waterfront EDZ, The EDZ currently includes

44 hectares of vacant and derelict land, the legacy of the areas declining chemical industry sector. New development has included a new B&Q, trade counter units and more importantly new B1 office and business units. Widnes currently lacks any substantive modern office accommodation and the EDZ seeks to regenerate the waterfront area to provide modern attractive sites and premises.

The Waterfront EDZ is being brought forward by Widnes Regeneration Ltd. (WRL), which was established in 1999 as a joint venture between Halton Borough Council and St Modwen Properties plc. WRL was set up to tackle the regeneration issues facing Widnes Town Centre and associated sites in Widnes. The partnership has invested £35 million in the redevelopment of the area. St.Modwen has also obtained NWDA funding for a number of developments as part of the Widnes Waterfront Programme.

WRL are currently promoting 'The Hive', a £16m leisure development, which has recently gained planning permission for Phase 1 including an ice rink operated by Planet Ice, 24-lane bowling alley operated by Tenpin, a multi-screen cinema operated by Reel Cinemas, and Frankie and Benny's.





An application for funding had been made to the NWDA.

The Ditton Strategic Rail Freight Park has recently been rebranded the Mersey Multi-Modal Gateway (3MG) and acquired by the Stobart Group as part of a merger with O'Connors and Westbury, Stobart have secured planning consents for different phases of the development, including for 100,000 SqM on the main site and 60,000

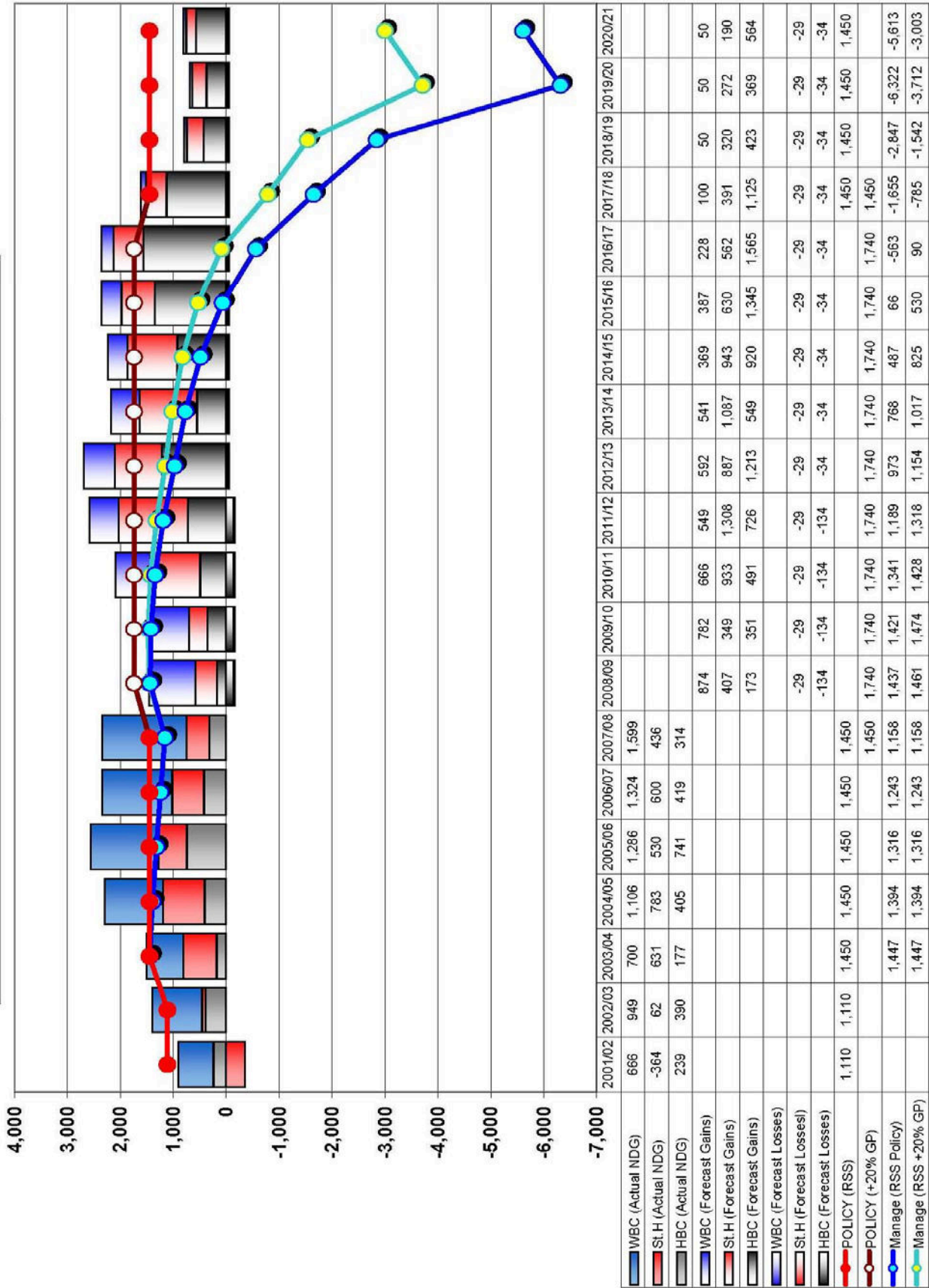
SqM on the former Trassenderlo site. Phase 1 is expected to be commenced shortly and generate in the region of 1,500 jobs. Monies are being sought from the Growth Fund to supplement the resources in Halton People into Jobs to maximise the potential for locally sourcing of labour, improving opportunities, aspiration and reducing the need for longer distance commuting.





Appendix 06 : Detailed Housing Trajectory

MID-MERSEY DRAFT HOUSING TRAJECTORY (2002 ~ 2021)



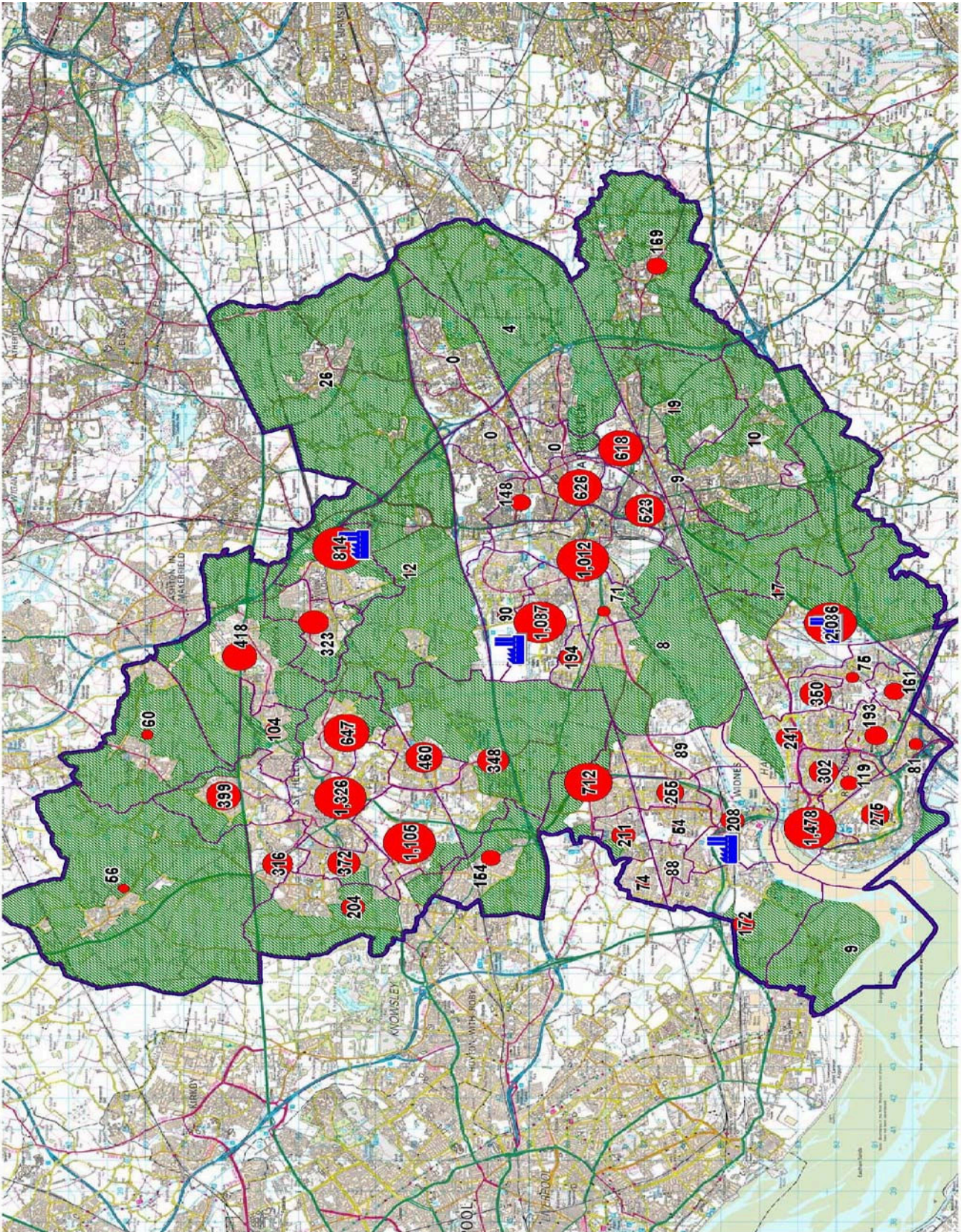
Appendix 07 : Potential Completions X Area

Location	B/G	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Beyond 2021
KEY SITES															
% PDL		1	1	1	1	1	1	1	0	0	0	1	1	1	1
SANDYMOOR	Green	20	25	94	120	139	120	172	216	153	131	80	20		
DARESBURY INC. Wharford Farm	Green				21	40	40	110	150	180	180	180	170	89	
RUNCORN DOCKS	PDL				100	100	100	100	100	100	100	100	100	100	3,000
CANAL SIDE / LAKESIDE	Green			20	40	40	40	70	70	70	5				
Lea Green Colliery	Green	20	40	40	40	40	60	80	80	80	56				
Moss Nook	PDL			20	40	40	40	40	60	80	80	80	80	80	600
Former Vulcan Works, Wargrave	PDL			20	40	40	40	60	80	80	80	80	80	80	30
Chapelford Urban Village	PDL	60	60	60	60	60	60	49							
Farrell Street South	PDL			30	50	37	50	50	50	50	50				
Bruche former Police Training Centre,	PDL			25	50	60	60	60	45						
Saxon Park	PDL	47	36	12											
Saxon Park East,	PDL			20	20	27									
HALTON BOROUGH COMMITMENTS	Green	4	30	93	180	234	162	135	169	96	53	14			
HALTON BOROUGH COMMITMENTS	PDL	149	296	283	244	544	87	23	10	2					
HALTON BOROUGH IDENTIFIED SITES	Green					31		254	533	671	361	36	29	91	
HALTON BOROUGH IDENTIFIED SITES	PDL			1	21	85		56	97	283	295	43	80	314	
SHELENS BOROUGH COMMITMENTS	Green	49	90	47	55	27	10								
SL-HELENS BOROUGH COMMITMENTS	PDL	337	201	387	359	229	127	73							
SL-HELENS BOROUGH COMMITMENTS	Unclassified	1	9	78	90		20	28							
SL-HELENS BOROUGH IDENTIFIED SITES	Green			32	21	2	56	55	32	32	32	32			
SL-HELENS BOROUGH IDENTIFIED SITES	PDL			241	498	451	568	526	338	250	103	88	80	80	
SL-HELENS BOROUGH IDENTIFIED SITES	Unclassified			78	163	58	164	81	40	40	40	40	32		
WARRINGTON BOROUGH COMMITMENTS	Green	61	60	40											
WARRINGTON BOROUGH COMMITMENTS	PDL	706	626	479	369	408	371	210	292	178	50	50	50	50	
TOTAL POTENTIAL COMPLETIONS		1,454	1,473	2,090	2,581	2,692	2,175	2,232	2,362	2,355	1,616	823	721	834	
(Cumulative Totals)		1,454	2,927	5,017	7,598	10,290	12,465	14,697	17,059	19,414	21,030	21,853	22,574	23,408	
RSS POLICY		1,470	1,470	1,470	1,470	1,470	1,470	1,470	1,470	1,470	1,470	1,470	1,470	1,470	
RSS POLICY (Cumulative Totals)		1,470	2,940	4,410	5,880	7,350	8,820	10,290	11,760	13,230	14,700	16,170	17,640	19,110	
MONITOR (No. above or below target)		-16	-13	607	1,718	2,940	3,645	4,407	5,299	6,184	6,330	5,683	4,934	4,298	
MANAGE (Annual requirement taking account of past / projected completions)		-1	-1	61	191	368	521	735	1,060	1,546	2,110	2,842	4,934	4,298	





Appendix 08 : Potential Net Dwelling Gain by Ward (08-17)



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Appendix 09 : Social Housing Providers in Mid-Mersey ²³

St.Helens	Units	Halton	Units	Warrington	
Helena Partnerships	12,642	Halton Housing Trust	6,154	Golden Gates Housing (ALMO)	
				Warrington HA	
Arena	1,338	Arena	708	Arena	
Riverside	1,190	Riverside	2,344	Riverside	
Liverpool HT	111	Liverpool Housing Trust (LHT)	2,387	LHT,	
William Sutton Homes	162	William Sutton Homes	445	William Sutton Homes	
Anchor	51	Anchor	36	Anchor	
Housing 21	29	Housing 21	28	Housing 21	
Cosmopolitan	41	Cosmopolitan	402		
Maritime	702	Regenda (aka Maritime)	52		
Salvation Army HA	115	CDS	710	Manchester & District Housing Association	
YMCA	44	English Churches	184	Muir Housing Group	
Servite Homes	13	Hanover	112	Dane Housing	
Beech / Adactus	11	Guinness Trust	101	St. Vincent's HA	
Accent Group	8	Places for People	70	Haigh Homes	
		Adullum	1	Manchester & District Housing Association	
		Carr-Gomm	1		

²³ Appraisal Template : Section E Q14 : 5 Year Supply Assessment





Appendix 10 : 5 Year (Housing) Supply ²⁴

Each of the partnership authorities has completed and published a formal assessment of their available housing supply against the requirement to maintain a 5 year supply of housing land, in line with National Indicator No. 159. The table below summarises the results of each assessment at the 1st April 2008 against the then emerging (now confirmed) 'new' RSS housing policy figures.

The indicator is calculated using the following formula

$$(x / y) * 100 \quad \text{where,}$$

X = (Supply) the amount of housing that can be built on deliverable sites for the 5 year period (net additional dwellings)

Y = (Policy Requirement) the planned housing provision required for the 5 year period (net additional dwellings)

A result of 100% or greater = 5 or more years supply

Five year land supply (in line with National Indicator 159 formula)		
Calculation	Progress on publication of a Strategic Housing Land Availability Assessment (SHLAAs)	Progress on publication of a Strategic Housing Market Assessment (SHMAs)

Halton

$\frac{3,860}{2,480} \times 100$ = 155.6%	Interim results with Stakeholders for consultation prior to publication for Public Consultation	October 2008	Housing Needs & Market Assessment completed 2006. SHMA likely to be commissioned with St.Helens MBC & Warrington BC circa 09/10.	n/a
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St.Helens (for 1st April 2008 – 31st March 2013)

$(3809/3106) * 100 =$ 122.63%	Interim results with Stakeholders for consultation prior to publication for Public Consultation	October 2008	Interim SHLAA published 31 st March 2008	Final SHLAA estimated Autumn 2008
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Warrington (for 1st April 2008~ 31st March 2013)

$\frac{3,386}{1,900} \times 100$ = 178.63%	In preparation – Currently consulting on the scoping report. Call for sites closed and desktop review completed	Expected completion date: Autumn 2008	Published	Completed: November 2007
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²⁴ Appraisal Template : Section E Q14 : 5 Year Supply Assessment





Appendix 11 : Planning Determinations (PS2 Returns)

	HALTON		ST.HELENS		WARRINGTON		MID-MERSEY	%
	2003-08 (5 Years)	Annual Ave	2003-08 (5 years)	Annual Ave)	2004-08 (4 years)	Annual Ave	Annual Ave	
Major Developments								
Q1. Dwellings	131	26			152	38		
	118	23	114	22	119	29	74	2%
Q2. Offices / R&D / light industry	29	5			24	6		
	32	5	21	4	22	5	14	0%
Q3. Heavy industry / storage / warehousing	42	8			27	5		
	39	7	29	5	24	5	18	0%
Q4. Retail, distribution and servicing	14	2			13	3		
	14	2	19	3	11	2	7	0%
Q5. All other major development	72	14			66	16		
	70	14	45	9	58	14	37	1%
Minor Developments								
Q6. Dwellings	187	37			268	67		
	135	27	222	44	191	47	118	3%
Q7. Offices / R&D / light industry	30	6			61	15		
	30	6	51	10	57	14	30	1%
Q8. Heavy industry / storage / warehousing	78	15			81	20		
	72	14	58	11	77	19	44	1%
Q9. Retail, distribution and servicing	33	6			147	36		
	32	6	47	9	131	32	47	1%
Q10. All other minor developments	758	151			863	215		
	727	145	947	189	782	195	529	14%
Other Developments								
Q11. Minerals	0	0			15	3		
	0	0	4	0	11	2	2	0%
Q12. Change of Use	235	47			374	93		
	202	40	355	71	306	76	187	5%
Q13. Householder Developments	2,652	530			5,445	1,361		
	2,454	490	4,038	807	4,803	1,200	2,497	65%
Q14. Advertisements	223	44			345	86		
	217	43	271	54	298	74	171	4%
Q15. Listed building consents -alter/ extend	50	10			133	33		
	45	9	49	9	110	27	45	1%
Q16. Listed buildings to demolish	6	1			8	2		
	5	1	4	0	8	2	3	0%
Q17. Conservation area consents	6	1			23	5		
	6	1	12	2	18	4	7	0%
Totals etc.	4,546	909	6,286	1,257	8,046	2,011	3,851	100%





Appendix 12 : Halton 'Visions' 2010~2025

PROGRAMME	Description	2010	2015	2020	2025
Port of Weston	70,000 SqFt Warehousing; 200+ Jobs				
	Dock modified to take larger vessels				
3MG	(Phase 1) 2 million SqFt rail access warehousing 2,000+ jobs				
	£18.5m to access Halton Fields				
	£6m Eastern Bypass				
Daresbury SIC	2 additional 'grow on' buildings				
	Junction improvements A56 / Daresbury Expressway. [£3m HBC]				
	Masterplan				
	Daresbury Park Business Village Phs2				
	Linkages between business & academy				
Daresbury Park Rail Station	Provision of new rail station. Will need multi-agency involvement.				
Widnes Waterfront EDZ	250,000 SqFt new business floorspace				
	Boulevard completed				
	Croda / Bayer sites redev.t started				
	The Hive Leisure Development open				
	EDZ completed (circa 2,700 jobs)				
The Heath Business Park	New Business Units (Phase 1)				
	New Business Centre				
	New Business units (Later phases)				
North Widnes Business Park	Possible new business park depending on planning (Core Strategy / LDF)				
Astmoor Industrial Estate regeneration	Regeneration of industrial estate following Mersey Gateway works				
Mersey Gateway Bridge	New PFI Funded road crossing of River Mersey				
	De-Linking of Silver Jubilee Bridge & conversion to 'local' traffic route				
Halton (Rail) Curve	Conversion to passenger services allowing Liverpool / Chester route with new station				
Junction 11A (M56)	New motorway junction serving east Runcorn & relieving congestion				
Runcorn Station Multi-storey Car Park	New multi-storey increasing parking provision at Runcorn main line station				
Castlefields	1400 flats demolished or regenerated				
	Lakeside housing development				
	Canalside housing development				
	Village Square completed				
	'Tolerated' gypsy encampment replaced				
Sandymoor	Sandymoor Local Centre				
	Sandymoor South (Phase 1)				
	Sandymoor South (remaining phases)				
Growth Point	Growth Point associated housing development				
Upton Rocks	Upton Rocks housing development				
	Cronton Lane distributor link				
	New Local Centre				





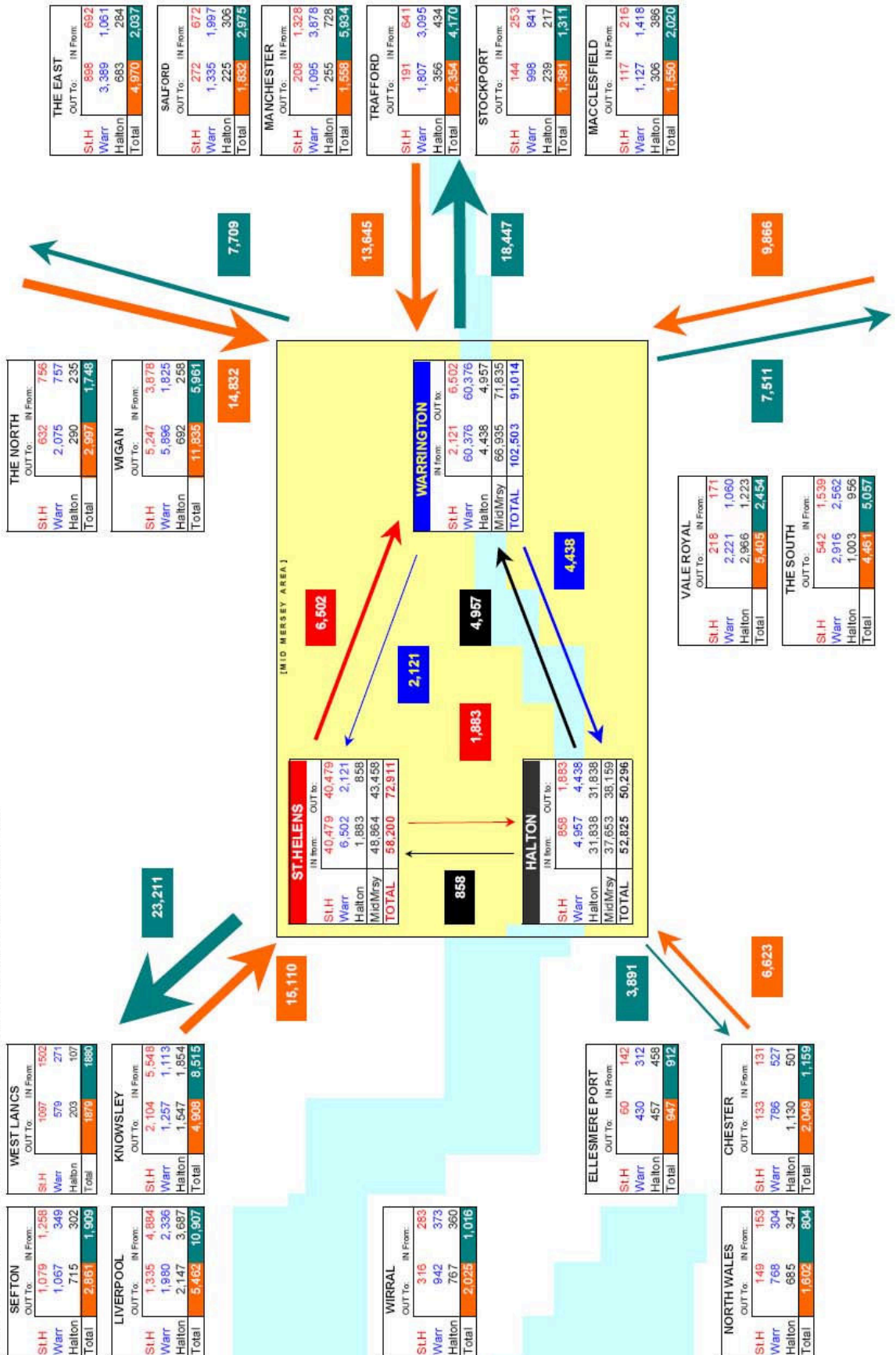
PROGRAMME	Description	2010	2015	2020	2025
	School Site (under review)				
Windmill Hill	Masterplanning exercise				
	Regeneration works with EP / RSL's				
West Bank	Masterplanning exercise				
	Regeneration works with DCLG etc				
Canal Quarter	Phs1 including housing & public realm				
	Remaining phases				
Windmill Centre	Partial demolition & extension to shopping centre				
Halton Lea	100,000 SqFt extension and refurbishment of shopping centre				
New College (Widnes)	Replacement college campus (Widnes)				
Wharford Farm	New Academy (if successful through Building Schools for the Future)				
	Residential Development				
Municipal Golf Course reopened	Golf course re-opened following further major remediation works.				
Bridgewater Canal Extension (Runcorn Locks)	Reinstatement of Runcorn Locks reconnecting Bridgewater Canal to Ship Canal / 2 nd Cheshire ring				
Runcorn Hill Park	Green Flag status secured [£900K]				
Runcorn Town Hall Park	Green Flag status secured [£500K HBC]				
Wigg Island Masterplan	Masterplan to guide redevelopment of hazardous waste landfill site with linkages from Wigg Island Park to Moore Nature Reserve				
Regional Average	Employment; Skills; Business start ups; at least on par with NW Regional average				
National Average	Employment; Skills; Business start ups; at least on par with NW Regional average				



Appendix 13 : Travel to Work- All Modes (2001 Census)

TRAVEL TO WORK FLOWS : 2001 CENSUS OF POPULATION (All Modes)

(HALTON, ST.HELENS AND WARRINGTON TOTALS INCLUDE 'WORKS MAINLY FROM HOME')

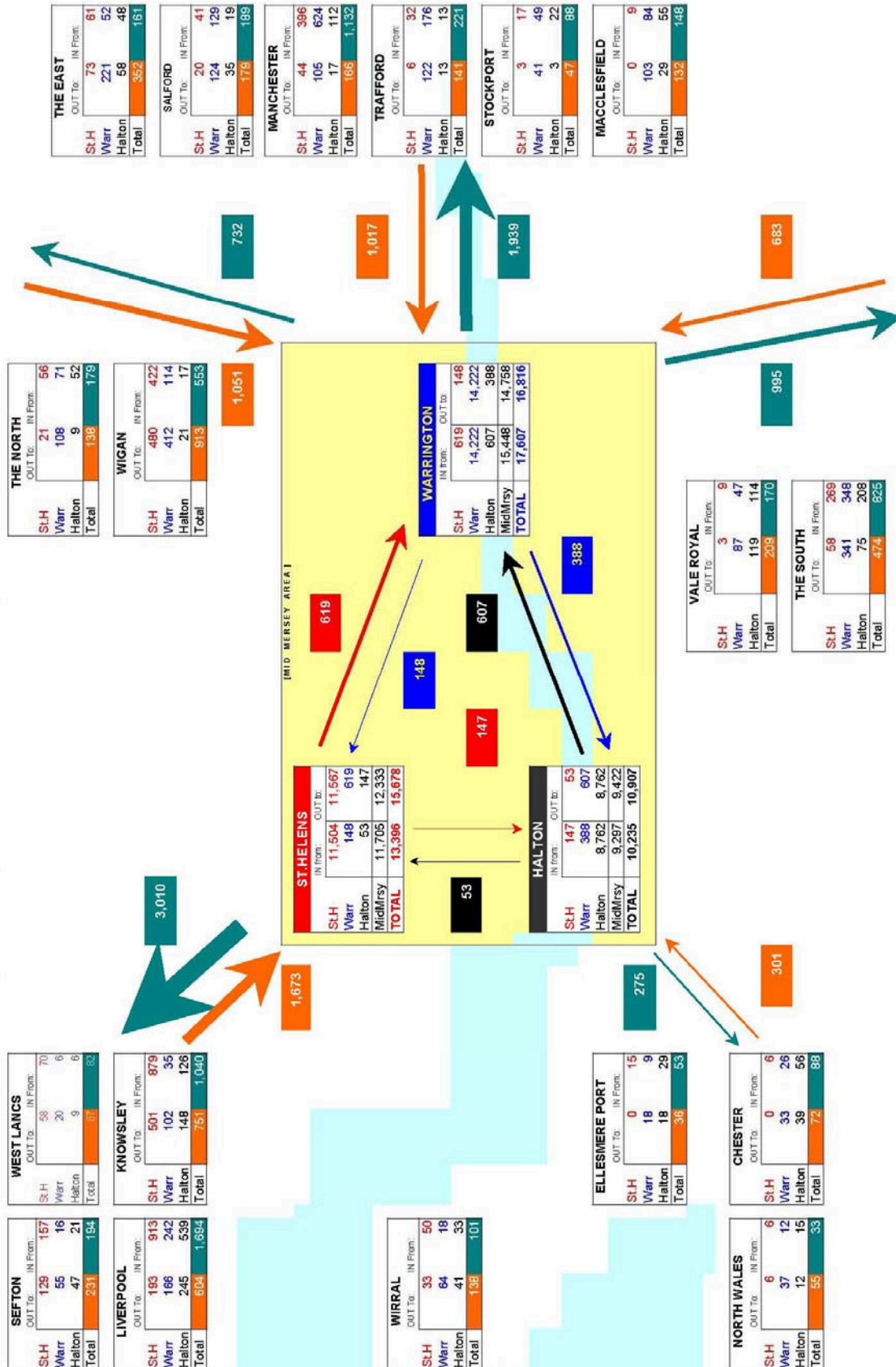




Appendix 14: Travel To Work : Non-Car Modes

TRAVEL TO WORK FLOWS : 2001 CENSUS OF POPULATION (Non-Car Modes)

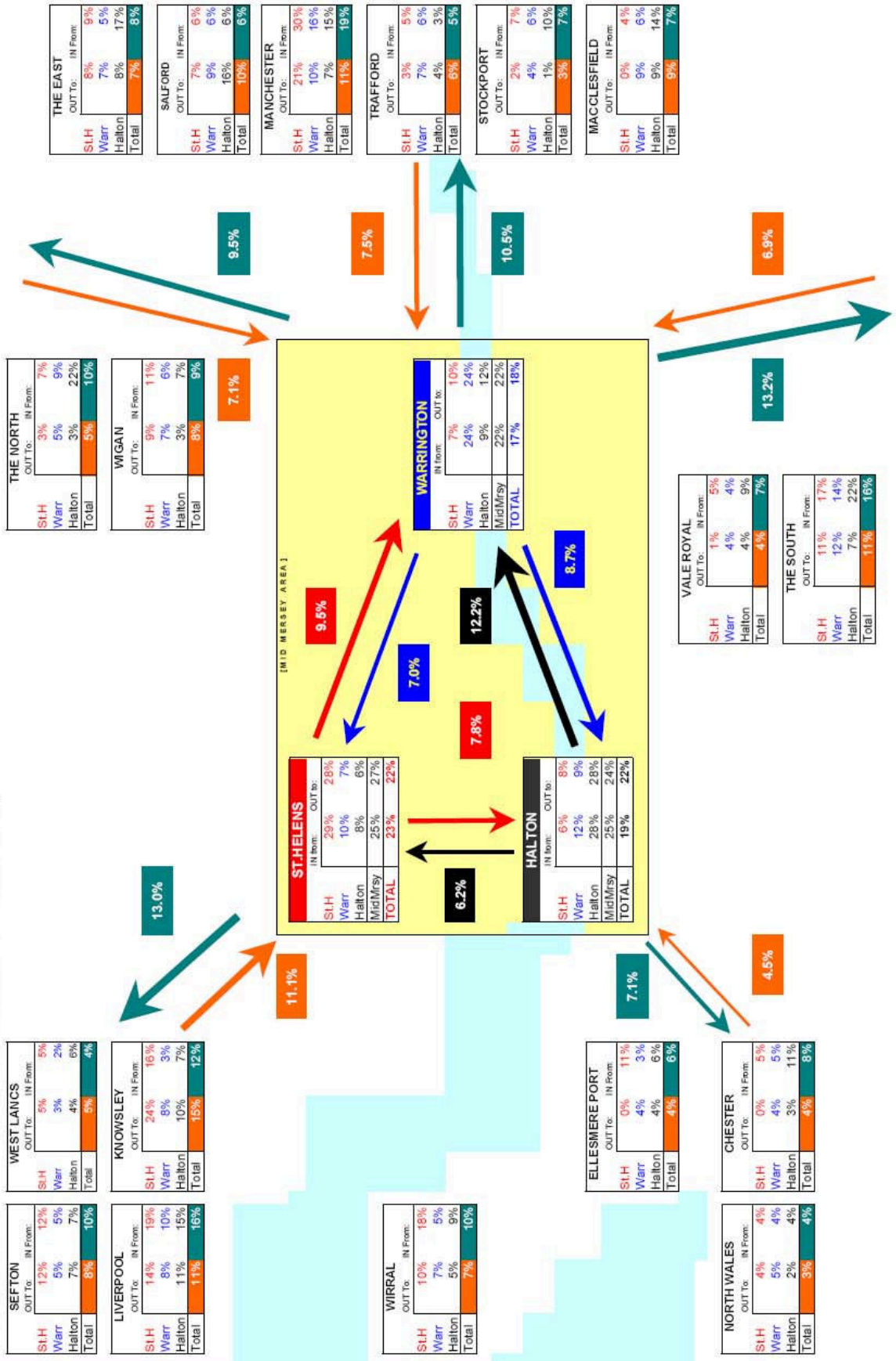
(NON-CAR TRAVEL MEANS TRAVEL OTHER THAN BY AS DRIVER, AS PASSENGER, PART OF CAR SHARE SCHEME OR BY TAXI)



Appendix 15 : Travel To Work : Non-Car Modes (%)

TRAVEL TO WORK FLOWS : 2001 CENSUS OF POPULATION (Non-Car Modes as Percentage of All Modes)

(HALTON, ST.HELENS AND WARRINGTON TOTALS EXCLUDE 'WORKS MAINLY FROM HOME')

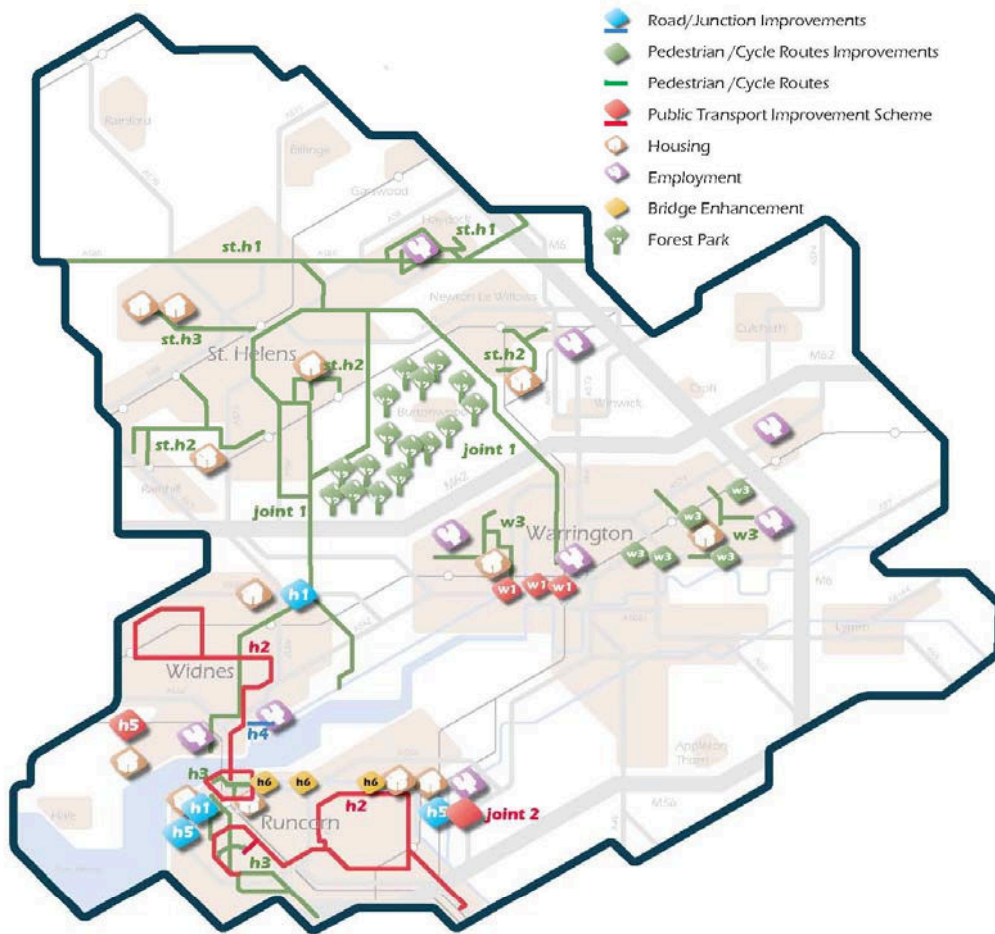




Appendix 16 : Mid-Mersey Community Infrastructure Fund Bid (Submitted 15th September)



MID-MERSEY GROWTH POINT COMMUNITY INFRASTRUCTURE FUND 2 EXPRESSION OF INTEREST BROAD LOCATION OF SCHEMES



JOINT BIDS			ESTIMATE	CIF	MATCH	2009/10	2010/11
Halton & Warrington	Rail based park and ride feasibility at Daresbury	Feasibility with Warrington BC of New Station (GRIP4) at Daresbury, and assessment of potential for use of site for Park and Ride, serving local towns (particularly Warrington) and M56 (Chester/Manchester) corridor. Once implemented, this would provide sustainable links to new housing, employment & education in the Daresbury area.	80,000	40,000	40,000	40,000	40,000
Halton, St Helens & Warrington	St Helens to Runcorn cycle route ex mineral line links to Trans Pennine route	Feasibility with Halton Council Stage 1 works	70,000 250,000	35,000 250,000	35,000	70,000	250,000
	St Helens to Warrington via Sankey Valley cycle links with Trans Pennine route linking Warrington to Halton	Feasibility with Warrington Council Stage 1 works	70,000 250,000	35,000 250,000	35,000	70,000	250,000
TOTAL			£720,000	£610,000	£110,000	£180,000	£540,000

SINGLE AUTHORITY BIDS - HALTON							
PRIORITY	SCHEME	COMMENT	ESTIMATE	CIF	MATCH	2009/10	2010/11
Halton 1	Runcorn Docks and North Widnes Access Improvements	Delivers capacity and sustainable transport improvements to nearby junctions to allow early delivery of housing at North Widnes and Runcorn Docks sites	1,350,000	1,282,500	67,500	135,000	1,215,000
Halton 2	Mersey Gateway sustainable transport strategy early implementation of Halton Transit Network	• Halton Transit Network HTN 1 (Integrated bus based rapid transit scheme) – bus infrastructure improvements on routes connecting housing sites, Runcorn	1,730,000	430,000	1,300,000 (bus co + dev)	1,465,000	265,000
		• Halton Transit Network HTN 2 Integrated bus based rapid transit scheme) – bus infrastructure improvements on routes connecting housing sites, Runcorn Old Town to Hough Green Station via Widnes & Old Town Circular	830,000	580,000	250,000 (LTP, 150k corridors, 100k bus station imps)	415,000	415,000
Halton 3	Mersey Gateway sustainable transport strategy early implementation Core Cycle Network	• Core cycle network improvement for west Runcorn linking key housing delivery sites at Runcorn Docks and Old Town to employment, education and amenities & lockers at various sites in HTN 1&2	150,000	150,000	-	75,000	75,000
Halton 4	Widnes Waterfront Access Road	New road to open up housing development in Widnes Waterfront – also provides sustainable transport "ring"	2,129,000	1,329,000	800,000 (dev)	1,129,000	1,000,000

SINGLE AUTHORITY BIDS - HALTON							
PRIORITY	SCHEME	COMMENT	ESTIMATE	CIF	MATCH	2009/10	2010/11
Halton 5	Future Phase Access and Interchange Feasibility Studies	• Highway Access into and within site at Wharford Farm/Delph La Daresbury supporting housing growth and employment • Ditton Station reopening supporting housing growth and employment at West Bank/Ditton • Runcorn Docks southern access enabling later phases of housing development	240,000	120,000	120,000	120,000	120,000
Halton 6	3 bridges enhancement project	Improvements to bridges at Canal Quarter, Astmoor and Lakeside connecting housing & employment sites (all), unlocking additional dwellings (Lakeside) and ensuring DDA compliance (Canal Quarter and Astmoor)	568,417	528,417	40,000	308,819	259,598
TOTAL			66,997,498	64,419,926	62,677,500	63,647,898	63,349,598

SINGLE AUTHORITY BIDS – ST HELENS							
PRIORITY	SCHEME	COMMENT	ESTIMATE	CIF	MATCH	2009/10	2010/11
St Helens 1	A580 cycle track incl. Junction amendments	Stage 1 works Windle to Pewfall	781,888	631,888	150,000	781,888	
	East/west cross borough Wigan to Knowsley, links to Sankey route, industry/housing	Stage 2 works Pewfall to Wigan Boundary	968,112	818,112	150,000		968,112
St Helens 2	Moss Nook Urban Village to St Helens Junction station cycle track	Proposed urban village	60,000	60,000		60,000	
	Vulcan Urban Village to Earlestown Station with links to Sankey Valley route cycle track	Proposed urban village	20,000	20,000			20,000
	Vulcan Urban Village to Newton le Willows station cycle track	Proposed urban village	10,000	10,000		10,000	
	Lea Green Urban Village to Lea Green station cycle track	Proposed urban village	140,000	140,000			140,000
	Lea Green Urban Village to Rainhill and Whiston Hospital cycle track	Proposed urban village	30,000	30,000			30,000
St Helens 3	Eccleston Triple X to town centre cycle track	Housing development	25,000	25,000		25,000	
	Eccleston Street to town centre cycle track. Junction capacity improvements environmental enhancements for pedestrians	Provides continuation of link from Eccleston	250,000	250,000		125,000	125,000
TOTAL			2,285,000	1,985,000	300,000	1,001,888	1,283,112





SINGLE AUTHORITY BIDS – WARRINGTON							
PRIORITY	SCHEME	COMMENT	ESTIMATE	CIF	MATCH	2009/10	2010/11
Warrington 1	Bus priority Improvements along A57 corridor. Junction improvement at 3 locations to provide bus journey time improvements between Chapelford Urban Village and Warrington Town Centre	Sankey Way/Cromwell Ave – Junction Improvement with bus priority measures.	1,150,000	950,000	200,000 developer (estimated)		1,150,000
		Sankey Way/Sankey Green Island – in bound bus priority	75,000	75,000	0	75,000	
		Parker Street/Sankey Street. Junction Improvement.	1,750,000	1,350,000	400,000 LTP bus priority & maint. allocation	750,000	1,000,000
Warrington 2	Multi-modal model testing	Infrastructure, land use and policy tests based on the multi-modal transport model for Warrington (currently in development). These will enable extensive scenario testing to develop a robust evidence base for future land use planning decisions, guiding the sustainable development of the borough. the work will involve assessment of a range infrastructure interventions and land use allocations to deliver regeneration. Testing will include, park and ride and bus priority schemes, increase freight movement on Manchester ship canal, demand management measures on local and strategic networks	300,000	150,000	150,000 LTP IT block contribution	150,000	150,000

SINGLE AUTHORITY BIDS – WARRINGTON							
PRIORITY	SCHEME	COMMENT	ESTIMATE	CIF	MATCH	2009/10	2010/11
Warrington 3	Pedestrian and Cycle Accessibility to Growth Points	Bruche - Lighting, widening (part) and signage of cycle/ped route through Woolston Park	253,000	253,000	0	153,000	100,000
		Bruche - Feasibility study into accessibility issues across rail line at Padgate station.	70,000	35,000	35,000 LTP Access & maint. Allocations	70,000	0
		Bruche - Local Junction improvement to improve Cycle/Pedestrian accessibility: • Manchester Rd/Padgate Lane • Manchester Rd/Kingsway • Manchester Rd/Holes Lane	600,000	550,000	50,000 LTP Traffic signal	250,000	250,000
		Bruche - New Footway on Blackbrook Ave and crossings of Birchwood Way	300,000	275,000	25,000 LTP SRTS	100,000	200,000
		Bruche - Upgrade old road bridge crossing of railway at Sage Close/Kingsland Grange and link to Birchwood Station	250,000	100,000	150,000 EP (estimated)	175,000	175,000
		Bruche - Upgrade Old Manchester Road footway and resolve footway parking issues	50,000	50,000	0	0	50,000
		Chapelford - Pedestrian/cycleway improvements, links to High Schools and business parks	350,000	300,000	50,000 LTP Access allocations	150,000	200,000
		Chapelford - Whittle Brook greenway widening and lighting	200,000	200,000	0	100,000	100,000
TOTAL			5,348,000	4,288,000	1,060,000	1,973,000	3,375,000

	ESTIMATE	CIF	MATCH	2009/10	2010/11
Grand Total for Growth Point	15,350,426	11,302,926	4,047,500	6,802,716	8,547,710



