



**Environment and Urban Renewal Policy
and Performance Board**

**Wednesday, 11 September 2013 6.30 p.m.
Civic Suite, Town Hall, Runcorn**

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

Chief Executive

BOARD MEMBERSHIP

Councillor John Gerrard (Chairman)	Labour
Councillor Keith Morley (Vice-Chairman)	Labour
Councillor John Bradshaw	Conservative
Councillor Frank Fraser	Labour
Councillor Pauline Hignett	Labour
Councillor Andrew MacManus	Labour
Councillor Tom McInerney	Labour
Councillor Pauline Sinnott	Labour
Councillor Dave Thompson	Labour
Councillor Bill Woolfall	Labour
Councillor Geoff Zygadlo	Labour

*Please contact Gill Ferguson on 0151 511 8059 or e-mail gill.ferguson@halton.gov.uk for further information.
The next meeting of the Board is on Wednesday, 20 November 2013*

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

Part I

Item No.	Page No.
1. MINUTES	
2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
3. PUBLIC QUESTION TIME	1 - 3
4. EXECUTIVE BOARD MINUTES	4 - 24
5. SSP MINUTES	25 - 30
6. PERFORMANCE MONITORING	
(A) PERFORMANCE MANAGEMENT REPORTS FOR QUARTER 1 OF 2013/14	31 - 58
7. DEVELOPMENT OF POLICY ISSUES	
(A) PETITION REQUESTING THE INTRODUCTION OF BOLLARDS AND WAITING RESTRICTIONS TO PREVENT PARKING ON PART OF CRONTON LANE, WIDNES	59 - 63
(B) FIXED PENALTY NOTICES	64 - 68
(C) OBJECTIONS TO PROPOSED 20MPH SPEED LIMITS,	69 - 74
(D) PARTIAL GREEN BELT REVIEW - NORTH WIDNES AND HALE GREEN STUDY	75 - 111
(E) USE OF SECTION 215 NOTICES UNDER THE TOWN AND COUNTRY PLANNING ACT 1990	112 - 116

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: Environment and Urban Renewal Policy & Performance Board

DATE: 11th September 2013

REPORTING OFFICER: Strategic Director, Policy and Resources

SUBJECT: Public Question Time

WARD(s): Borough-wide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDED: That any questions received be dealt with.

3.0 SUPPORTING INFORMATION

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

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

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

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

4.0 POLICY IMPLICATIONS

None.

5.0 OTHER IMPLICATIONS

None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 **Children and Young People in Halton** - none.

6.2 **Employment, Learning and Skills in Halton** - none.

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

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

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 11th September 2013

REPORTING OFFICER: Chief Executive

SUBJECT: Executive Board Minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

- 3.1 None.

4.0 OTHER IMPLICATIONS

- 4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

APPENDIX 1

Extract of Executive Board Minutes Relevant to the Environment and Urban Renewal Policy and Performance Board

EXECUTIVE BOARD MEETING HELD ON 23rd May 2013

EXB8 RELEASE OF RESTRICTIVE COVENANT ON PART OF BRENTFIELD ST MARIE'S - KEY DECISION

The Board considered a report of the Chief Executive, on the release of the restrictive covenant on part of Brentfield St Marie's, Heath Road, Widnes.

The Board was advised that the Council had been approached with a proposition to develop part of the land at St Marie's club for social housing and to secure the future use of playing pitches. Plans attached at Appendix 1 to the report showed the frontage of land which was proposed for sale to HHT for social housing, subject to planning permission, and the two playing pitches which would be transferred to the Wids. It was noted that the removal of the restrictive covenant would apply to the frontage land only. Appendix 2 showed land edged red, where a new restrictive covenant would be applied which would restrict the use of land for playing pitches and leisure uses.

It was further noted that the proposal supported the Borough's Housing and Leisure objectives and was in line with the Unitary Development Plan and upcoming Core Strategy.

Reason(s) for Decision

To ensure a sustainable use of playing pitches and provide new social housing.

Alternative Options Considered and Rejected

The 'do nothing' option had been considered but this would impact on the long-term viability of the rugby pitches.

Implementation Date

Once approval had been agreed, the recommendations would be implemented immediately.

RESOLVED: That the Board approve the variation to

Chief Executive

the restrictive covenant on Brentfield St Marie's, subject to the following conditions:

- 1) the release of the covenant shall apply only to the frontage land formerly used as clubhouse, car park, etc and identified on the plan at Appendix 1. The Operational Director, Legal and Democratic Services to ensure that the release is only implemented when the following conditions have been satisfied;
- 2) the land released from the covenant shall be used for the development of social housing only;
- 3) the restrictive covenant shall continue for the remaining two rugby pitches at Brentfield; and
- 4) a new restrictive covenant in favour of the Council shall be applied to the land shown at Appendix 2 at Prescott Road playing fields for the land to be used for playing pitches and leisure only.

PHYSICAL ENVIRONMENT PORTFOLIO

EXB10 DARESBURY RGF PROJECT - WAIVER OF STANDING ORDERS

The Board considered a report of the Strategic Director, Children and Enterprise, on the waiver of Standing Orders in respect of the Daresbury Regional Growth Fund (RGF) Project.

The Board was advised that there was an urgent need to secure the power element of the RGF programme at Daresbury. This required Halton Borough Council entering into a contract with Scottish Power within the necessary timescales. Details of the process and critical timeframe were given in the report for Members' information.

RESOLVED; That the Board note that a waiver of Standing Orders under SO1.8.1 "Emergency Waiver via the Chief Executive" was obtained to allow the Council to contract for the electricity connection for Daresbury Laboratory with Scottish Power Power Systems Ltd in the sum of £3.93m. This allowed the Council to contract within

the necessary timescales for Regional Growth Funding.

EXB11 STATEMENT OF COMMUNITY INVOLVEMENT LOCAL PLAN DOCUMENT

The Board considered a report of the Strategic Director, Policy and Resources, which sought approval to publish the draft Statement of Community Involvement (SCI) Local Plan Document for public consultation.

The Board was advised that the SCI set out the way the Council would involve the local community, stakeholders and statutory bodies in the preparation and revision of Local Plans. The SCI described the Council's procedures and arrangements for involving the community when considering planning applications and major proposals for development. It was noted that the procedures contained within an adopted SCI must be followed for consultation on all Local Plan documents and all planning applications in Halton.

It was reported that the Council's first SCI was adopted in 2007. An updated version had been prepared to include a number of legislative changes in the way planning documents were prepared. In addition, technological advances had seen the emergence of online and electronic communication as the preferred media for many individuals and organisations. A copy of the draft consultation document was attached at Appendix A. The period of consultation would be four weeks.

RESOLVED: That

- 1) the consultation draft Statement of Community Involvement, attached at Appendix A, be approved for the purposes of public consultation for a four week period; and
- 2) any minor drafting amendments which may be made to the draft Statement of Community Involvement prior to public consultation, be delegated to the Operational Director, Policy, Planning and Transportation, in consultation with the Physical Environment Executive Board Member.

Strategic Director
- Policy &
Resources

EXB12 SHARED SERVICES: HISTORIC ENVIRONMENT SERVICE LEVEL AGREEMENT 2013-2018 AND SERVICE LEVEL AGREEMENT FOR MERSEYSIDE ENVIRONMENTAL ADVISORY SERVICE 2013-2018

The Board considered a report of the Strategic Director, Policy and Resources, on shared service agreements.

The Board was advised that the Council's Planning Service utilised shared services for the provision of 'rare expert' advice in relation to ecological and heritage conservation matters. The shared service contracts with Sefton Borough Council and Cheshire West and Chester Councils respectively, were due for renewal. The report provided details of the Service Level Agreements (SLA's) provided for the Historic Environment Service and the Merseyside Environmental Advisory Service.

The Board noted that a renewal of the existing SLA's would ensure that the Council was able to comply with statutory duties and with the National Planning Policy Framework (2012).

RESOLVED: That

- 1) the Service Level Agreement between Halton Borough Council and Cheshire West and Chester Council for the provision of historic environment services through the Archaeology Planning Advisory Service be renewed for a period of five years from 1st April 2013, to 31st March 2018 for an annual sum of £14,693.74. The Operational Director - Policy, Planning and Transportation be delegated the power to agree the sum payable annually under the contract within the limits of the existing budgetary provision;
- 2) the Service Level Agreement between Halton Borough Council and the Merseyside Environmental Advisory Service for the provision of environmental technical advice in connection with planning matters be renewed for a period of five years from 1st April 2013, to 31st March 2018 for an annual sum of £14,660. The Operational Director - Policy, Planning and Transportation be delegated the power to agree the sum payable

Strategic Director
- Policy &
Resources

annually under the contract within the limits of the existing budgetary provision; and

- 3) use of Procurement Standing Orders 1.8.4 (e) and (f) to waive Procurement Standing Order 4.1 for contracts up to but not exceeding £173,934 in value to allow the Archaeology Planning Advisory Service and the Merseyside Environmental Advisory Service to supply services as outlined in paragraph 1.2 be approved.

EXB13 JOINT MERSEYSIDE AND HALTON JOINT WASTE LOCAL PLAN - ADOPTION OF PLAN - KEY DECISION

The Board considered a report of the Strategic Director, Policy and Resources on the adoption of the Joint Merseyside and Halton Joint Waste Local Plan.

The Board was advised that Government planning policy required Local Plans to address sustainable waste management. Local Authorities were required to put in place a Local Plan which provided a policy framework and land allocations for new waste management infrastructure to meet the identified needs of each Council.

Following full Council resolution, Halton entered into a joint arrangement with the five Merseyside District Authorities to prepare the Joint Merseyside and Halton Waste Local Plan (WLP). The Board was advised that the WLP was primarily focused on providing new capacity and new sites for waste management uses and for the delivery of a robust policy framework to control waste development.

It was noted that the WLP principally contained:

- a Vision statement to guide future waste management decisions over the next 15 years;
- strategic objectives and a Spatial Strategy to guide delivery of the Vision;
- controlling and enabling Development Management Policies designed to provide certainty in planning decisions;
- site allocations for both local and sub-regional sites which were broadly distributed across all six Council areas; and
- an Implementation and Monitoring Framework.

Reason(s) for Decision

Government Policy (PPS 10) required that waste must be dealt with in a sustainable way. The Council was producing a Joint Waste Local Plan for the Merseyside sub-region. Drafting of the Plan had reached the stage where the policy framework contained in the Waste Local Plan needed to be subject to public scrutiny.

Alternative Options Considered and Rejected

The Waste Local Plan had been prepared through a multi stage process. Previous public consultation stages had been completed and were detailed in section 5.2 of the report.

These reports documented the evolution of the Plan and the options for policies and sites that had been considered and rejected. The results of the public consultation, engagement with stakeholders, industry and the Local Authorities and detailed technical assessments, had all been used to inform preparation of the Local Plan. The Preferred Options stage reports set out the alternative options considered.

Implementation Date

The Joint Merseyside Waste Local Plan was scheduled to be adopted by all six partner Districts in the Summer of 2013.

RESOLVED: That Council be recommended to

- 1) note the results of public consultation on the proposed modifications to the Merseyside and Halton Joint Waste Local Plan that was undertaken between November 2012 and January 2013 (Appendix 1);
- 2) welcome the report from the Planning Inspector which concluded that, subject to the proposed modifications, the Plan “meets the criteria for soundness in the National Planning Policy Framework” and “provides an appropriate basis for waste planning for Merseyside and Halton over the next 15 years” (Appendix 2);
- 3) agree that the Waste Local Plan (Appendix 3) be adopted as part of the statutory development plan by each of the districts on a single date which

Strategic Director
- Policy &
Resources

shall be one working day after the final (sixth) Full Council resolution has been received;

- 4) note that several of the adopted Unitary Development Plan saved policies (listed in paragraph 4.11, Table 2 of the report) will be replaced by Waste Local Plan policies including the site allocations; and
- 5) grant delegated authority to the Operational Director, Policy, Planning and Transportation, in consultation with the Physical Environment Portfolio Holder to make minor typographical changes to the Waste Local Plan, prior to its final publication.

EXB14 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972
AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION)
ACT 1985

The Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following item of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and
- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

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

and paragraph 3 of Schedule 12A of the Local Government Act 1972.

PHYSICAL ENVIRONMENT PORTFOLIO

EXB15 FORMER CROSSVILLE DEPOT, RUNCORN AND LAND AT EARLE ROAD, WIDNES WATERFRONT, REGENERATION

The Board considered a report of the Chief Executive, on the development of the former Crossville depot, Runcorn and land at Earle Road, Widnes Waterfront.

The report advised Members on the progress that had been made to bring about the development of the sites. It also asked the Board to note the commercial changes to the terms of the respective development agreements.

RESOLVED: That Council be recommended to note the changes made under powers of delegation as detailed in the report.

Chief Executive

EXECUTIVE BOARD MEETING HELD ON 27TH JUNE 2013

NEIGHBOURHOOD LEISURE AND SPORT PORTFOLIO

EXB30 HALTON HOUSING STRATEGY 2013-18 - KEY DECISION

The Board considered a report of the Strategic Director, Communities, which presented a finalised version of Halton's Housing Strategy 2013/18 for adoption.

The Board was reminded that, at its meeting on 24 January 2013, it had considered a report which set out the principal elements of the draft Housing Strategy 2013/18 and approved the documents for consultation purposes.

Formal consultation, which ended on 22 March 2013, sought the views of partners, stakeholders and residents. It was reported that in the main, the comments received did not raise new issues, but sought to expand and add emphasis to existing information already in the evidence paper, in particular, around Welfare Reforms. Where possible, the text had been amended to accommodate these comments but the Strategy itself remained largely unchanged.

Reason(s) for Decision

Under Part 7 of the Local Government Act 2003, local authorities were expected to produce a Housing Strategy which gave an overview of housing in their district and set out priorities for action.

Alternative Options Considered and Rejected

Not applicable.

Implementation Date

2013/14 to 2017/18.

RESOLVED: That Council be recommended to approve the revised Housing Strategy, attached at Appendix A and supporting evidence document attached at Appendix B.

Strategic Director
- Communities

TRANSPORTATION PORTFOLIO

**EXB32 HIGHWAY IMPROVEMENTS AT A 558 DARESBU
EXPRESSWAY UNDER THE DEPARTMENT FOR TRANSPORT'S
LOCAL PINCH POINT PROGRAMME**

The Board considered a report of the Strategic Director, Policy and Resources, which advised Members of the award of grant funding through the Department for Transport's (DfT) Local Pinch Point Programme (LPPP).

The Board was advised that the LPPP was aimed at removing bottlenecks on local highway networks and improving access to development sites to support growth and create additional jobs and housing. In February 2013, the Council submitted a bid for funding from the DfT from a total fund of £170m. Halton's bid, which was successfully fast tracked, comprised a package of schemes designed to increase traffic capacity at three existing junctions on the A533 Daresbury Expressway. This would increase traffic capacity at key highway access points to the Daresbury (SciTech) Enterprise Zone and east Runcorn strategic housing development sites.

The report provided information on the funding contribution, subject to the Council agreeing to a number of conditions. The basis of the bid was that all works would be undertaken within the existing Highway boundaries and

delivered by March 2015.

It was noted that the Council's framework consultants, Mott MacDonald Ltd, had worked closely on the preparation of the LPPP bid. However, their Engineering Consultancy Framework Contract expired in April 2013, prior to confirmation of the DfT's scheme approval. Members were advised that it was proposed to waive Procurement Standing Order 4.1 (Competition Requirements) for reasons of urgency and for this scheme only, to enable the preparatory surveys, scheme design and project management services to proceed for this LPPP scheme with Mott MacDonald Ltd.

RESOLVED: That

- 1) the award of £1.675m grant funding for the Daresbury Enterprise Zone/East Runcorn Housing Access Improvement Scheme under the DfT's Local Pinch Point Programme be noted;
- 2) Council be recommended to approve the inclusion of the LPPP scheme into the Council's Capital Programme at a total estimated cost of £2.394m to be phased over 2013/14 and 2014/15; and
- 3) in accordance with Procurement Standing Order 1.8.4, Procurement Standing Order 4.1 (Competition Requirements) be waived, and design and scheme preparation services be procured from Mott MacDonald Ltd for reasons of urgency as set out in the report.

Strategic Director
- Policy &
Resources

EXECUTIVE BOARD MEETING HELD ON 11TH JULY 2013

LEADER'S PORTFOLIO

EXB36 LIVERPOOL CITY REGION - COMBINED AUTHORITY IN PRINCIPLE AGREEMENT TO EXPLORE

The Board considered a report of the Chief Executive which outlined proposals to create a Combined Authority for the Liverpool City Region (LCR).

The Board was advised that in the recent Spending

Review, the Government announced the creation of a £2 billion Single Local Growth Fund to be operational from April 2015. This was a response to the recommendations outlined within the Heseltine Review. It was reported that access to this funding would be devolved to Local Enterprise Partnerships through a 'single pot', which would require strong governance arrangements at a sub-regional level to manage it and to access national funding.

It was reported that the LCR was in a position to take advantage of the Government's policy reform agenda, but that it would require a new model of governance to demonstrate strong financial and democratic accountability, to create a robust legal entity for the LCR and to allow long term decision making at city region level.

The Board was advised that the recommended model which Council Leaders and the Mayor of Liverpool proposed was that of a Combined Authority. This would be a sub-regional governance structure which enabled relevant local authorities to work jointly to deliver improvements in economic development, regeneration and transport across a sub-region. It was further reported that a Combined Authority would deliver greater transparency in the decision making process in the LCR, as meetings and minutes would be available to the public. In addition, it would strengthen collaboration and joint working between local authorities and allow Halton to better establish its position and interests within the LCR.

RESOLVED: That

- 1) Executive Board support in principle the agreement, by Liverpool City Region Council Leaders and the Mayor of Liverpool, to conduct a review and explore proposals to establish a Combined Authority across the Liverpool City sub-region; and
- 2) a further report be provided to the next meeting of Executive Board on the detailed proposals and the advantages and disadvantages of a Combined Authority on governance in Halton.

Chief Executive

PHYSICAL ENVIRONMENT PORTFOLIO

EXB41 LOCAL INVESTMENT FUND

The Board considered a report of the Strategic

Director, Policy and Resources, which updated Members on the Council's expression of interest (EOI) for the Local Investment Fund (LIF).

The report provided information on the limited timeframe for the Council's EOI submission to the Homes and Communities Agency (HCA), earlier in 2013. The Board was advised that the LIF was a Government vehicle for investing in land and property schemes on a recoverable basis to deliver economic growth, an economic boost and mobilising long term private finance. The LIF was designed to unlock housing and commercial development opportunities with real growth potential in Enterprise Zones.

Halton had been informed that its expression of interest submission had been shortlisted to go forward to the 'due diligence' stage. It was noted that only after this stage would any contractual obligations be entered into.

The main elements which had been identified for funding through the LIF were noted as being a new vehicle bridge over the Bridgewater Canal on Keckwick Lane, a Spine Road providing access to the expansion land identified in the Core Strategy and a new vehicle bridge at Delph Lane crossing the Bridgewater Canal.

RESOLVED: That

- 1) Council enter into negotiations with the Homes and Communities Agency and Joint Venture Partners at Daresbury, together with interested parties in the Daresbury and Sandymoor area, to examine the suitability of terms for any infrastructure loan via the Local Investment Fund; and
- 2) in the circumstances that commercially advantageous loan terms can be negotiated, the Board agree to receive a future report on LIF seeking approval to enter into contractual undertakings.

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- Policy &
Resources

ENVIRONMENTAL SUSTAINABILITY PORTFOLIO

EXB42 STRAY DOG KENNELING

The Board considered a report of the Strategic Director, Policy and Resources which sought approval for

the waiver of Procurement Standing Orders in relation to the provision of a Stray Dogs Kennelling service.

The Board was advised that the Environmental Protection Act (EPA) 1990, placed a duty on each local authority to appoint an Officer to deal with the issue of stray dogs. Since 2009, Halton, Knowsley Liverpool and St Helens Councils worked jointly as a Consortium to procure arrangements for dealing with stray dogs. A full procurement process resulted in the award of a contract for the kennelling of dogs to the RSPCA in Halewood and the collection of stray dogs out of hours to Animal Wardens Ltd. Both contracts were awarded for a three year period, which ended in April 2013.

It was reported that Liverpool City Council had agreed to run a pilot service from May 2013, with a contract subject to annual renewal. Animal Wardens Ltd had been chosen on the basis that they delivered similar schemes across the country and had worked successfully with other local authorities in the consortium previously.

It was intended that a tendering process would be conducted during 2013/14 financial year.

The report provided details of the business case for the cost of the service which included a collection service of stray dogs out of hours, kennelling and kennel rental for one year.

RESOLVED: That

- 1) in these exceptional circumstances, Procurement Standing Order 4.1 be waived in respect of Animal Wardens Ltd. This had been in consultation with the Head of Procurement; and
- 2) the Strategic Director, Policy and Resources, be authorised to enter into a contract with Animal Wardens Ltd, for the provision of a stray dog out of hours and kennelling service referred to in resolution 1). The annual charge be based on annual rental charges for kennels and charges for dogs kennelled and collected out of hours. Total charges are dependent on the number of dogs collected, but based on an average of the last three years stray dog

Strategic Director
- Policy &
Resources

figures, the total charge for Halton will be approximately £30, 830. The current budget is £33, 810.

EXB43 INCOME GENERATION - RENEWABLE HEAT INCENTIVE

The Board considered a report of the Chief Executive, which considered options on the replacement of boilers at Brookvale Leisure Centre.

The Board was advised that the three oil fired boilers at the Leisure Centre provided heating for the premises and swimming pool and the hot water system. The boilers would need replacing, potentially before the next winter period, and were operating at 65% efficiency.

A number of options had been considered, which were detailed in the report. It was noted that the Government would reward users of certain types of renewable energy by way of a renewable heat incentive, which took the form of a payment for every kilowatt of energy produced by non-fossil fuels. Option 3, the Biomass Energy Centre, which used wood pellets, would be eligible. Certain requirements to ensure accreditation would be built into the tender specification.

RESOLVED: That

- 1) Option 3 – Installation of a Biomass Boiler at Brookvale Leisure Centre, be endorsed as the most economically advantageous option for the Council;
- 2) authority be given to tender for the works; and
- 3) funding for the works be met from the Invest to Save budget.

Chief Executive

ECONOMIC DEVELOPMENT PORTFOLIO

EXB45 REGIONAL GROWTH FUND ROUND 3: THE LIVERPOOL CITY REGION BUSINESS GROWTH GRANT

The Board considered a report of the Strategic Director, Children and Enterprise, on the development of the pan-Merseyside Regional Growth Fund (RGF) Round 3.

The RGF was established by the Coalition Government to invest in business projects that created

growth and lead to rebalancing the economy. The RGF Round 3 allocation invited bids for a share of £1bn in funding. It was reported that the Liverpool City Region Local Enterprise Partnership had successfully bid for £10m, to be invested in businesses over a three year period.

The report detailed how the scheme would operate and the role of the local authority in application appraisal. For Halton, the intention would be to market the scheme to the business community as soon as possible.

RESOLVED: That the delivery of the Halton element of the Regional Growth Fund Round 3 bid, as outlined in section 3 of the report, be approved.

RESOURCES PORTFOLIO, PHYSICAL ENVIRONMENT PORTFOLIO AND ECONOMIC DEVELOPMENT PORTFOLIO

EXB48 BUSINESS RATES PROPOSAL EASTER PARK

The Board considered a report of the Strategic Director, Children and Enterprise, on the request for Business Rates Relief at Easter Park.

In April 2013, the Government introduced a business rates retention scheme, where Councils would be able to retain a proportion of their business rates revenue as well as growth on the revenue generated in their area.

The Board was advised that a request for Business Rates Relief had been received from a company at the Easter Park development, as detailed in the report. In the short term, the Council would lose revenue arising from the offer of Business Rates Relief. However, in the longer term, the Council would recoup this lost income through the potential to create a significant number of jobs and capital investment in the Borough.

The report provided details of a number of rates relief scenarios for Members' consideration.

RESOLVED: That

- 1) the proposals, outlined in the report, be approved in principle;
- 2) given the benefits to the Borough available from the economic development opportunity outlined in

Strategic Director
- Children and
Enterprise

Strategic Director
- Children and
Enterprise

the report, and subject to the required outcomes being delivered regarding capital investment and job creation, approval be given on an exceptional basis to the award of Business Rates Relief on Unit 4 for the period of two years; and

- 3) subject to the necessary planning and legal consents being in place, the Strategic Director, Policy and Resources and the Operational Director, Finance, individually, each in consultation with the Resources Portfolio holder, be authorised to determine the level of Business Rates Relief to be awarded to the company.

TRANSPORTATION PORTFOLIO

EXB49 TENDERS FOR SUPPORTED LOCAL BUS SERVICE CONTRACTS

The Board considered a report of the Strategic Director, Policy and Resources, on the tenders for Supported Local Bus Service Contracts.

The Board was reminded that at its meeting on 20 September 2012, it had deferred a number of transport tenders, pending further consideration on a proposed contribution from the schools involved.

It was reported that a detailed examination and review took place subsequently and which was detailed in the report. This review concluded that, because of the Council's statutory duties in this area, those costs could not be passed on to the schools.

The Board was asked to agree the award of tenders and contracts which had been previously outlined to them.

RESOLVED: That the Tender and Award of Contracts for services 207,223,242,244 and 284 be approved.

Strategic Director
- Policy &
Resources

EXB50 STREET LIGHTING ENERGY PROCUREMENT

The Board considered a report of the Strategic Director, Policy and Resources, on the second extension to the Council's un-metered electricity supply contract for street lighting.

The Board was advised that since October 2001, the Council's un-metered electricity had been procured through an energy procurement specialist to the public sector, Utilities Procurement Group (UPG). It was noted that UPG used their knowledge of the market to determine the best time to seek tenders as the energy market was very volatile and often affected by worldwide events.

The current supplier had been Haven Power, whose contract included an Option to Extend (OTE) for up to two years which had been taken up. Details of the new rate from 1 April 2014, were contained in the report.

Members were advised that often, energy contracts needed to be accepted within a very short timescale, due to rapid changes in the prices on offer and the possibility of offers being withdrawn at short notice. For this reason, it was necessary on this occasion to waive Standing Orders to enable the offer to be accepted. It was noted that this action had been taken in consultation with the Council's Finance and Internal Audit Sections, who had supported the Operational Director's acceptance of it.

RESOLVED: That

- 1) **the second option to extend the supply contract for un-metered electricity for a further year with Haven Power be endorsed;**
- 2) **the Board endorse the waiving of Procurement Standing Orders 2.2 to 2.11 for the purchase of un-metered electricity;**
- 3) **it be recorded that the expenditure was anticipated to be in excess of £1.0M per annum;**
- 4) **Utilities Procurement Group (UPG) continue to be used to manage Halton's street lighting energy provision; and**
- 5) **future decisions of this nature be delegated to the Operational Director, Policy, Planning and Transportation, in consultation with the Portfolio holders for Transportation and Resources, and the Operational Director, Finance, including the waiver of**

Strategic Director
- Policy &
Resources

Procurement Standing Orders as outlined in the report, to ensure that the Council got the best available deal at the time.

EXB51 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972 AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

The Board considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Board during consideration of the following item of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and
- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

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

RESOURCES PORTFOLIO AND PHYSICAL ENVIRONMENT PORTFOLIO

EXB52 LAND DISPOSAL FOR EMPLOYMENT LAND AT JOHNSON'S LANE

The Board considered a report of the Strategic

Director, Children and Enterprise, on the development of the Johnson's Lane site at Widnes Waterfront.

The Board was advised that the Council owned approximately twenty acres of land at Johnson's Lane which had not been developed and did not have the benefit of access or service infrastructure. The Council had been approached with a proposal to develop the site, as detailed in the report.

RESOLVED: That the Board

- 1) approves the sale of approximately 6.7 acres of land to Ballast Phoenix Ltd (BPL) for circa £1M gross, subject to Planning Permission, and subject to contract;
- 2) authorises the Operational Director for Economy, Enterprise and Property, in consultation with the Leader and Portfolio Holders for Resources and Physical Environment, to agree the final net price, making reasonable deductions for site establishment costs; and
- 3) authorises the Operational Director for Economy, Enterprise and Property to arrange for all required documentation to be completed to the satisfaction of the Operational Director, Legal and Democratic Services.

Strategic Director
- Children and
Enterprise

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 11th September 2013

REPORTING OFFICER: Chief Executive

SUBJECT: Specialist Strategic Partnership minutes

WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

1.1 The Minutes relating to the relevant Portfolio which have been considered by the Environment and Urban Renewal Specialist Strategic Partnership are attached at Appendix 1 for information.

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

3.1 None.

4.0 OTHER IMPLICATIONS

4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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



Halton Strategic **PARTNERSHIP**

Environment and Regeneration Specialist Strategic Partnership

(E&R SSP) Meeting Minutes


Marketing Suite, Municipal Building, Widnes

7th May 2013

Present:

Cllr John Gerrard (JG)	Halton Borough Council (Chair)
Mick Noone (MN)	Halton Borough Council (Highways and Transport)
Hayley Dooley (HD)	Job Centre Plus
Wesley Rourke (WR)	Halton Borough Council (Economy, Enterprise & Property)
Allison Kirk (AK)	Norton Priory Museum
Jim Yates (JY)	Halton Borough Council (Chief Executives)
Tracey Rimmer (TR)	Environment Agency
Becky Taylor (BT)	Halton Borough Council (Transport Policy)
Debbie Houghton (DH)	Halton Borough Council (Policy Officer)
Ian Boyd (IB)	Halton Borough Council (Logistics)
Jenni Carr (JC)	Halton Borough Council (Town Team)
Shèlah Semoff (SS)	Halton Borough Council (Partnership Officer)

		<u>Actions</u>
1	Apologies A Sharp, C Sutton, C Griffiths, C Bunter, D Lyon, G Crabtree, G Hazlehurst, J Unsworth, J Hughes, M Knowles, N Renison, N McGrath, R Bakes, R Polhill, S O'Connor, S Carr, T Gibbs	
2.	Minutes & Matters Arising Minutes from 5 th February agreed as a true and accurate record.	
3.	Presentation on the European Structural Funds 2014-2020 WR gave a presentation on the work being undertaken to develop a Common Strategic Framework for the transitional funding that will be available to Greater Merseyside in 2014. Halton will now be part of the geographical area for this funding and officers across Greater Merseyside are currently working with stakeholders to identify strategic priorities, under the 4 thematic objectives (Innovation, SME Competitiveness, Low Carbon	

	<p>Economy and Skills). There are other investment priorities which should also be taken into consideration such as NEETs/Youth Unemployment, social inclusion and combating poverty, sustainable transport and removing network bottlenecks (full list contained within presentation).</p> <p>A template has been developed to pull this information together and will be circulated to the group.</p> <p>A copy of the presentation is attached for the information.</p>  <p>Adobe Acrobat Document</p>	SS
4.	<p>Draft Housing Strategy</p> <p>Halton's Housing Strategy for 2013-18 was presented to the group, as a draft, for consultation. This is part of the local authority's responsibility to produce a strategy that gives the vision for housing in its area, setting out objectives, targets and policies detailing how it will fulfil its strategic housing role in conjunction with Partners and in line with the vision in the Sustainable Community Strategy.</p> <p>Whilst the formal consultation has finished, Partners may still send any comments to the Partnership Team, and they will be considered in line with others received and before the final strategy is agreed by the Council.</p>	ALL
5.	<p>SEAP and Covenant of Mayors</p> <p>SEAP: JY gave an update on work currently on going to map energy opportunities on Merseyside, with the intention to decoupling ourselves from a reliance on fossil fuels. There is now a strategy in place, linked to the new Structural Funds strategic priority (low carbon economy). There are a number of projects in Halton, including one in Daresbury and one in East Runcorn focusing on low energy issues (retro fitting homes). It's important to think about how supply chains can be developed and supporting businesses.</p> <p>CoM: this is the commitment to reduce carbon emissions and a local SEAP is required (translating the strategic programme to a local level). This will help open up local funding. There is currently a LEP bid being developed around energy reductions at Daresbury, with Partners starting to talk to each other and develop a master energy plan.</p>	
6.	<p>Town Team</p> <p>JC gave the group information concerning the arrangements for the new Town Team in Runcorn. Whilst the original Portas bid failed, the consultation showed that people wanted a way to engage in dialogue with the Council, each other and stakeholders. At the moment the group is made up of 18 people comprised of traders, Elected Members and members of the community and faith sectors. They meet every 2 months and have looked at a variety of issues including increasing footfall,</p>	

	<p>developing a website, links to education and employment, night time economy, and the Brindley. £100,000 from a wider High Street Innovation fund has been ring fenced for this work, and the group have also settled to grant schemes that have improved shop fronts and brought empty units back into use by business start-ups.</p> <p>Members can speak to JC direct if they want further information.</p>	ALL
7.	<p>Sustainable Transport</p> <p>BT informed the group of the cycling and walking initiatives in Halton and asked for their support in promoting opportunities. She explained that there had recently been a national travel survey and Halton had come 198 out of 300 for free exercise. This had been supported by a local survey. The Transport team were trying to promote and enhance what is currently available and working with Partners to ensure that people could get around Halton in a sustainable way.</p> <p>Some of the other activities mentioned were the Facebook page highlighting the rights of way currently in Halton – trying to encourage their use, working with Warrington and St Helens to develop a Mid-Mersey bid to improve cycling routes between the 3 areas, looking to improve cycling maps, signage, and sites of interest. There are bikeability courses which have worked with 630 children in 6 months, with links to other family activities. There are also “how to fix my bike day” activities planned and TR agreed to ask keen cyclists at the Environment Agency, if any would volunteer to support the schemes. The idea of 2 hire centres are also being looked at, one either side of the river, to use the bikes currently being stored at West Runcorn Youth Club.</p> <p>Any ideas should be sent to BT.</p>	TR ALL
8.	<p>Group Discussion re: Meeting Domestic and Future Items</p> <p>The group discussed the times of the meetings – currently set as 11:00am, and it was agreed to circulate an email asking them their preference.</p>	SS
9.	<p>Any Other Business</p> <p>The group was informed of the work currently being undertaken by the Partnership to support residents affected by the Welfare Reform changes. Copies of the booklet produced were made available, and the local support document was explained.</p>	
10.	<p>Next Meeting & Future Diary Dates</p> <p>6th August, 11am : Cancelled</p> <p>5th November, 11am : Cancelled</p> <p><u>Next Meeting to take place on Thursday 10th October @14:00 in the Willow Room, Municipal Buildings Widnes</u></p>	

YET TO BE AGREED

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 11th September 2013

REPORTING OFFICER: Strategic Director Policy & Resources

SUBJECT: Performance Management Reports for Quarter 1 of 2013/14

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

- 1.1 To consider, and raise any questions or points of clarification, in respect of performance management for the first quarter period to June 2013.
- 1.2 Key priorities for development or improvement in 2013-16 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and Urban Renewal Policy and Performance Board as detailed below:
- Development and Investment Services
 - Highways and Transportation, Logistics and Development Services
 - Waste and Environmental Improvement and Open Space Services
 - Housing Strategy

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

2.0 RECOMMENDED: That the Policy and Performance Board

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

3.0 SUPPORTING INFORMATION

- 3.1 Departmental objectives provide a clear statement on what services are planning to achieve and to show how they contribute to the Council's strategic priorities. Such information is central to the Council's performance management arrangements and the Policy and

Performance Board has a key role in monitoring performance and strengthening accountability.

4.0 POLICY IMPLICATIONS

4.1 There are no policy implications associated with this report.

5.0 OTHER IMPLICATIONS

5.1 There are no other implications associated with this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Departmental service objectives and performance measures, both local and national are linked to the delivery of the Council's priorities. The introduction of a Thematic Priority Based Report and the identification of business critical objectives/ milestones and performance indicators will further support organisational improvement.

6.2 Although some objectives link specifically to one priority area, the nature of the cross - cutting activities being reported, means that to a greater or lesser extent a contribution is made to one or more of the Council priorities.

7.0 RISK ANALYSIS

7.1 Not applicable.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 Not applicable.

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

Not applicable

**Environment & Urban Renewal PPB
Priority Based Monitoring Report**Reporting Period: **Quarter 1 – Period 01st April to 30th June 2013****1.0 Introduction**

- 1.1** This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the first quarter of 2013/14.
- 1.2** Key priorities for development or improvement in 2013-16 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and Urban Renewal Policy & Performance Board i.e:
- Development & Investment Services
 - Open Spaces and Waste and Environmental Improvement
 - Highways, Transportation & Logistics and Physical Environment
 - Housing Strategy
- 1.3** The way in which traffic light symbols have been used to reflect progress to date is explained within Section 8 of this report.

2.0 Key Developments

There have been a number of developments during the period which include:

Development & Investment Services (WR)

- Quarterly Reviews for Ingeus and A4E Work Programme contracts took place. A4E were issued a Notice to Improve at the start of the quarter and this has been accepted and is being implemented in Quarter 2.
- England Growth Programme total allocation under the EU Structural Fund Programme 2014-20 will be €6.174 billion. For the first time, the European Regional Development Fund (ERDF) and European Social Fund (ESF) are to be rolled into one fund called the 'Single Local Growth Fund'. Responsibility for the 'Single Local Growth Fund' will be devolved to the Local Enterprise Partnerships (LEP). LEPs will develop investment strategies for their local area and develop projects which deliver the strategy. For the first time Halton will be able to access the Merseyside ring-fenced pot. It was anticipated that Liverpool City Region (LCR) will get £400-£450 million over a seven year period. However, the government's recent announcement of EU allocation per head of population 2014-20 was disappointing. The Liverpool City Region Local Enterprise Partnership has been allocated £222 million.

- The Council have submitted project proposals to the LCR thematic leads for a range of proposed projects. For example, under the Small and Medium Enterprise (SME) Competitiveness theme projects have been submitted for :-
 - SME Competitiveness (follow on project for the current ERDF 4.2 Business Support Programme).
 - Business Engagement (to proactively engage with the most significant employers and fastest growing companies in the Borough).
 - Advanced Manufacturing (to develop a bespoke Halton advanced manufacturing programme which compliments existing sub-regional and national provision, for example Advanced Manufacturing Supply Chain Initiative and the Manufacturing Advisory Service).
 - Maximising the Benefits of Superfast Broadband
 - Open Innovation (in partnership with Science & Technology Facilities Council and others).
- Sci-Tech Daresbury has developed a stand-alone proposition which complements the above.
- Halton, unlike most of the LCR, is not an Assisted Area. Assisted Areas are those locations where regional aid may be granted under EU legislation. The current Assisted Areas Map came into effect on 13 February 2007, and remains in force until 31 December 2013. The 2014-2020 UK Assisted Areas map is due to come into effect in January 2014, although June 2014 is more realistic. The Borough Council has been developing a proposal to have all or part of the Borough included in within the Merseyside Assisted Area. This involves the development of a detailed submission which takes into consideration population, deprivation and areas of opportunity. Assisted Areas must be contiguous. The Halton submission must, therefore, take into consideration both boundaries with neighbouring Boroughs which are within the existing Assisted Area designation and the desire to incorporate areas of opportunity which are on the periphery of the Borough.
- Round 3 of the Liverpool City Regional Growth Fund Grant 'Business Growth Grant' scheme has been soft launched and can provide grant of between £50,000 and £750,000 across the LCR excluding the City of Liverpool. Leverage is based on a ratio of 5:1.
- Halton companies can benefit from the scheme but the Borough's non-Assisted Area status means that grant can often only be awarded under EU General Block Exemption Regulations (GBER) which, for example cover Research & Development and training aid.
- Halton has yet to sign the contractual agreement between the LCR LEP and the Merseyside Local Authorities (LA). The Merseyside LA's are seeking to mitigate the risk and exposure associated with managing the grant.

- The LCR LEP has secured an additional £5 million under RGF Round 4 for a small grants programme (of less than £50,000). It is likely that the RGF 4 scheme, for grant of less than £50,000, will be delivered alongside the RGF 3 scheme, for grant greater than £50,000, as a single pan-Merseyside scheme delivered by the individual LCR Local Authorities.
- External Funding is working on the submission of thematic papers to the LEP which reflect Halton's priorities in relation to the Structural Funds programme 2014-20.
- Themes have now been merged by the LEP into 5 areas i.e. Blue-Green Economy / Innovative Economy / Business Economy / Place and Connectivity / Inclusive Economy.
- Work will continue over the next quarter to refine and develop Halton's priorities in relation to this and to ensure these are represented in the LEP's EU Investment Strategy.
- External Funding continues to support the Joint Venture Partnership in securing funding for the Phase I development at Sci-Tech Daresbury. The RGF grant monitoring is now kicking in, and an outline bid has now been submitted to secure £1.7 million in ERDF funding.

Open Spaces and Waste and Environmental Improvement (CP)

- In April, SITA SEMBCORP UK (SITA) were appointed by the Merseyside Recycling and Waste Authority as preferred bidder for the Merseyside and Halton Resource and Recovery Contract. Covanta, the unsuccessful bidder in the procurement process for the Contract, have launched a High Court challenge against MRWA's decision to appoint SITA as the preferred bidder. MRWA have rejected the challenge made by Covanta and intend to defend the claim brought against it.
- During this quarter negotiations took place with the current landfill contractor in order to extend the contract for a further year, and up to 3 years if required. Arrangements have been secured under favourable terms for the extension of the current contract, which was due to expire at the end of September 2013. However, given the increasing cost of landfill disposal (due to the Landfill Tax escalator) officers will continue to explore opportunities to provide more cost effective ways of dealing with waste for the period up to the commencement of the Resource Recovery Contract in 2016.
- The exercise to review properties that are currently served by a sack collection service was completed during this quarter. A number of areas where wheeled bins can be introduced were identified and Officers have been working closely with the local ward councillors in those areas to commence the introduction of new wheeled bin collection services.
- The Runcorn Hill Park HLF project has now begun. The five year project will see a complete refurbishment of the site and a number of new additions including a café/visitor centre. The HLF is also funding two posts (see CE5) and recruitment for both took place in Q1.

- Progress has been made on re-fitting Phoenix Park visitor centre with café facilities. In Q1 a tender was issued for the works which will begin in Q2. An advert was also placed inviting expressions of interest to operate the café and visitor centre. There have been seven acceptable expressions and in Q2 a tender will go out to them. It is anticipated that an operator will be in place by the Autumn. This will give them the winter to get up and running.
- Catch 22 the charity that provides services for young people has taken over the operation of the Spike Island Visitor Centre. Previously the centre had been run by the West Bank Community Group but that arrangement came to an end at the beginning of Quarter 1. Catch 22 will operate the centre using young people who will gain valuable skills. Refreshments will be available to the general public and 'Catch 22' intends to have the visitor centre open on most days during the summer season.

Highways, Transportation & Physical Environment (MN)

Highways

- Phase 2 of the construction of the 3MG Access Road is currently being procured. This will complete the highway link from the planned 3MG Logistics site to the A562 Speke Road / Knowsley Expressway.
- The award of this contact is anticipated to be mid-September 2013 with a completion date in mid-February 2014, to co-ordinate with the 3MG Development construction programme.
- The Department for Transport has confirmed approval of the scheme submitted by Knowsley Metropolitan Borough Council (MBC) to improve the junction of the A5300 Knowsley Expressway with A562 Speke Road.
- The Council has supported the Knowsley bid and with the scheme will benefit journeys through the Borough and improve access to the 3MG development.
- The new Contract with Lafarge Tarmac for the provision of highway improvement and maintenance works became operational on 01 June 2013.

This followed a mobilisation period in which Tarmac transferred staff under the Transfer of Undertakings (Protection of Employment) Regulations 2006 (TUPE) from the previous incumbent contractor and established a new operational depot in Alexandra Street, Widnes. This depot is a temporary facility, as a new location is being sought, suitable to act as a central facility for both the Warrington and Halton Contracts. There is also the potential for the facility to accommodate Tarmac supply chain involvement in the Mersey Gateway (MG) project.

Transportation

- DfT recently announced that [the devolvement of the Bus Service Operators Grant \(BSOG\)](#) to local authorities will be delayed till January 2014. The BSOG reimbursement will remain at the current level of operating mileage until 2016/17 regardless of whether the operating mileage increases or decreases.

- The Hospital Transport Discharge Service trial which ran until the end of May 2013 was considered by all concerned to be a success. However, due to budget constraints the Clinical Commissioning Group (CCG) have decided that the service could not be moved to a more permanent footing and has therefore unfortunately had to cease.

Physical environment

- The Mersey Gateway Project Team entered into a Competitive Dialogue procurement process with three bidders in March 2012. Final Tenders were received on 10 April 2013, with a Preferred Bidder appointed on [20 June 2013](#) (Merseylink consortium). The Project Team will continue to work with Merseylink, with Financial Close expected by the end of 2013.
- Halton has submitted a scheme to the European Regional Development Fund (ERDF) "[Call for projects](#)" for Research & Innovation projects on Merseyside. In addition the Council has submitted 3 schemes to the 'Growing Places Fund Initiative'. The scheme is to provide small loans to kick start infrastructure, or economic growth with Johnsons Lane in Widnes being identified as a scheme that would benefit from such funding.
- This scheme will provide a spine road into the site, as this has been the major barrier to development on this site. Halton has already received interest in developing a section of this site if the spine road was in place. The loan of £500k if granted would be repaid via land receipts.
- A submission to the Homes and Communities Agency's ([Local Infrastructure Fund](#) (LIF) has been made and this funding mechanism is being explored to provide the essential infrastructure to open up the wider Strategic Site at Daresbury, primarily to develop 2 vehicular bridges and a spine road in Daresbury.
- Transport and Highways have provided support to the Environmental Health Team and their submission to Defra's Air Quality Management Areas (AQMA) [action plan grant](#). Halton was invited to submit an application as it has 2 designated AQMA's in the borough.
- Grants of up to £60k were allowed to be submitted and Halton has requested £20k for modelling work, which will enable the authority to determine the optimum solution to reduce NO_x emissions in the Milton Road, Widnes AQMA. The bid was submitted on the 28 June 2013.
- The Mersey Gateway's multiple planning consents are now actively being implemented. There are a significant number of conditions to discharge before works commence and financial year closes.
- The planning application for the permanent Gypsy and Traveller site at Warrington Road, Runcorn has been submitted to the Council for approval. The reinstated planning application for HBC Fields in Halebank is being reprocessed.

- Appeals have been received for the following planning applications. In these cases the applicant has requested that the appeal be undertaken by way of a Public Inquiry:
 - Ineos have appealed the refusal of permission to vary Condition 57 (limit on the delivery of fuel via road transport).
 - EMR, Everite Road, Widnes. Appeal against refusal of consent application 12/00444/FUL to allow metal recycling.
 - Ineos, Runcorn. Appeal against non-determination of the application 12/00343/COND for discharge of conditions.
 - Land at junction of Newton Lane and Chester Road, Daresbury, Runcorn. Appeal against refusal of consent 12/00428/S73 to allow a permanent Gypsy and Traveller Site.

Summary of Planning Applications during Quarter 1:

Total applications received: 142 (includes those withdrawn and returned)			
Applications decided	144	Applications on-hand (undecided)	121
Pre-applications received	86	Pre-applications closed	68

Housing Strategy (PMcW)

- The June 2013 Spending Review announced that the Government is providing a £3.3 billion package to support 165,000 new affordable homes over three years from 2015-16. This includes:
 - Extending the Affordable Homes Programme by investing £957 million capital funding each year from 2015-16 to 2017-18. In a 'something for something' approach Government expects housing providers to make best use of their assets to subsidise development costs by converting more of their properties to 'affordable rents' which are typically 80% of market rents;
 - providing certainty that from 2015-16 social rents will rise by CPI plus 1 per cent each year for 10 years and allowing the Homes and Communities Agency to charge fees for its regulation services;
 - launching a new Affordable Rent to Buy scheme, with £250 million in 2015-16 and £150 million in 2016-17 to support new affordable homes for rent and eventual sale.
- This will sit alongside £300 million of funding in 2015-16 for private rented homes through the 'Build to Rent' fund and £1.3 billion in 2015-16 to support the Help to Buy home owner scheme in England.

- The Government is also providing £102 million of loan and equity finance in 2015-16, to meet upfront infrastructure requirements that will enable the delivery of thousands of homes on large housing sites.
- Following a period of consultation a new Housing Strategy was approved by Executive Board on 27th June in accordance with Part V11 of the Local Government Act (2003) which will continue to meet the Boroughs housing needs.

3.0 Emerging Issues

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

Development & Investment Services (WR)

- The Liverpool City Region Cabinet have considered a report on strategic governance across the City Region, which brings together two pieces of work. The first is a formal review of governance in the City Region, which has been conducted as set out by primary legislation. Based on the current available evidence it recommends that the City Region pursue the option of creating a Liverpool City Region Combined Authority to provide strategic leadership on economic development, housing, transport and employment and skills. The Combined Authority would not be a 'super-Council' but would be a lean and efficient organisation that would signal to businesses and Government that we are serious about working together; it is hoped that it would be able to attract devolved powers and funding from Government in time. The second piece of work looks at how a Combined Authority might operate, and this includes the legal scheme that we need to create the Combined Authority.
- External Funding is now supporting the Connecting Cheshire partnership one day per week with support in relation to ERDF, and other funding streams until June 2015.

Open Spaces and Waste and Environmental Improvement (CP)

- The Alternate Bin Collection (ABC) service will be extended to a further 5,000 properties in August. This will take the total number of properties on the ABC scheme to approximately 17,600, which equates to 36% of wheeled bin properties across the borough. The borough-wide roll out of the scheme to all suitable properties will be completed in 2014.
- Quarter 1 has been much busier in 2013 than in the previous year as the weather has been much better. The public parks have been extremely busy especially at weekends. This has created additional pressures on the service as bins have needed to be emptied more frequently and there has been a big increase in general litter.

Highways Transportation & Physical Environment (MN)

Highways

- The latest phase of major bridge maintenance work within the Silver Jubilee Bridge (SJB) Complex using Department for Transport Major Maintenance Capital funding commenced on 08 April 2013. There will be a need for a short period of consecutive weekend lane closures in July to allow completion of painting of those elements of steelwork at the Runcorn end of the SJB which are too close to live traffic to be addressed within scaffolding.
- The advanced state of the procurement of the [Mersey Gateway \(MG\) project](#), culminating in the recent confirmation of Preferred Bidder status to the Merseylink Group, significantly increases the certainty that the project will overlap with the delivery of the major bridge maintenance programme in the Silver Jubilee Bridge (SJB) Complex.
- The construction phase of the MG project involves significant changes to the existing highway network, particularly at its interfaces with the approaches to the new crossing. The provision of new elevated junctions and the delinking of the Widnes route to the SJB have the potential to create significant disruption for cross river traffic during construction.
- There is now therefore the prospect that any major maintenance work within the Silver Jubilee Bridge (SJB) Complex which would require significant traffic management from the commencement of MG construction in January 2014 could be considered to conflict with the principles of the MG contract. Indeed, should the disruption associated with on-going SJB Complex maintenance works conflict with Merseylink's construction activities, which is very likely, there could be significant contractual consequences.
- As a result HBC are requesting permission from the Department for Transport (DfT) to defer a significant element of approved funding until opening of MG bridge in May 2017. This deferred maintenance work would be undertaken during a total closure of the SJB at the same time as modifications to the lane configuration on the SJB are being undertaken to suit its local function post MG.
- HBC have also submitted a major funding bid to [Liverpool City Region \(LCR\) Local Transport Body \(LTB\)](#) (£1.1m/year for 3 years commencing 2016/17) to finance a programme of steady state maintenance in the SJB complex to allow future maintenance to be carried out on a lifecycle planned basis rather than allowing significant backlogs to grow as has been historically been the case.

Transportation & Logistics

- Achieving consistent reductions in the numbers of road casualty injuries is going to be extremely difficult in the years ahead both because of the success that has been enjoyed over the past ten years and also due to the impact of funding cuts which have caused a halving of the number of road safety officers in Halton.

- The Council will continue to work jointly with neighbours from Warrington Borough Council and other partner organisations, such as Cheshire Police and Cheshire Fire & Rescue Services in order to mitigate as far as possible the impact of reducing resources.
- A programme of 20mph zones is being investigated to complement the existing zones. These will take some time to implement due to the statutory process.
- A number of street lights are being converted to LED's to reduce operating costs and save energy. Options are being investigated to accelerate this programme to assist with achieving budget savings. In order to achieve some savings it is possible that street lighting may need to be removed from some areas but this has yet to be determined.
- Discussions are on-going with bus operators regarding the re-imbursement rate for the current concessionary travel scheme. The Council is seeking a cut of 9% in the rate which is in line with the Revenue Support Grant (RSG) settlement from Central Government.
- Initial discussions with the operators have identified that if the rate is cut by the suggested 9% then it will have a detrimental effect on some borderline services which will result in the services being withdrawn.
- There is concern with the current levels of bus punctuality following a statement of intent to close the bus only lanes on the approaches to Liverpool City Centre. This will not only have a detrimental effect on the cross boundary services but also services that operate solely within the Borough due to the interworking of service in operator schedules.

Physical Environment

- Four additional staff have now been recruited to the Planning and Development Team and are now in post to provide additional capacity to improve the speed of decisions with regards to planning applications. In addition the recruitment of 2.5 Full Time Equivalent (FTEs) is underway to fill vacant posts within the Planning and Transport Policy Team.
- A study to review potential release of land from the Green Belt of North Widnes and Hale is underway. The first stage is to set out the methodology and criteria by which sites will be assessed. The government Inspector who examined the Core Strategy stipulated that this review must be undertaken. This study is likely to attract significant public and developer interest.

Housing Strategy (PMcW)

- The Supported Housing Network (Learning Disabilities) service will refresh its quality standards to ensure that service users have the best quality outcomes. This will be achieved through reviewing the Active Support (a means of staff supporting service users towards independence) and will be subject to systematic evaluation.

4.0 Risk Control Measures

Risk control forms an integral part of the Council's Business Planning and performance monitoring arrangements.

As such progress concerning the implementation of all high risk mitigation measures will be monitored in Quarter 2 and Quarter 4.

5.0 Progress Against Equality Actions

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


As a result the Board will receive further information following the completion of the Annual Equality Assessment which will be undertaken during Quarter 3.

6.0 Performance Overview

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

6.1 Development and Investment Services

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
EEP 01	Continue to market the Lakeside and Canalside development sites Continue the development of Mossbank Park Commence development of SciTech Phase 1 by June 2013	

Supporting Commentary

With regards to the Lakeside and Canalside development sites a variation to the proposed terms of sale of the Barge site will be presented to Executive Board at its September meeting.

Provisional agreement in place (with HCA support) for the disposal of phase 1 Lakeside to Keepmoat Homes. Full planning permission was secured by Keepmoat in December 2012. Asset Management staff are finalising details of land disposal which has been delayed whilst Keepmoat address a perceived drainage connection. A revised planning application on part of the site is due to be determined by the Development Control Committee in September 2013. This has resulted in a delayed start on site, which is now due in September / October 2013.

Discussions are progressing with Plus Dane for the release of a second parcel of Lakeside for a mixed tenure development, as required by newly adopted Halton Core Strategy affordable housing policy. Pre-planning discussions commenced in January 2013.









Due to the viability of the scheme, a revised development proposal is being explored with Plus Dane looking to bring in a commercial development partner. Key hurdles to cross are: securing HCA funding, investigate site access arrangements and negotiate land disposal.

Following the expiry of the renewed outline planning permission covering the entirety of Lakeside and Canalside, an assessment is being made of the cost, benefit and risks associated with submission of new outline planning application dealing with remaining parcels of Lakeside and Canalside.

In relation to Phase I of the Sci-Tech development, RGF funding has been secured and the Joint Venture is progressing design, planning and procurement. Phase 1 will deliver a new build office and laboratory space, increased power supply to the Labs, green transport initiatives and environmental improvements. Work will be completed by March 2014.

European Regional Development funding is now being sought to 'fill the gap' in funding left by the reduced amount secured from Regional Growth Fund. Bid for £1.7m submitted July 2013.

Key Performance Indicators

Ref	Measure	12/13 Actual	13/14 Target	Q1	Current Progress	Direction of travel
DIS LI 05	Number of inward investment enquiries per annum	246	180	81		
DIS LI 06	Inward investment enquiry conversion rate percentage	15%	10%	7%		
DIS LI 01	Occupancy of HBC Industrial Units.	86%	85%	86%		
DIS LI 02	Occupancy of Widnes Market Hall.	92%	90%	92%		

Supporting Commentary

There has been a notable increase in inward invest enquiries during the first quarter period and the conversation rate remains positive.

The current occupancy level of industrial units is variable with, for example, Seymour Court declining and currently operating at 53% and St Michaels' Industrial Estate operating at 100%. This is due to a number of factors including prevailing trading conditions and the age and condition of the Council's holdings.



Following a detailed review of the continued feasibility of maintaining such stock in March 2013 Executive Board approved the release of Seymour Court, subject to a reserve price, and this is currently being marketed.

Although marginally lower than the same period last year occupancy of the Market is currently ahead of target and we remain cautiously optimistic that trading activity will continue to strengthen during the remainder of the year.

6.2 Open Spaces and Waste and Environmental Improvement

6.2.1 Open Spaces

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
CE 05	Runcorn Hill Park (Parks for People bid) – Deliver project subject to success of funding bid. March 2014.	
	Woodland Expansion - Additional 200m2 of Woodland planted Borough wide - March 2014.	

Supporting Commentary

During Quarter 1 the Heritage Lottery funded posts of Parks and Conservation Partnership Officer and Park Community Engagement Officer were filled and work has begun on identifying locations for woodland planting during the Autumn.




Key Performance Indicators

Ref	Measure	12/13 Actual	13/14 Target	Q1	Current Progress	Direction of travel
CE LI 18	Number of Green Flag Awards for Halton.	12	12		Refer below	

Supporting Commentary

All 12 current Green Flag Award sites have been entered for the award. Judging is currently taking place and the results will be announced in Quarter 2.

6.2.2 Waste Management**Key Objectives / Milestones**

Ref	Milestones	Q1 Progress
CE 6	Continue to review and assess the effectiveness of projects and initiatives to help improve energy efficiency and reduce CO ₂ emissions - March 2014 .	
	Develop and publish a Waste Communications Plan and implement actions arising from the Plan - March 2014 .	
CE 7	Continue to develop Action Plans and Protocols with External Agencies to effectively prevent and tackle a range of waste and environmental offences - March 2014 .	







Supporting Commentary

An audit of heating systems for participants in the Low Carbon Schools programme is being carried out with funding from the Schools Forum. Potential savings were identified in all schools, including one over 10%. A similar process to identify opportunities to reduce energy usage is now being applied to all corporate buildings. Individual building performance charts, comparing all monitored sites, now provide building managers with feedback on relative progress towards the achievement of energy usage targets.

A Waste Communications Plan has been produced and will be published. A number of actions arising out of the Plan have already been completed or implemented, including the development of specific Waste Management Facebook and Twitter accounts and the delivery of an interactive education programme to primary schools.

Officers are continuing to work on joint operations with external organisations and enforcement agencies such as local Housing Associations, Cheshire Police and the Environment Agency to tackle waste and environmental related nuisance. An example in this first quarter included 'Operation White Van Man', a joint exercise with Halton Housing Trust and Cheshire Police to tackle unauthorised waste collectors who charge residents for the removal of rubbish and other household items. The operation resulted in the issuing of 2 Fixed Penalty Notices and the seizure and impounding of a vehicle.

Key Performance Indicators







Ref	Measure	12/13 Actual	13/14 Target	Q1	Current Progress	Direction of travel
CE LI 13	Residual household waste per household (Previously NI191). (Kgs)	633 kgs	700 kgs	158 (Est.)		
CE LI 14	Household waste recycled and composted (Previously NI192). (%)	37.3%	40%	42.13% (Est.)		
CE LI 15	Municipal waste land filled (Previously NI193). (%)	58%	60%	53.8% (Est.)		

Supporting Commentary

All three measures are showing a positive direction of travel in that residual household waste has reduced from 163.36 kgs, recycling has increased from 40% and waste landfilled has reduced from 54.5% when compared to the same period last year. As referenced within the key developments section of this report, additional initiatives being implemented this year should further assist progressing recycling efforts.

6.3 Highways, Transportation & Logistics (MN)

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
PPT 01	Review progress, revise SJB maintenance strategy document and deliver 2013/14 major bridge maintenance works programme. March 2014	
PPT 02	To deliver the 2013/14 LTP Capital Programme. March 2014	
PPT 03	Develop and consult on a local flood risk strategy for Halton by November 2013 and progress to adoption by March 2014 .	
PPT 06	Progress the Delivery and Site Allocations Local Plan (DALP) towards adoption. March 2014	
PPT 07	Mersey Gateway - Enter into Project Agreement and Demand Management Participation Agreement – November 2013 .	
	Mersey Gateway – Full business case approval, Financial close and Contract award and mobilisation – November 2013 .	

Supporting Commentary

The delivery of the major bridge maintenance programme is now underway with programmes being adjusted in line with budget availability. In regards to the LTP Capital Programme, integrated transport schemes are currently at the design, consultation or construction phase and the first phase of footway reconstruction schemes will commence in July.





A draft local flood risk strategy has now been prepared and is at the internal consultation stage. A report detailing the findings of the strategy will be reported to the Environment and Urban Renewal Policy and Performance Board in November.

In relation to the Delivery and Site Allocations Plan the recruitment to vacant posts (2.5 Full Time Equivalents) is progressing and the initial scoping of the DALP and necessary evidence base is underway.

In regards to the Mersey Gateway Project, work is progressing to submit a further business case to the Department for Transport to secure the final funding decision in order that the project reaches financial close. This will include confirmation of the governance structure, staffing and budget arrangements, and the policies and constitution of the Mersey Crossings Board Ltd.

Key Performance Indicators

Ref	Measure	12/13 Actual	13/14 Target	Q1	Current Progress	Direction of travel
PPT LI 01	Number of third party compensation claims received due to alleged highway / footway defects.	150	110	36		
PPT LI 11	Damage to roads and pavements (% dangerous damage repaired within 24 hours).	74	98	100		
PPT LI 4	% Processing of planning applications as measured against targets for:					
	a) 'major' applications > 13 weeks	66.7	60	10		
	b) 'minor' applications > 8 weeks	30.9	83	43.48		
	c) 'other' applications	70.4	83	77.22		
PPT LI 05	To ensure a five year rolling supply of housing land available for 2, 000 homes over 5 years. Measure as supply of ready to develop housing sites (%).	119	100	N/A		
PPT LI 15	Bus service punctuality:					
	a) Percentage of buses starting route on time	97.74	97.80	96.73		
	b) Percentage of buses on time at intermediate timing points	89.31	97.40	83.80		

Ref	Measure	12/13 Actual	13/14 Target	Q1	Current Progress	Direction of travel
PPT LI 17	No. of passengers on community based accessible transport	275,518	255,000	68,879		
PPT LI 19	Number of local bus passenger journeys originating in the authority area in one year (000's)	5,491	5,500	1,360		

Supporting Commentary

The percentage of dangerous damage to roads and pavements repaired within 24 hours has been positively influenced by the implementation of the new contract with Lafarge Ltd and is currently at ceiling and it is anticipated that this will have a positive influence upon compensation claims in the mid-term.

With regards to the processing of planning applications the low figure for major applications results from a focus upon dealing with the backlog of older cases. However, 2 new staff have now been recruited and will be in post by quarter 2 and this should have a positive impact upon performance.


Data in relation to availability of housing land is produced as part of the Strategic Housing Land Availability Assessment (SHLAA) which will be available in Q2/Q3 of 2013/14. The 5 year requirement is becoming increasingly difficult to achieve as cumulative undersupply since 2010 due to market conditions inflates the 5 year requirement i.e. 2012 target = 3,368 units (2,760 policy figure + 608 undersupply).

Bus service punctuality is slightly lower when compared to the same period last year and operators have indicated that this is the result of emergency roadwork's being carried out during the first 3 months of this financial year.

The number of passengers on community based accessible transport is showing a slight increase as compared to the same period last year and demand remains high. Although the numbers of passenger journey's originating in the area are showing a decrease of 1.6% when compared to the same period last year they are slightly higher than the preceding quarter and within expected levels.

6.4 Housing Strategy (P.McW)

Key Objectives / Milestones

Ref	Milestones	Q1 Progress
CCC 3	Continue to negotiate with housing providers and partners in relation to the provision of further extra care housing tenancies, to ensure requirements are met (including the submission of appropriate funding bids). March 2014	

Supporting Commentary

The outcome of funding bids by Halton Housing Trust to develop two new extra care schemes at Pingot and Halton Brook is still awaited. Funding from the HCA has been confirmed to develop an Extra Care Housing Scheme and Supported Bungalows on the former Pingot site off Dundalk Road in Widnes.

7.0 Financial Statements

ECONOMY ENTERPRISE & PROPERTY DEPARTMENT

SUMMARY FINANCIAL POSITION AS AT 30 JUNE 2013

	Annual Budget £'000	Budget to Date £'000	Expenditure to Date £'000	Variance to Date (overspend) £'000
Expenditure				
Employees	4,337	1,074	1,106	(32)
Repairs & Maintenance	2511	873	868	5
Energy & Water Costs	673	156	147	9
NNDR	695	625	626	(1)
Rents	404	180	177	3
Marketing Programme	77	9	6	3
Promotions	60	9	1	8
Supplies & Services	1,312	281	255	26
Capital Financing	9	2	2	0
Agency Related Payments	176	35	35	0
Total Expenditure	10,254	3,244	3,223	21
Fees & Charges	-453	-118	-118	0
Rent - Markets	-750	-164	-164	0
Rent - Industrial	-1,028	-264	-227	(37)
Rent – Commercial	-568	-137	-130	(7)
Government Grant Income	-1,147	-251	-251	0
Transfer from Reserves	-142	-35	-35	0
Recharges to Capital	-444	-36	-20	(16)
Reimbursements & Other Grant Income	-688	-155	-155	0
Schools SLA Income	-556	-254	-254	0
Total Income	-5776	-1,414	-1,354	(60)
NET OPERATIONAL BUDGET	4,478	1,830	1,869	(39)
Premises Support Costs	1,498	401	401	0
Transport Support Costs	38	5	5	0
Central Support Service Costs	1,709	419	419	0
Asset Rental Support Costs	2,390	0	0	0
Repairs & Maintenance Recharge Income	-2,185	-546	-546	0
Accommodation Recharge Income	-2,759	-690	-690	0
Central Supp. Service Rech Income	-1,661	-415	-415	0
Total Recharges	-970	-826	-826	0
Net Expenditure	3,508	1,004	1,043	(39)

Expenditure for Employees is above budget as staff savings targets are not being achieved. This is due to an insufficient level of staff turnover compared to staff savings across the department.

In order to ease budget pressures only necessary spending on supplies and services has occurred in year.

The adverse variances relating to property income have continued as of the seven Industrial Estates, five are currently on target to achieve the budgeted rental income. However, there remains a shortfall in income on Seymour Court and contingency plans are in place for 2014/15 budgets. During 13/14 we are also seeing a steady decline in rental income on Moor Lane Business Centre as the tenants gradually vacate the units in year as a result of the closure of the Business Centre.

Although the team are working on various Capital Projects, we are showing a shortfall in Capital Salaries income at quarter 1 as we are unable to recharge the salary costs back to Capital Projects (due to restrictions on the allowable recharges to Capital Salaries).

In overall terms it is anticipated that net expenditure will be above the overall Departmental budget by year-end, primarily as a result of the shortfalls in income outlined above. Steps will therefore need to be taken where possible to reduce expenditure to offset the shortfalls in income.

ECONOMY ENTERPRISE & PROPERTY CAPITAL PROJECTS

	2013/14 Capital Allocation £'000	Allocation To Date £000's	Expenditure to Date £'000	Variance to Date (overspend) £'000
Economy, Enterprise & Property Dep't				
Castlefields Regeneration	827	50	15	35
3MG	5,695	1,424	1,532	(108)
Widnes Waterfront	488	0	0	0
The Hive	214	108	88	20
Decontamination of Land	155	39	28	11
Daresbury SciTech Scheme	3,937	400	386	14
Queens Arms	69	2	2	0
HBT Bus Park	71	71	71	0
Former Fairfield Site Demolition	450	1	1	0
Fairfield High Site - Contingency Costs	50	0	0	0
Disability Discrimination Act/Disabled Access	150	15	15	0
Total	12,106	2,110	2,138	(28)

COMMUNITY & ENVIRONMENT DEPARTMENT

Revenue Budget as at 30 June 2013

	Annual Budget £'000	Budget To Date £'000	Actual to Date £'000	Variance To Date (overspend) £'000
<u>Expenditure</u>				
Employees	12,104	2,936	3,002	(66)
Other Premises	1,366	468	437	31
Supplies & Services	1,457	302	277	25
Book Fund	225	78	77	1
Promotional	264	66	42	24
Other Hired Services	1,021	108	109	(1)
Food Provisions	835	209	208	1
School Meals Food	1,660	235	226	9
Transport	55	14	12	2
Other Agency Costs	877	69	70	(1)
Waste Disposal Contracts	4,799	538	531	7
Leisure Management Contract	1,492	260	268	(8)
Grants To Voluntary Organisations	333	111	107	4
Grant To Norton Priory	222	111	112	(1)
Capital Financing	54	11	6	5
Total Spending	26,764	5,516	5,484	32
<u>Income</u>				
Sales Income	-2,174	-534	-499	(35)
School Meals Sales	-2,224	-17	-38	21
Fees & Charges Income	-2,655	-612	-581	(31)
Rents Income	-156	-30	-27	(3)
Government Grant Income	-111	-23	-23	0
Reimbursements & Other Grant Income	-443	-56	-70	14
Schools SLA Income	-278	-243	-235	(8)
Internal Fees Income	-104	-18	-25	7
School Meals Other Income	-2,265	-1,552	-1,559	7
Meals On Wheels	-218	-38	-41	3
Catering Fees	-173	-39	-8	(31)
Capital Salaries	-103	0	0	0
Transfers From Reserves	-62	0	0	0
Total Income	-10,966	-3,162	-3,106	(56)
Net Controllable Expenditure	15,798	2,354	2,378	(24)
<u>Recharges</u>				
Premises Support	1,491	340	340	0
Transport Recharges	2,233	241	246	(5)
Departmental Support Services	9	0	0	0
Central Support Services	3,119	842	842	0
Asset Charges	3,052	0	0	0
HBC Support Costs Income	-375	-374	-374	0
Net Total Recharges	9,529	1,049	1,054	(5)
Net Departmental Total	25,327	3,403	3,432	(29)

Comments on the above figures:

Net budget is £ 29,000 over budget profile at the end of the first quarter of the financial year.

Staffing expenditure is over budget profile by £ 66,000, primarily due to the quarterly savings target for premium pay of £ 64,100. Although there is still some spending on agency staffing this is much reduced from previous years and for Waste Management is within budget. With the exception of the Stadium and Leisure, all other employee budgets are under the budget profile and have helped contribute towards meeting some of the staff turnover savings target.

Other Premises and Supplies and Services expenditures are currently £ 55,000 under budget to date. The main reasons are very little advertising across the division, low repairs at the Stadium and Crematorium at this stage and some smaller budgets not yet utilised.

The Leisure contract is over budget profile and is expected to overspend by approximately £ 40,000 by year end. Negotiations will be pursued to address this budget pressure.

Income budgets across the Department continue to experience difficulty against targets with Sales, Fees & Charges and Internal Catering Fees currently underachieving. Income for Stadium executive suite hire, functions and catering are continuing to have difficulty meeting revised reduced targets. Trade Waste income has been hit with a fall in demand for both internal and external customer accounts.

School Meals budgets on food and income are both favourable at this stage. Food costs are under budget with meals and breaks income still achieving their targets due to certain items being very popular.

Waste disposal contract budgets have been affected by savings targets, therefore the large sums involved could put this budget in a precarious position. Invoices continue to arrive late and will be monitored closely.

It is expected that the Department will overspend by year end, mainly due to various income sources which have reduced gradually over the previous years.

Capital Projects as at 30 June 2013

	2013/14 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Stadium Minor Works	30	0	0	30
Children's Playground Equipment	81	1	1	80
Landfill Tax Credit Schemes	340	3	3	337
Arley Drive (Upton)	66	6	0	66
Crow Wood	13	3	0	13
Open Spaces Schemes	51	22	22	29
Runcorn Cemetery Extension	9	0	0	9
Litter Bins	20	0	0	20
Cremators At Widnes Crematorium	350	0	0	350
Runcorn Busway Works For Gas Powered Buses	30	30	30	0
	990	65	56	934

POLICY, PLANNING & TRANSPORTATION DEPARTMENT

Revenue Budget as at 30th June 2013

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
	£'000	£'000	£'000	£'000
Expenditure				
Employees	5,066	1,189	1,181	8
Other Premises	247	60	50	10
Hired & Contracted Services	841	97	97	0
Supplies & Services	357	85	91	(6)
Street Lighting	1,793	230	230	0
Highways Maintenance	2,225	233	233	0
Bridges	96	24	24	0
Fleet Transport	1,234	285	285	0
Lease Car Contracts	638	398	398	0
Bus Support – Halton Hopper Tickets	173	33	33	0
Bus Support	531	133	130	3
Out of Borough Transport	51	9	7	2
Finance Charges	411	271	270	1
Grants to Voluntary Organisations	68	34	34	0
NRA Levy	62	15	15	0
Mersey Gateway	3,236	172	172	0
Total Expenditure	17,029	3,268	3,250	18
Income				
Sales	-503	-139	-144	5
Planning Fees	-506	-140	-201	61
Building Control Fees	-81	-20	-24	4
Other Fees & Charges	-290	-73	-71	(2)
Rents	-8	-2	-1	(1)
Grants & Reimbursements	-564	-81	-89	8
School SLAs	-39	-39	-44	5
Recharge to Capital	-3,238	-95	-95	0
	-968	-191	-191	0
Contribution from Reserves				
Total Income	-6,197	-780	-860	80
Net Controllable Expenditure	10,832	2,488	2,390	98
Recharges				
Premises Support	779	236	235	1
Transport Recharges	556	159	156	3
Asset Charges	7,431	0	0	0
Central Support Recharges	3,250	815	813	2

Departmental Support Recharges	445	0	0	0
Support Recharges Income – Transport	-4,813	-992	-988	(4)
Support Recharges Income – Non Transport	-2,412	-269	-268	(1)
Net Total Recharges	5,236	-51	-52	1
Net Departmental Total	16,068	2,437	2,338	99

Comments on the above figures:

In overall terms revenue spending at the end of quarter 1 is below budget profile. This is due to a number of expenditure and income budget areas.

Staffing is below budget due to vacancies in Risk Management, Planning and Highway Development. These cost centres are expecting to fill the vacancies as the year progresses. All other cost centres with employee budgets are fully staffed and therefore may not meet the staff turnover targets set for the year.

Other Premises is below budget to date mainly due to lower than expected utility bills within Logistics division.

Planning fees are currently above budget due a number of individual developments across the borough. These consist of one- off large fee applications which cannot be guaranteed in the future. Therefore, this favourable variance may not continue throughout the financial year.

Schools SLA income is above target in Risk Management due to higher than anticipated demand for the service for the year.

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







POLICY, PLANNING & TRANSPORTATION

Capital Projects as at 30th June 2013

	2013/14 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Local Transport Plan				
Bridges & Highway Maintenance				
Bridge Assessment, Strengthening & Maintenance	3,060	400	400	2,660
Road Maintenance	1,715	400	401	1,314
Total Bridge & Highway Maintenance	4,775	800	801	3,974
Integrated Transport	725	25	25	700
Total Local Transport Plan	5,500	825	826	4,674
Halton Borough Council				
Early Land Acquisition Mersey Gateway	23,046	3,083	3,083	19,963
Development Costs Mersey Gateway	3,500	95	95	3,405
Street lighting – Structural Maintenance	105	0	0	105
Risk Management	118	0	0	118
Fleet Replacement	950	0	0	950
Total Halton Borough Council	27,719	3,178	3,178	24,541
<u>Grant Funded</u>				
Surface Water Management Grant	214	0	0	214
Mid Mersey Local Sustainable Transport	150	5	5	145
Total Grant Funded	364	5	5	359
<u>Local Pinch Point Fund</u>				
A558 Access Improvements	1,805	0	0	1,805
Total Local Pinch Point Fund	1,805	0	0	1,805
Total Capital Programme	35,388	4,008	4,009	31,379

8.0 Appendix - Explanation for use of symbols

Symbols are used in the following manner:

<u>Progress</u>	<u>Objective</u>	<u>Performance Indicator</u>
Green 	Indicates that the <u>objective is on course to be achieved</u> within the appropriate timeframe.	Indicates that the annual target <u>is on course to be achieved</u> .
Amber 	Indicates that it is <u>uncertain or too early to say at this stage</u> , whether the milestone/objective will be achieved within the appropriate timeframe.	Indicates that it is <u>uncertain or too early to say at this stage</u> whether the annual target is on course to be achieved.
Red 	Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	Indicates that the target <u>will not be achieved</u> unless there is an intervention or remedial action taken.
Direction of Travel Indicator		
<i>Where possible <u>performance measures</u> will also identify a direction of travel using the following convention:</i>		
Green 	<i>Indicates that performance is better as compared to the same period last year.</i>	
Amber 	<i>Indicates that performance is the same as compared to the same period last year.</i>	
Red 	<i>Indicates that performance is worse as compared to the same period last year.</i>	
N/A	<i>Indicates that the measure cannot be compared to the same period last year.</i>	

Key for Operational Director lead:

(MN)	Mick Noone	Operational Director, Policy, Planning & Transportation
(CP)	Chris Patino	Operational Director, Community & Environment
(PMcW)	Paul McWade	Operational Director, Commissioning & Complex Care
(WR)	Wesley Rourke	Operational Director, Economy Enterprise & Property

REPORT TO: Environment & Urban Renewal
Policy & Performance Board

DATE: 11 September 2013

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Petition requesting the introduction of bollards and waiting restrictions to prevent parking on part of Cronton Lane, Widnes.

WARDS: Farnworth

1.0 PURPOSE OF REPORT

1.1 To report on a petition that has been received, requesting the introduction of bollards and waiting restrictions to prevent parking on part of Cronton Lane, Widnes.

2.0 RECOMMENDATIONS: That the petition request for the introduction of further waiting restrictions east of Hill View on Cronton Lane, together with the installation of bollards to prevent 'driving on', should be refused and the lead petitioner informed accordingly.

3.0 SUPPORTING INFORMATION

- 3.1 An 18 name petition has been received from residents of properties towards the east end of Cronton Lane, Widnes, the properties being generally situated between the limits of the existing waiting restrictions on Cronton Lane, and the junction with Hill View. The covering letter for the petition is attached as Appendix 'A' together with a drawing of the area as Appendix 'B', drawing number 9228.
- 3.2 The petition raises concerns over abuse of the existing waiting restrictions in the area, obstruction of driveway entrances and sight lines, and vehicles being parked on the footway. It requests that the existing 'At Any Time' waiting restrictions at the east end of Cronton Lane be extended in effect as far as Hill View and that drivers be prevented from driving up onto the footway by the installation of a number of bollards on both sides of the road, installed as per the existing units in the area which have proved effective in stopping 'driving on' near the Cronton Lane shops.
- 3.3 The requested waiting restrictions and installation of bollards are not problem-free and a number of issues need to be considered:

[1] This would cause problems for the customers of the shops and potentially displacement of parking onto Norlands Lane - where parking is already becoming an issue – and other adjacent roads.

[2] These measures would be visually detrimental to the area.

[3] Extra waiting restrictions could potentially be abused by 'just for a minute' parkers. Parking in this area is mainly by customers of the shops, which is mainly short stay with a frequent turnover, and by residents.

[4] The measures would be highly inconvenient for the residents themselves as it would prevent them from parking outside their own homes.

[5] These proposals could trigger objections from customers of the nearby shops and the business owners as happened on previous occasions.

[6] There have been no other requests for parking restrictions in this area.

- 3.4 Ward councillors have contacted Cheshire Police for more enforcement of the existing waiting restrictions; however this could exacerbate the existing complaint. They have also been asked to ensure parked vehicles do not cause an obstruction to through traffic.

4.0 CONSULTATION

- 4.1 The ward councillors for Farnworth have been consulted.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The total cost of introducing the requested waiting restrictions and bollards would be approximately £6,000.

6.0 OTHER IMPLICATIONS

- 6.1 There are no direct policy, social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

- 7.1 Children & Young People in Halton

There are no direct implications on the Council's 'Children and Young People in Halton' priority.

- 7.2 Employment, Learning & Skills in Halton

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

- 7.3 A Healthy Halton

There are no direct implications on the Council's 'A Healthy Halton' priority.

- 7.4 A Safer Halton

The proposed waiting restrictions and bollards could serve to prevent obstruction and protect sightlines for pedestrians, cyclists and drivers alike.

- 7.5 Halton's Urban Renewal

- 7.6 There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

8.0 RISK ANALYSIS

- 8.1 There is a variable and uncertain road safety risk associated with not introducing these requested waiting restrictions and bollards, the degree of risk depending on the degree to which drivers would continue to park so as to obstruct the highway, desire lines and sight lines along Cronton Lane.

9.0 EQUALITY & DIVERSITY ISSUES.

9.1 There are no direct equality and diversity issues associated with this report.

10.0 BACKGROUND PAPERS

10.1 Report to Executive Board Sub- Committee 7 December 2006 - Proposed Zebra Crossing – Cronton Lane, Widnes

Cronton Lane Residents,
Widnes,
Cheshire,
WA8 5AJ

24th April 2013

Farnworth Ward Councillors,

Municipal Buildings,
Kingsway,
Widnes,
Cheshire,
WA8 7QF

Dear Sirs/Madam,

We are writing to you regarding the parking problems on Cronton Lane. This is regards to both sides of the road adjacent the shops on Cronton Lane.

Vehicles park on the double yellow lines & where no double yellow lines exist, blocking our entrances. They also park on the pavement which blocks our view of the oncoming traffic. All the signatories below agree that there will shortly be a serious road traffic accident. Bollards are fitted in front of a few of the houses to prevent parking on the pavement but these only extend to the yellow line area. We would like your support to have the double yellow lines & bollards extended.

There are times when cars at speed mount the kerbs making it dangerous for pedestrians.

Whilst we appreciate that the local shops provide a service, the extent to which the local area has had extensive housing developments has also increased the traffic in the area.

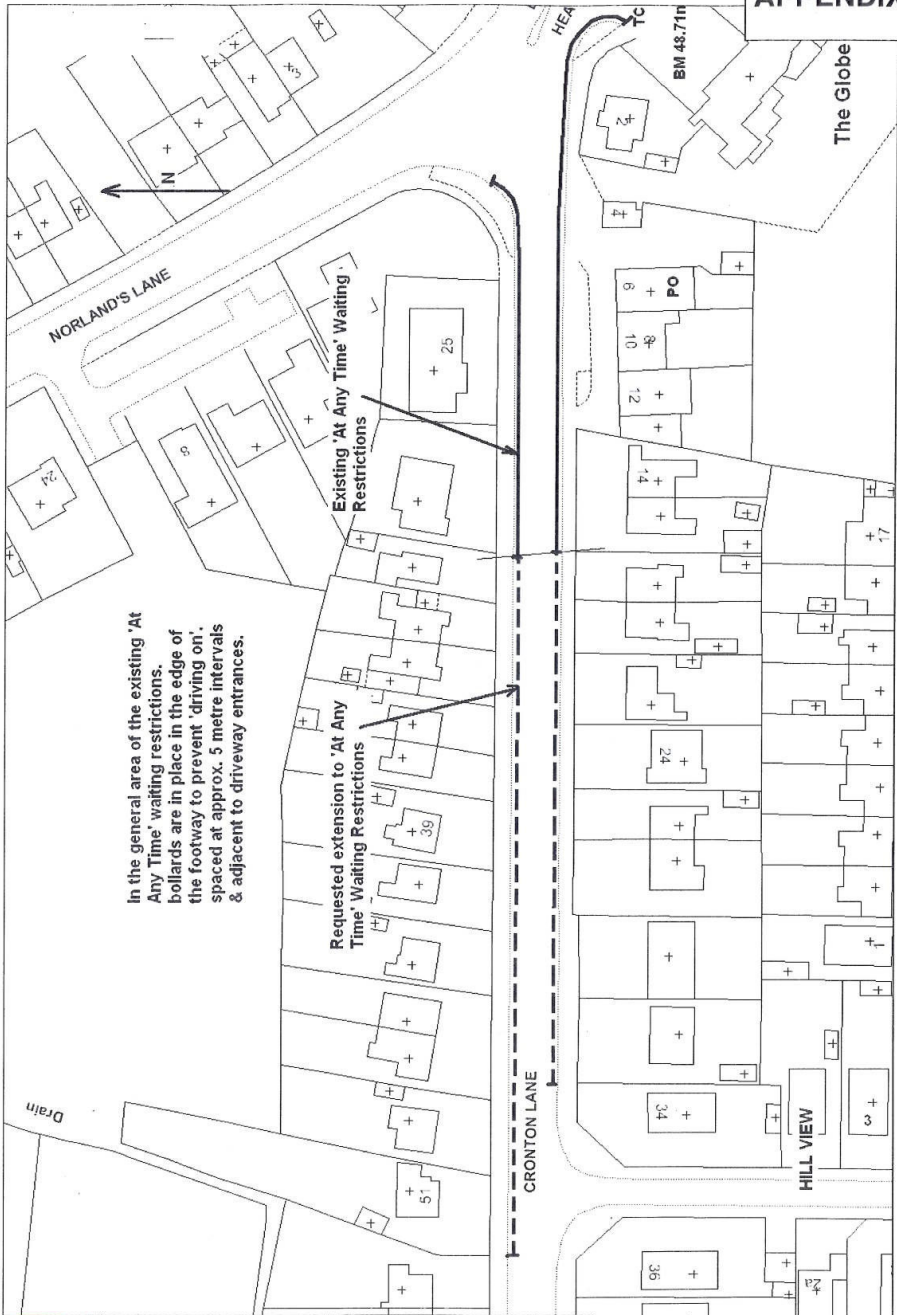
The situation is at its worst during rush hour times & evenings whilst people are trying to use the local facilities.

We all feel that before long, somebody is going to be seriously hurt. If you could provide support to prevent a potential accident, we would appreciate it very much.

Yours sincerely

The residents of Cronton Lane

APPENDIX 'B'



In the general area of the existing 'At Any Time' waiting restrictions, bollards are in place in the edge of the footway to prevent 'driving on', spaced at approx. 5 metre intervals & adjacent to driveway entrances.

Petition Requesting Extension of 'At Any Time' Waiting Restrictions and Bollard Installation, Cronton Lane, Widnes
 Scale: NTS Date: Jun 2013
 Drawn: SJ Checked: [blank]
 Drg. No.: 9228



Mick Noone, BA(Hons), M.Sc., C.Eng.,
 MICE, MCIT, CMILT
 Operational Director - Policy, Planning & Transportation Department
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 Widnes, WA8 7QF. Tel: 0303 333 4300
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REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 11th September 2013

REPORTING OFFICER: Strategic Director - Communities

PORTFOLIO: Physical Environment

SUBJECT: Fixed Penalty Notices

WARD(S): Borough-wide

1. PURPOSE OF REPORT

To provide details of a scheme whereby a private enforcement company issue Fixed Penalty Notices for litter and dog fouling offences on behalf of local authorities and to ask Members to consider recommending to the Executive Board that such a scheme be introduced in Halton.

2. RECOMMENDATION: That

- 1) Members receive and comment upon the report; and,**
- 2) a report be presented to the Executive Board recommending the approval of a pilot scheme for the issuing of Fixed Penalty Notices for litter and dog control offences by a private enforcement company on behalf of the Council.**

3. SUPPORTING INFORMATION

- 3.1 Council officers have been carrying out research into schemes whereby private Environmental Enforcement companies issue Fixed Penalty Notices for litter and dog control offences on behalf local authorities. This report provides Members with details of such schemes the potential benefits, and asks Members to consider making recommendations to the Executive Board in respect of the potential introduction of pilot scheme in Halton.
- 3.2 The Council currently has an Environmental Enforcement Team that sits within the Waste and Environmental Improvement Division. Over time, the Team's ability to undertake enforcement patrols has reduced as a result of increased involvement in activities to tackle a wide range of environmental nuisance and anti-social behaviour related offences. This has included working closely with the Safer Halton Partnership and undertaking an increasing number of multi-agency operations with Cheshire Police, Cheshire Fire and Rescue Service, the Environment Agency and RSL's across the borough.

3.3 The Council's Enforcement Team also provides an increasing level of support to ensure that residents comply with the requirements of the Council's Household Waste Collection Policy. The reduced amount of time that can be committed to carrying out enforcement patrols is affecting the Council's ability to both deter environmental crime offences and tackle those who commit them. This can be seen below, which shows the number of individuals caught committing offences and issued with FPNs;

- 2011/12 - 332 FPNs issued
- 2012/13 – 231 FPNs issued
- 2013/14 – 67 FPNs issued (April to July)

3.4 The use of private enforcement organisations for the issuing of FPNs would supplement the work of the Council's current Enforcement Team, providing an opportunity to support the Council's efforts to reduce anti-social behaviour and improve the safety and attractiveness of the borough by;

- Providing an increased deterrent against litter and dog fouling offences
- Providing an increased level of enforcement patrols in shopping areas, local neighbourhoods, parks and open spaces
- Providing targeted enforcement patrols in known litter and dog fouling 'black spot' areas
- Taking enforcement action against those caught committing litter and dog fouling offences
- Reducing the amount of litter and dog fouling across the borough
- Reducing the costs of clearing litter and dog fouling.

3.5 Private Enforcement Companies can provide services out of normal working hours. These hours of operation would increase the enforcement officer presence in Town Centres and parks during the weekend and also be particularly advantageous in helping to tackle dog fouling offences, which often occur when individuals walk their dogs before or after work.

3.6 The use of an external organisation to provide a dedicated resource to issue FPNs should not be seen in any way as heavy handed enforcement. Instead, it is simply a mechanism to improve the safety and attractiveness of the borough by enhancing the Councils ability to tackle those committing environmental crime offences.

- 3.7 The Council is empowered to issue FPNs through the authorisation of designated employees. Private enforcement organisations would be authorised to issue FPNs on behalf of the Council as Section 19 of the Clean Neighbourhoods & Environment Act 2005 gives the Council the ability to authorise any person.
- 3.8 Under the terms of any agreement with an external enforcement company, no targets would be set for the issuing of FPNs and the company would be prohibited from introducing any financial incentives for its Enforcement Officers that would be linked in any way to the number of FPNs issued by individual officers.
- 3.9 As part of the Council's actions to help improve health and wellbeing, options are currently being explored into an initiative whereby individuals caught dropping cigarette related litter would, as an alternative to being issued with an £80 FPN, be asked to commit to attending a smoking cessation course. Their attendance at cessation sessions would be monitored and, if they failed to attend an agreed number, enforcement action would be pursued for the original offence.
- 3.10 Officers have undertaken research and have contacted a number of other local authorities who have engaged private enforcement companies. Below is a summary of their experiences, the names of the authorities have been removed;
- 3.10..1 **Authority 1** is 3 months into a 6 month contract with a private enforcement company. In the first 10 weeks of the scheme, over 300 FPNs were issued. There is between a 55-60% payment rate with remaining FPNs going to Court. The Authority's Legal team do minor checks on cases and then use private Solicitors who work on a set fee per case basis.
- 3.10..2 **Authority 2** entered into a 12 month contract a private organisation in November 2012. The Authority undertook a 3 month 'lead-in' advertising campaign to 'advise' and 'warn' members of the public. To date, 1572 Fixed Penalty Notices for littering and dog fouling offences have been issued. 71% of all FPNs were paid. The private company collect and prepare all case files and the Authority's Legal Services Department take the prosecution cases to Court.
- 3.10..3 **Authority 3** has used a private enforcement company since 2010, using the Keep Britain Tidy 'No Lfs No Butts' campaign to brand the enforcement initiative and inform the general public. To date, 12,950 Fixed Penalty Notices for littering and dog fouling have been issued, with 74% of all FPNs paid with to date. The authority has subsequently employed additional administration resources to support presentation of cases in court.

- 3.10..4 **Authority 4** has used a private enforcement company since 2009 with approximately 4,700 FPNs issued per year. 65% of the FPNs issued are paid. For unpaid FPNs, the enforcement company arrange the court dates and process all case files which are presented in court by the Council's Legal Team.
- 3.11 The Council's approach to preventing environmental crime has, and will continue to be, to persuade people to change their attitudes and behaviour through education, community engagement and providing information and advice. However, the Council does have a responsibility to protect those members of our community who are affected by the irresponsible behaviour of a minority of individuals who, despite the efforts of the Council to encourage them to do otherwise, commit environmental crime offences. To this end, the Council needs to have in place effective enforcement measures and the use of a private enforcement company will support the Council's existing Team in helping to deter and reduce environmental crime, thereby improving the safety and attractiveness of the borough.
- 3.12 There are many unknown elements as to how such a scheme would work in Halton and the delivery of a pilot scheme would give the opportunity for the initiative to be assessed. Members of the Board are therefore asked to support that a report be presented to the Executive Board recommending that consideration be given to approving a pilot scheme for the issuing of Fixed Penalty Notices for litter and dog control offences by a private company on behalf of the Council.
- 3.13 Members can be assured that only those who commit environmental crime offences will be issued with Fixed Penalty Notices and this is a key message that would be included in the promotion or publicity of any subsequent future use of a private enforcement company.

6. POLICY IMPLICATIONS

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

7. OTHER/FINANCIAL IMPLICATIONS

- 7.1 Currently, whilst there is a high level of payment for FPNs issued in Halton (approximately 85%), not all individuals pay their penalty notice, which results in court proceedings being initiated. Dealing with non-payment of FPNs is resource intensive and requires work from officers of both the Environmental Enforcement Team and the Council's Legal Services Team. If an increased number of FPNs were to be issued, the amount of court cases would most certainly increase. Discussions have been held with Legal Services on how any increase would be managed.
- 7.2 There would be no costs to the Council if it were to engage the services of a private enforcement company. The service would be self-financing, with the company receiving a fixed sum for each FPN issued and the Council receiving the balance from any Penalty Notice paid, which could lead to an increase in income.

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

By enhancing its ability to deter and prevent environmental crime, the Council will be making a positive contribution towards improving the environment and the appearance of the borough, which shall in turn have an overall beneficial effect on health and wellbeing

8.4 A Safer Halton

Effective use of its regulatory powers will demonstrate that the Council is committed to dealing with environmental crime. The Council's efforts to improve environmental standards and reduce environmental crime will have a positive impact upon the Safer Halton Priority, and contribute towards the 'Cleaner, Greener, Safer' agenda.

8.5 Halton's Urban Renewal

No direct impact, but overall environmental benefits should make the borough a more attractive location for investment.

9.0 RISK ANALYSIS

9.1 The Council has legislative powers available to deal with environmental crime. Failure to make best use of these powers to improve the local environment may lead to criticism of the Council thereby damaging its reputation.

10.0 EQUALITY AND DIVERSITY ISSUES

10.1 The Council aims to be consistent and evenhanded in all regards. Taking enforcement action to deal with environmental crime is not intended to have either a positive or negative impact upon equality and diversity or apply differently to any particular group.

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:	Environment & Urban Renewal Policy & Performance Board
DATE:	11 th September 2013
REPORTING OFFICER:	Strategic Director, Policy & Resources
PORTFOLIO:	Transportation
SUBJECT:	Objections to Proposed 20mph Speed Limits, Halton Castle Ward
WARDS:	Halton Castle

1.0 PURPOSE OF REPORT

- 1.1 To report on objections that have been received following public consultation on a proposed Traffic Regulation Order to introduce 20mph speed limits on roads within the Halton Castle ward. A plan of the area affected is shown on Appendix 'A' and the original proposals are set out in Appendix 'B'.

2.0 RECOMMENDATIONS: It is recommended that this Policy & Performance Board recommends to the Executive Board that

1. notice be given of the Council's intention to introduce an Order to implement a 20mph speed limit on those roads listed in the Appendix 'B'; and
2. the objectors be notified accordingly.

3.0 SUPPORTING INFORMATION

- 3.1 Under delegated powers and after consultation with the ward councillors, the Executive Board Member – Transportation and Cheshire Police, the Operational Director (Policy, Planning & Transportation) issued approval to advertise a proposal to implement a 20mph speed limit over most of the residential areas of Halton Castle ward. The roads affected are set out in Appendix 'B'.
- 3.2 The purpose of 20mph speed limits is to encourage lower driving speeds and create a safer environment for vulnerable road users in essentially residential areas, redressing the balance between people and traffic. The introduction of 20mph areas is encouraged by national government.
- 3.3 During the autumn of 2011, at the request of the Castlefields Implementation Group, an earlier consultation exercise was carried out with Halton Castle ward residents concerning introducing 20mph zones. Over the complete consultation area, the vast majority of respondents (87%) were in favour of the introduction of 20mph speed limits on a large scale within the Castlefields Neighbourhood Area. After subsequent evaluation of the suitability of Castlefields Avenue North and East for 20mph speed limits with ward members and the Executive Board Member – Transportation, it was decided that these routes are currently more suited to their present 30mph limit but the members expressed a desire to see the 20mph implementation area extended to include The Calvers, The Clough, The Croft and the remainder of the Halton Village area excluding Halton Brow. This can be accomplished with a minimum of extra signing.

- 3.4 The final proposals for 20mph speed limits as set out in Appendix 'B' moved forward to formal consultation, with approximately 2960 letters being delivered to all households within the ward, in addition to on-street and local newspaper advertising. At the end of the consultation period, two objections had been received and these will be available at the meeting.

Objection 1, from a resident of Chester Close: Disagreed with the proposal but did not provide any relevant detailed reasons.

Objection 2, from a resident of Lodge Lane: Disagreed with 20mph limits on roads "such as Castlefields Avenue South. . . .as they are main roads and travelling at 20mph is completely unnecessary and impractical."

However, the proposals have the support of ward councillors, the Executive Board member – Transportation and the Castlefields Implementation Group and are in line with national policy. Cheshire Police have been consulted and raised no objections.

- 3.5 Two residents requested the introduction of 20mph speed limits on Castlefields Avenue East & North as set out in para. 3.3 above. These routes are not presently suited to a 20mph limit, although this situation could be reviewed in the future as the continuing regeneration of the neighbourhood may change the character of these two roads.

4.0 FINANCIAL IMPLICATIONS

- 4.1 It is estimated the speed limit and associated gateway signing would cost of the order of £14,000. These costs will be charged to the Castlefields regeneration project.

5.0 OTHER IMPLICATIONS

- 5.1 The introduction of 20mph speed limits has been shown to reduce the number of collisions on residential roads and reduce the severity of any accident casualties. Road safety casualty reduction work is consistent with the policies and approaches incorporated in Halton's current Local Transport Plan.
- 5.2 There are no other direct social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES.

6.1 Children & Young People in Halton

By helping to create a safer environment, road safety casualty reduction work assists in the safeguarding of children and young people and in the achievement of accessible services through encouraging walking and cycling.

6.2 Employment, Learning & Skills in Halton

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

6.3 A Healthy Halton

A reduction in road casualties will have the direct benefit of releasing health resources and thereby enable funding to be focused on other areas of health care.

6.4 A Safer Halton

The introduction of 20mph speed limits have been shown to reduce the number of

collisions on residential roads and reduce the severity of any accident casualties. The reduced speed limit will help to create a safer environment for vulnerable road users and encourage drivers to be more aware of the residential nature of their surroundings.

6.5 Halton's Urban Renewal

There are no direct implications on the Council's 'Halton's Urban Renewal'.

7.0 RISK ANALYSIS

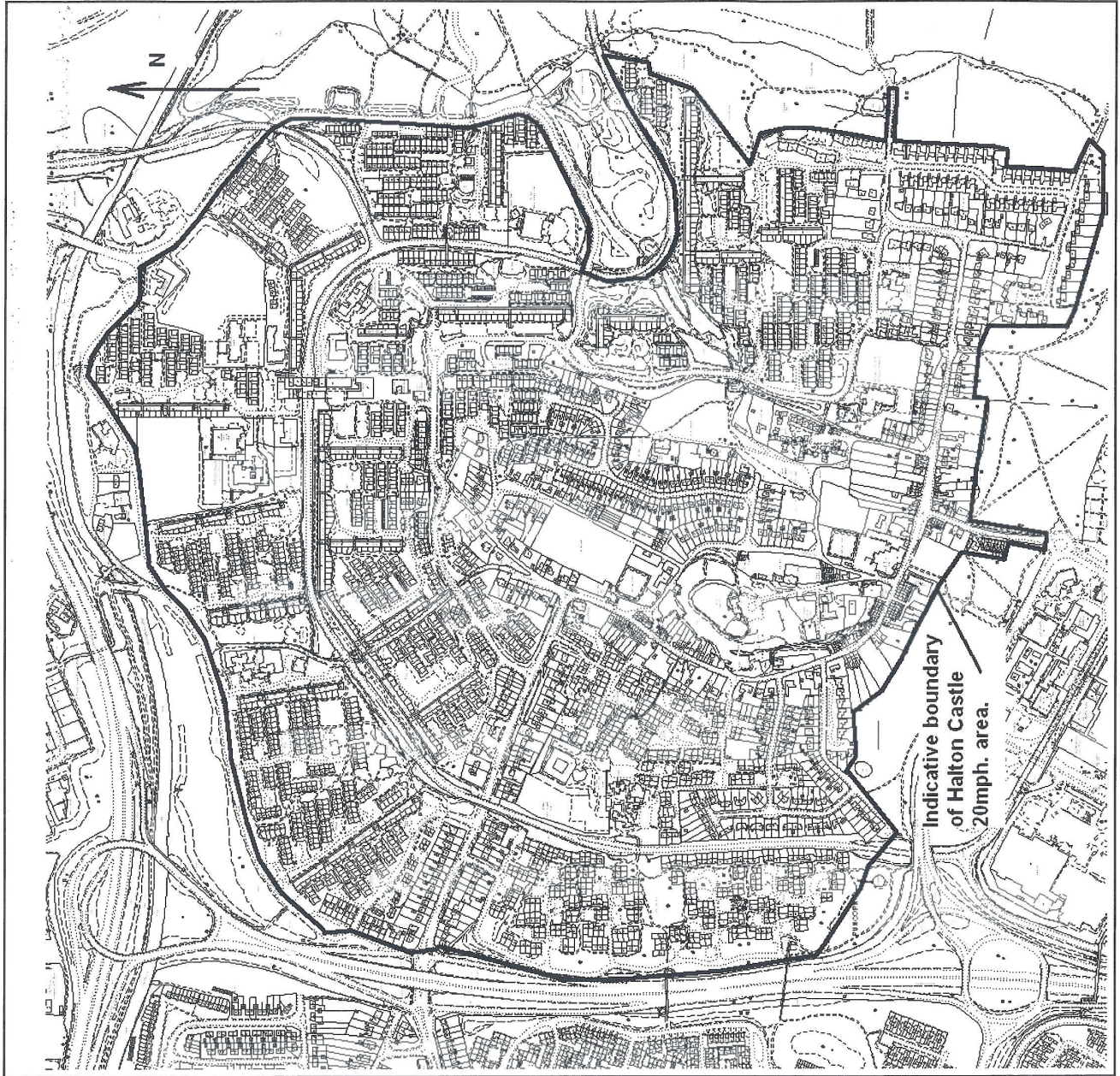
7.1 The introduction of 20mph speed limits has been shown to reduce the number of collisions on residential roads and reduce the severity of any accident casualties. The reduced speed limit will help to create a safer environment for vulnerable road users and encourage drivers to be more aware of the residential nature of their surroundings. No full risk assessment is required.

8.0 EQUALITY & DIVERSITY ISSUES

8.1 There are no direct equality and diversity issues associated with this report.

9.0 BACKGROUND PAPERS

9.1 There are no background papers under section 100D of the Local Government Act 1972.



Mick Noone, BA(Hons), M.Sc., C.Eng.,
MICE, MCIHT, CMILT
Operational Director - Policy, Planning &
Transportation Department
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Proposed 20mph. Speed Limits, Halton Castle

To cover the following roads:

Castlefields Avenue South, Caesars Close, Centurian Row, Pendennis Court, Shepherds Row, Keepers Walk, Kingshead Close, Waterbridge Mews, De Lacy Row, Plantation Close, Richard Close, Skipton Close, Harlech Grove, Green Bridge Close, Merlin Close, King Arthurs Walk, Camelot Way, Barons Close, Warwick Grove, Limekiln Row, Primrose Court, Meadow Row, Hedge Hey, Convy Close, Denbigh Court, Constables Close, Chester Close, Beaumaris Way, Rothesay Close, Caermarvon Close, Princes Close, Cornwall Close, Coppice Close, Brereton Close, Woodland Walk, Main Street, Stockham Lane, Norton View, Norton Lane, Holt Lane, Lodge Lane, Riversdale Road, Hollybank Road, The Croft, The Clough, Summer Lane, Summer Close, Spark Lane, The Underway, Castle Road, School Lane, Pump Lane, The Common, St. Mary's Road, Mount Road, Priory Close, Cheshyre Drive, The Calvers, Meadowcroft Court, Cannonbury Close & The Brow and excluding Castlefields Avenues East & North, Flavian Court, Roman Close, Warrington Road, Halton Brow & Busway.

Drng. No.: 9108. Scale: NTS. Date: Apr. 2013

Drawn: SJ Checked:

Details of Proposed Order

[a] Type: 20mph Speed Limits

[b] Details: The full adopted lengths of the following highways in Runcorn:

Castlefields Avenue South, Caesars Close, Centurion Row, Pendennis Court, Shepherds Row, Keepers Walk, Kingshead Close, Waterbridge Mews, De Lacy Row, Plantation Close, Richard Close, Skipton Close, Harlech Grove, Green Bridge Close, Merlin Close, King Arthurs Walk, Camelot Way, Barons Close, Warwick Grove, Limekiln Row, Primrose Court, Meadow Row, Hedge Hey, Conwy Close, Denbigh Court, Constables Close, Chester Close, Beaumaris Way, Rothesay Close, Caernarvon Close, Princes Close, Cornwall Close, Coppice Close, Brereton Close, Woodland Walk, Main Street, Stockham Lane, Norton View, Norton Lane, Holt Lane, Lodge Lane, Riversdale Road, Hollybank Road, The Croft, The Clough, Summer Lane, Summer Close, Spark Lane, The Underway, Castle Road, School Lane, Pump Lane, The Common, St. Mary's Road, Mount Road, Priory Close, Cheshyre Drive, The Calvers, Meadowcroft Court, Cannonbury Close, The Brow .

[c] Associated revocations: None.

[d] Exemptions: Standard.

[e] Statement of Reasons: Speed limit reduction to 20mph. to encourage safer driving and to highlight the residential nature of the roads covered.

[f] Plan: Drg. no. 9108.

[g] Date to be advertised: ASAP.

[h] Date to be effected: ASAP.

[i] Advertising code: 2050 1625 W041 (To be recharged to C.I.G.)

From: Operational Director
Policy, Planning & Transportation

To: S.Johnson, Traffic

My Ref:

Your Ref.:SJ/

Date: 22nd. July 2013

=====

**Objections to Proposed 20mph. Speed Limits,
Halton Castle Ward**

Having considered the attached report, I hereby accept the recommendations contained therein and now ask you to proceed with implementation, subject to the conditions stated in the report.

M.J. Noone, Operational Director, Policy, Planning & Transportation

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	11 th September 2013
REPORTING OFFICER:	Strategic Director - Policy and Resources
PORTFOLIO:	Physical Environment
SUBJECT:	Partial Green Belt Review - North Widnes and Hale Green Belt Study
WARDS:	Appleton, Birchfield, Broadheath, Ditton, Farnworth , Hale, Halton View, Hough Green and Kingsway.

1.0 PURPOSE OF THE REPORT

- 1.1 The report provides an overview of the methodology for the Widnes and Hale Green Belt Study (the Partial Green Belt Review).
- 1.2 It should be noted that the Green Belt Study itself will not release or allocate land for development but will be a key evidence base document for the Delivery and Allocations Local Plan, which will identify land to meet development needs.

2.0 RECOMMENDATION: That

- (1) the Board note the methodology proposed; and**
- (2) comment, as appropriate, on the methodology and the consultation process.**

3.0 SUPPORTING INFORMATION

NEED FOR A PARTIAL REVIEW OF THE WIDNES/HALE GREEN BELT

- 3.1 At the recent examination of the Core Strategy Local Plan, the Government appointed Inspector concluded that there was insufficient identified land within Widnes/Hale to deliver the level of development to meet the assessed requirements, particularly for housing. To have the Plan found 'sound' the Council had to commit to undertaking a review of the Borough's Green Belt boundaries around Widnes and Hale to ensure there is sufficient development land for the longer term needs to 2028 and beyond. Sufficient sites exist in Runcorn for future housing development (primarily at Sandymoor and Daresbury) and so a review of Runcorn's Green Belt was not deemed necessary at this time. The Inspector also ruled that a partial Green Belt (GB) review should take

place in the early part of the Core Strategy's plan period (2010-2028) and inform the development of the Delivery and Allocations Local Plan.

- 3.2 Work has already commenced on the Delivery and Allocations Local Plan, as the planning policy document which will replace the remainder of the saved policies in the UDP (i.e. not superseded by the adoption of the Core Strategy and Joint Waste Local Plans). This Plan will detail sites across the Borough to be allocated for specific purposes, such as housing, employment or green space. In order to fulfil the objectives of the Core Strategy development allocations must be developable, and with a reasonable prospect of being deliverable. The Plan needs to focus on those most likely to make a contribution to the objectives of the Core Strategy, and new development policies will also give protection to certain areas across the Borough, including important open spaces and Town Centres. In addition to those policies that relate to a specific area of the Borough (shown on an accompanying Adopted Policies Map), more general policies setting out development principles will be included. These will be a key tool when assessing planning applications for all forms of development across Halton and will cover a broad range of topics such as design, car parking standards and contaminated land.
- 3.3 At the Core Strategy examination (2010 figures), the shortfall in housing land amounted to about 844 units to 2028. However, Government guidance states that when being established or amended, green belt boundaries should endure beyond the lifetime of the current plan, and therefore the Council will need to consider future development needs and pressures beyond 2028. This work will be undertaken as part of the evidence to support the Delivery and Allocations Local Plan.
- 3.4 Land needed for longer-term development needs can be identified as 'safeguarded land' which is land that will be protected from development similar to Green Belt in the short term. The Halton UDP had similar allocations in the form of policy S23 Open Countryside where land was excluded from the Green Belt but protected from development.
- 3.5 The Localism Act introduced a Duty to Co-operate on planning matters of strategic importance, i.e. affecting more than one Local Planning Authority area. Green Belt is a strategic issue and the Council have sought co-operation from our neighbouring Authorities, to work in partnership to ensure that a co-ordinated and strategic approach is taken. Knowsley Council, Sefton Council and West Lancashire Council have already conducted a Green Belt Study as part of their Core Strategy Local Plans. We have adopted a combination of the methodologies used learning from their experiences to ensure a consistent approach. This will also comply with the requirements set out in the National Planning Policy Framework which states

...Plans should be kept up-to-date, and be based on joint working and co-operation to address larger than local issues. They should provide a

*practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency;*¹

3.6 The location of the sites/areas to be released from the Widnes/Hale green belt will be informed by the findings of the Green Belt Study. NPPF² states that when defining Green Belt boundaries, local planning authorities should:

- ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;
- not include land which it is unnecessary to keep permanently open;
- where necessary, identify in their plans areas of ‘safeguarded land’ between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
- make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;
- satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and
- define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

GREEN BELT STUDY METHODOLOGY

3.7 The Green Belt Review methodology is broken down into four distinct stages:

- Stage 1: Sub-division of Widnes/Hale into site parcels.
This exercise has initially been completed as a desk study, using electronic mapping and aerial photography. The criteria applied is that parcels should form one land use, exhibit a single character and not contain any physical features on the ground.

Existing built development has been discarded and excluded from further separate assessment at this stage. The status of these sites will be considered later in the production of the Delivery and Allocations Local Plan in the light of the results of the Green Belt Study as part of a detailed boundary review (i.e. existing Green Belt boundaries will be reviewed to identify and remove anomalous or incoherent alignments).

All remaining sites will be visited to validate and supplement the desk-based work and this may result in parcels being further sub divided or amalgamated depending on prevailing boundary strength and land use characteristics.

¹ CLG (2012) National Planning Policy Framework para 17

² CLG (2012) National Planning Policy Framework para 85

- Stage 2: Assessment of parcels against constraints information and sustainability criteria.

- a. Constraints -

- Sites will be assessed against known 'show stoppers', namely constraints that effectively prohibit the development of the land i.e.

- land with the highest flood risk (zones 3a and 3b).
 - sites subject to unacceptable risk (e.g. COMAH / Airport PSZ)
 - Sites of Special Scientific Importance,
 - sites containing ancient woodland, and
 - sites with known remediation or contamination issues that would affect the deliverability of a site.

- Such sites will not be taken forward for further assessments.

- Sites will also be assessed against restrictive constraints that would not entirely prohibit development and could be mitigated against.

- b. Sustainability Criteria –

- A draft site appraisal form has been produced which provides information regarding the sites sustainability and lists informative criteria against which sites will be assessed (Appendix A).

- Stage 3: Assessment of all remaining parcels against the purposes of including land in the Green Belt.

National Planning Policy Framework lists five functions of the Green Belt (largely consistent with previous guidance) these being:

1. To check the unrestricted sprawl of large built up areas;
2. To prevent neighbouring towns merging into one another
3. To assist in safeguarding the countryside from encroachment;
4. To preserve the setting and special character of historic towns;
and
5. To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

To measure each of the functions above criteria have been identified (Appendix B). It is also proposed to provide a commentary setting out how each parcel meets any or all of the functions.

- Stage 4: Assessment of how the parcels remaining at stage 4 contribute to meeting the needs identified in the adopted Core Strategy, together with an indicative capacity of those parcels.

- 3.8 A detailed technical report has been produced (Appendix C) listing the scoring methodology proposed to be consulted on for each of the stages above.

CONSULTATION ON THE PROPOSED METHODOLOGY INCLUDING KEY ASSUMPTIONS

3.9 Due to the anticipated stakeholder interest in this study it is considered important to frontload the process by being transparent and inviting comments on the proposed methodology. The benefits of this approach will provide the outcomes of the study to be more robust in terms of the strength of evidence required to inform the Delivery and Allocations Local Plan. Therefore it is proposed that a consultation on the methodology is carried out using the following methods:

1. Letters to all existing consultees who have previously requested to be informed of the production of the Delivery and Allocations Local Plan held on the LDF database.
2. Offer of presentation of the methodology at the Area Forums in Widnes and Hale, and to Hale and Halebank Parish Councils
3. Press advertisement(s) giving details of a four week public consultation period including a drop in session.
4. A drop in session at the Stadium.
5. Presentation to the Active Stakeholder Group of the Strategic Housing Land Availability Assessment annual update.

PROJECT TIMETABLE

3.10 Green Belt Study

Consultation on the proposed methodology	Aug – Sept 2013
Green Belt Review stage 1-3 completion	Oct - Nov 2013
Stage 4 completion	Dec – Jan 2014
Green Belt Study Final Report	Feb - Mar 2014

4.0 POLICY IMPLICATIONS

- 4.1** The Green Belt Study will form an essential part of the evidence base upon which the Delivery and Allocations Local Plan will be based. The Delivery and Allocations Local Plan will be a key policy document for the allocation of land for the future development of the Borough and the Council's investment strategies.

5.0 OTHER IMPLICATIONS

- 5.1** None identified

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

Providing sufficient development land for the identified needs of the Borough as set out in the Core Strategy Local Plan will contribute to addressing the need to encourage and provide opportunities for children and younger people.

5.2 Employment, Learning and Skills in Halton

The Green Belt Study may identify suitable land to support the enhancement of the Borough's economy and hence deliver economic growth.

6.3 A Healthy Halton

None identified

6.4 A Safer Halton

None identified

6.5 Halton's Urban Renewal

The Green Belt Study may identify suitable land to support the renewal and or enhancement of the Borough's green and built environment.

7.0 RISK ANALYSIS

It is anticipated that identifying potential sites in the green belt for further investigation and future release for development (as part of the Delivery and Allocations Local Plan) will result in high levels of public interest. It is essential that this process is managed sensitively and the agreed methodology followed diligently.

8.0 EQUALITY AND DIVERSITY ISSUES

None identified

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

Document	Place of Inspection	Contact Officer
Halton Core Strategy Local Plan, HBC	Municipal Building	Alasdair Cross
Report on the Examination into Halton Core Strategy Local Plan, The Planning Inspectorate	Municipal Building	Alasdair Cross
National Planning Policy Framework and Technical Guidance (March 2012)	Municipal Building	Alasdair Cross
The Town and Country Planning (Local Planning) (England) Regulations 2012	Municipal Building	Alasdair Cross
Planning and Compulsory Purchase Act 2004	Municipal Building	Alasdair Cross

Site ID

1 WA8 9PA Grid Reference: 350091 / 387620
Area (ha): 1.31 Ward: Birchfield

Appraised by:

Appraisal date:

Excluded: No



Sustainability

Distance Rail Station (km)	1.31
Rail Service Frequency	No Data
Distance Bus Stop (km)	0.8
Bus Service Frequency	No Data
Distance Service Centre (km)	
Distance A Road Junction (km)	
Distance Morotway Junction (km)	2.3
Distance Supermarket (km)	
Distance Convenience Store (km)	
Distance Post Office (km)	
Distance Primary School (km)	1.27
Distance Secondary School (km)	1.28
Cycle Route	No Data
Distance Cycle Route (km)	
Distance GP Surgery (km)	
Distance Hospital (km)	4.74
Distance Park (km)	0.34
Distance Local Centre (km)	1.08
Distance Employment Site (km)	1.21
Distance Further Education (km)	0.77

Informatives

Designation of Land	No Data
Area of Separation	No
AONB	No
SSSI	No
Bio_Geo_Heritage	No Data
Agricultural Land Classification	Grade 2
Conservation Area	None
Ancient Monument	None
Parks and Gardens	0.34
Listed Building	None
Local List	No Data
NLUD	None
Flood Zone (SFRA 2)	1
Contaminated Land	None
3km Congestion	No Data
Broadband	No Data
PADHI	None

General Site Info

Site ID

2	WA8 9NY	Grid Reference: 349983 / 387582	Appraised by:	<input type="text"/>
	Area (ha): 0.93	Ward: Birchfield	Appraisal date:	<input type="text"/>
			Excluded:	No



Sustainability

Distance Rail Station (km)	1.39
Rail Service Frequency	No Data
Distance Bus Stop (km)	0.71
Bus Service Frequency	No Data
Distance Service Centre (km)	
Distance A Road Junction (km)	
Distance Morotway Junction (km)	2.36
Distance Supermarket (km)	
Distance Convenience Store (km)	
Distance Post Office (km)	
Distance Primary School (km)	1.16
Distance Secondary School (km)	1.24
Cycle Route	No Data
Distance Cycle Route (km)	
Distance GP Surgery (km)	
Distance Hospital (km)	4.72
Distance Park (km)	0.37
Distance Local Centre (km)	1.19
Distance Employment Site (km)	1.31
Distance Further Education (km)	0.86

Informatives

Designation of Land	No Data
Area of Separation	No
AONB	No
SSSI	No
Bio_Geo_Heritage	No Data
Agricultural Land Classification	Grade 2
Conservation Area	None
Ancient Monument	None
Parks and Gardens	0.37
Listed Building	None
Local List	No Data
NLUD	None
Flood Zone (SFRA 2)	1
Contaminated Land	Potentially Contaminated
3km Congestion	No Data
Broadband	No Data
PADHI	None

General Site Info

Site ID

3 WA8 9PA Grid Reference: 350153 / 387711
Area (ha): 0.72 Ward: Birchfield

Appraised by:

Appraisal date:

Excluded: No



Sustainability

Distance Rail Station (km)	1.29
Rail Service Frequency	No Data
Distance Bus Stop (km)	0.69
Bus Service Frequency	No Data
Distance Service Centre (km)	
Distance A Road Junction (km)	
Distance Morotway Junction (km)	2.2
Distance Supermarket (km)	
Distance Convenience Store (km)	
Distance Post Office (km)	
Distance Primary School (km)	1.33
Distance Secondary School (km)	1.33
Cycle Route	No Data
Distance Cycle Route (km)	
Distance GP Surgery (km)	
Distance Hospital (km)	4.69
Distance Park (km)	0.41
Distance Local Centre (km)	0.98
Distance Employment Site (km)	1.1
Distance Further Education (km)	0.66

Informatives

Designation of Land	No Data
Area of Separation	No
AONB	No
SSSI	No
Bio_Geo_Heritage	No Data
Agricultural Land Classification	Grade 2
Conservation Area	None
Ancient Monument	None
Parks and Gardens	0.41
Listed Building	None
Local List	No Data
NLUD	None
Flood Zone (SFRA 2)	1
Contaminated Land	Potentially Contaminated
3km Congestion	No Data
Broadband	No Data
PADHI	None

General Site Info

Site ID

4 WA8 9DB Grid Reference: 350246 / 387705
Area (ha): 0.77 Ward: Birchfield

Appraised by:

Appraisal date:

Excluded: No



Sustainability

Distance Rail Station (km)	1.21
Rail Service Frequency	No Data
Distance Bus Stop (km)	0.67
Bus Service Frequency	No Data
Distance Service Centre (km)	
Distance A Road Junction (km)	
Distance Morotway Junction (km)	2.19
Distance Supermarket (km)	
Distance Convenience Store (km)	
Distance Post Office (km)	
Distance Primary School (km)	1.24
Distance Secondary School (km)	1.28
Cycle Route	No Data
Distance Cycle Route (km)	
Distance GP Surgery (km)	
Distance Hospital (km)	4.74
Distance Park (km)	0.39
Distance Local Centre (km)	0.91
Distance Employment Site (km)	1.04
Distance Further Education (km)	0.63

Informatives

Designation of Land	No Data
Area of Separation	No
AONB	No
SSSI	No
Bio_Geo_Heritage	No Data
Agricultural Land Classification	Grade 2
Conservation Area	None
Ancient Monument	None
Parks and Gardens	0.39
Listed Building	None
Local List	No Data
NLUD	None
Flood Zone (SFRA 2)	1
Contaminated Land	Potentially Contaminated
3km Congestion	No Data
Broadband	No Data
PADHI	None

General Site Info

Site ID

5 WA8 9EB Grid Reference: 350170 / 387940
Area (ha): 6.45 Ward: Birchfield

Appraised by:

Appraisal date:

Excluded: No



Sustainability

Distance Rail Station (km)	1.4
Rail Service Frequency	No Data
Distance Bus Stop (km)	0.48
Bus Service Frequency	No Data
Distance Service Centre (km)	
Distance A Road Junction (km)	
Distance Morotway Junction (km)	1.97
Distance Supermarket (km)	
Distance Convenience Store (km)	
Distance Post Office (km)	
Distance Primary School (km)	1.32
Distance Secondary School (km)	1.52
Cycle Route	No Data
Distance Cycle Route (km)	
Distance GP Surgery (km)	
Distance Hospital (km)	4.5
Distance Park (km)	0.63
Distance Local Centre (km)	0.84
Distance Employment Site (km)	0.94
Distance Further Education (km)	0.45

Informatives

Designation of Land	No Data
Area of Separation	No
AONB	No
SSSI	No
Bio_Geo_Heritage	No Data
Agricultural Land Classification	Grade 2
Conservation Area	None
Ancient Monument	None
Parks and Gardens	0.63
Listed Building	None
Local List	No Data
NLUD	None
Flood Zone (SFRA 2)	1
Contaminated Land	Potentially Contaminated
3km Congestion	No Data
Broadband	No Data
PADHI	None

General Site Info

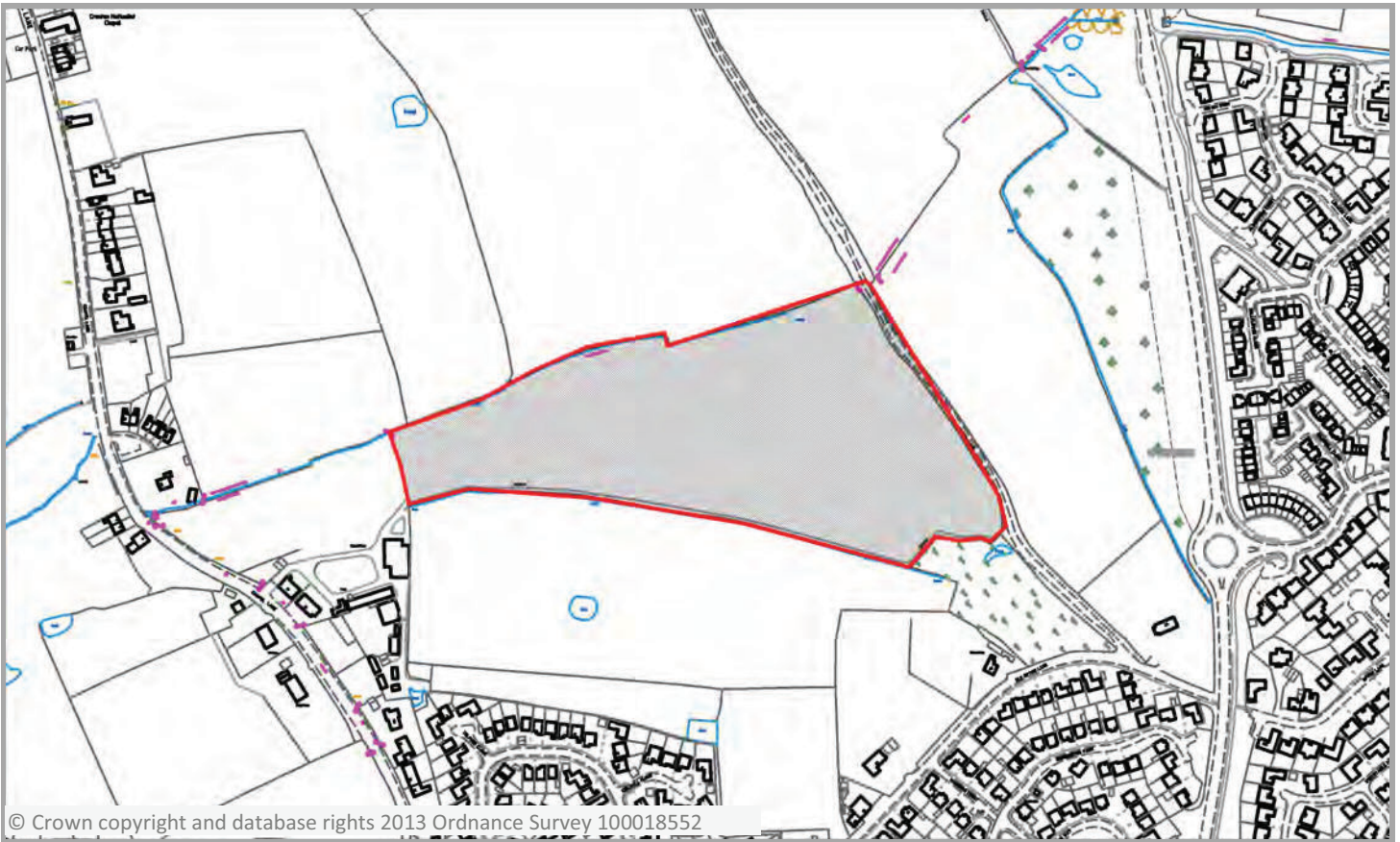
Site ID

6 WA8 9PA Grid Reference: 349922 / 387836
Area (ha): 5.08 Ward: Birchfield

Appraised by:

Appraisal date:

Excluded: No



Sustainability

Distance Rail Station (km)	1.55
Rail Service Frequency	No Data
Distance Bus Stop (km)	0.71
Bus Service Frequency	No Data
Distance Service Centre (km)	
Distance A Road Junction (km)	
Distance Morotway Junction (km)	2.13
Distance Supermarket (km)	
Distance Convenience Store (km)	
Distance Post Office (km)	
Distance Primary School (km)	1.21
Distance Secondary School (km)	1.47
Cycle Route	No Data
Distance Cycle Route (km)	
Distance GP Surgery (km)	
Distance Hospital (km)	4.47
Distance Park (km)	0.61
Distance Local Centre (km)	1.1
Distance Employment Site (km)	1.2
Distance Further Education (km)	0.7

Informatives

Designation of Land	No Data
Area of Separation	No
AONB	No
SSSI	No
Bio_Geo_Heritage	No Data
Agricultural Land Classification	Grade 2
Conservation Area	None
Ancient Monument	None
Parks and Gardens	0.61
Listed Building	None
Local List	No Data
NLUD	None
Flood Zone (SFRA 2)	1
Contaminated Land	Potentially Contaminated
3km Congestion	No Data
Broadband	No Data
PADHI	None

General Site Info

Site ID

7 WA8 9ZA Grid Reference: 349911 / 387697
Area (ha): 4.69 Ward: Birchfield

Appraised by:

Appraisal date:

Excluded: No



Sustainability

Distance Rail Station (km)	1.5
Rail Service Frequency	No Data
Distance Bus Stop (km)	0.75
Bus Service Frequency	No Data
Distance Service Centre (km)	
Distance A Road Junction (km)	
Distance Morotway Junction (km)	2.26
Distance Supermarket (km)	
Distance Convenience Store (km)	
Distance Post Office (km)	
Distance Primary School (km)	1.13
Distance Secondary School (km)	1.33
Cycle Route	No Data
Distance Cycle Route (km)	
Distance GP Surgery (km)	
Distance Hospital (km)	4.59
Distance Park (km)	0.51
Distance Local Centre (km)	1.18
Distance Employment Site (km)	1.29
Distance Further Education (km)	0.81

Informatives

Designation of Land	No Data
Area of Separation	No
AONB	No
SSSI	No
Bio_Geo_Heritage	No Data
Agricultural Land Classification	Grade 2
Conservation Area	None
Ancient Monument	None
Parks and Gardens	0.51
Listed Building	None
Local List	No Data
NLUD	None
Flood Zone (SFRA 2)	1
Contaminated Land	Potentially Contaminated
3km Congestion	No Data
Broadband	No Data
PADHI	None

General Site Info

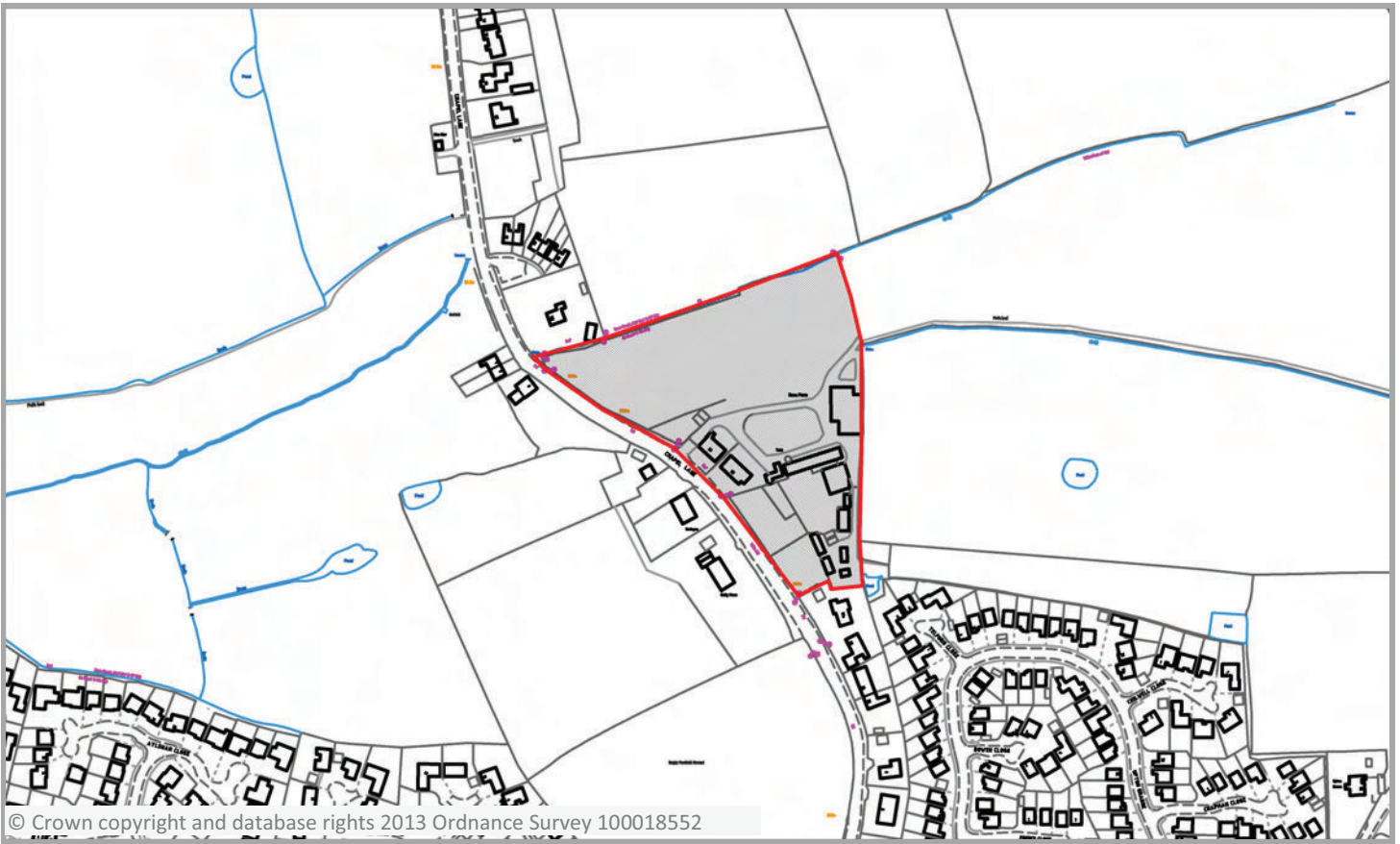
Site ID

8 WA8 4NX Grid Reference: 349619 / 387731
Area (ha): 1.93 Ward: Birchfield

Appraised by:

Appraisal date:

Excluded: No



Sustainability

Distance Rail Station (km)	1.68
Rail Service Frequency	No Data
Distance Bus Stop (km)	0.62
Bus Service Frequency	No Data
Distance Service Centre (km)	
Distance A Road Junction (km)	
Distance Morotway Junction (km)	2.33
Distance Supermarket (km)	
Distance Convenience Store (km)	
Distance Post Office (km)	
Distance Primary School (km)	0.89
Distance Secondary School (km)	1.32
Cycle Route	No Data
Distance Cycle Route (km)	
Distance GP Surgery (km)	
Distance Hospital (km)	4.43
Distance Park (km)	0.75
Distance Local Centre (km)	1.08
Distance Employment Site (km)	1.51
Distance Further Education (km)	1

Informatives

Designation of Land	No Data
Area of Separation	No
AONB	No
SSSI	No
Bio_Geo_Heritage	No Data
Agricultural Land Classification	Grade 2
Conservation Area	None
Ancient Monument	None
Parks and Gardens	0.75
Listed Building	None
Local List	No Data
NLUD	None
Flood Zone (SFRA 2)	1
Contaminated Land	Potentially Contaminated
3km Congestion	No Data
Broadband	No Data
PADHI	None

General Site Info

Site ID

9 L24 4BB Grid Reference: 346747 / 382479
Area (ha): 35.57 Ward: Hale

Appraised by:

Appraisal date:

Excluded: No



Sustainability

Distance Rail Station (km)	4.14
Rail Service Frequency	No Data
Distance Bus Stop (km)	0.14
Bus Service Frequency	No Data
Distance Service Centre (km)	
Distance A Road Junction (km)	
Distance Morotway Junction (km)	6.89
Distance Supermarket (km)	
Distance Convenience Store (km)	
Distance Post Office (km)	
Distance Primary School (km)	0.27
Distance Secondary School (km)	4.84
Cycle Route	No Data
Distance Cycle Route (km)	
Distance GP Surgery (km)	
Distance Hospital (km)	7.27
Distance Park (km)	0.22
Distance Local Centre (km)	0.15
Distance Employment Site (km)	2.7
Distance Further Education (km)	3.43

Informatives

Designation of Land	No Data
Area of Separation	No
AONB	No
SSSI	No
Bio_Geo_Heritage	No Data
Agricultural Land Classification	Grade 2
Conservation Area	Hale Road
Ancient Monument	None
Parks and Gardens	0.22
Listed Building	(Grade II)
Local List	No Data
NLUD	9 (Previously developed land or buildings currently in use with redevelopment p
Flood Zone (SFRA 2)	1
Contaminated Land	Potentially Contaminated
3km Congestion	No Data
Broadband	No Data
PADHI	None

General Site Info

Site ID Wilmere Park Wilmere Lane, Widnes, Cheshire, WA8 5UP

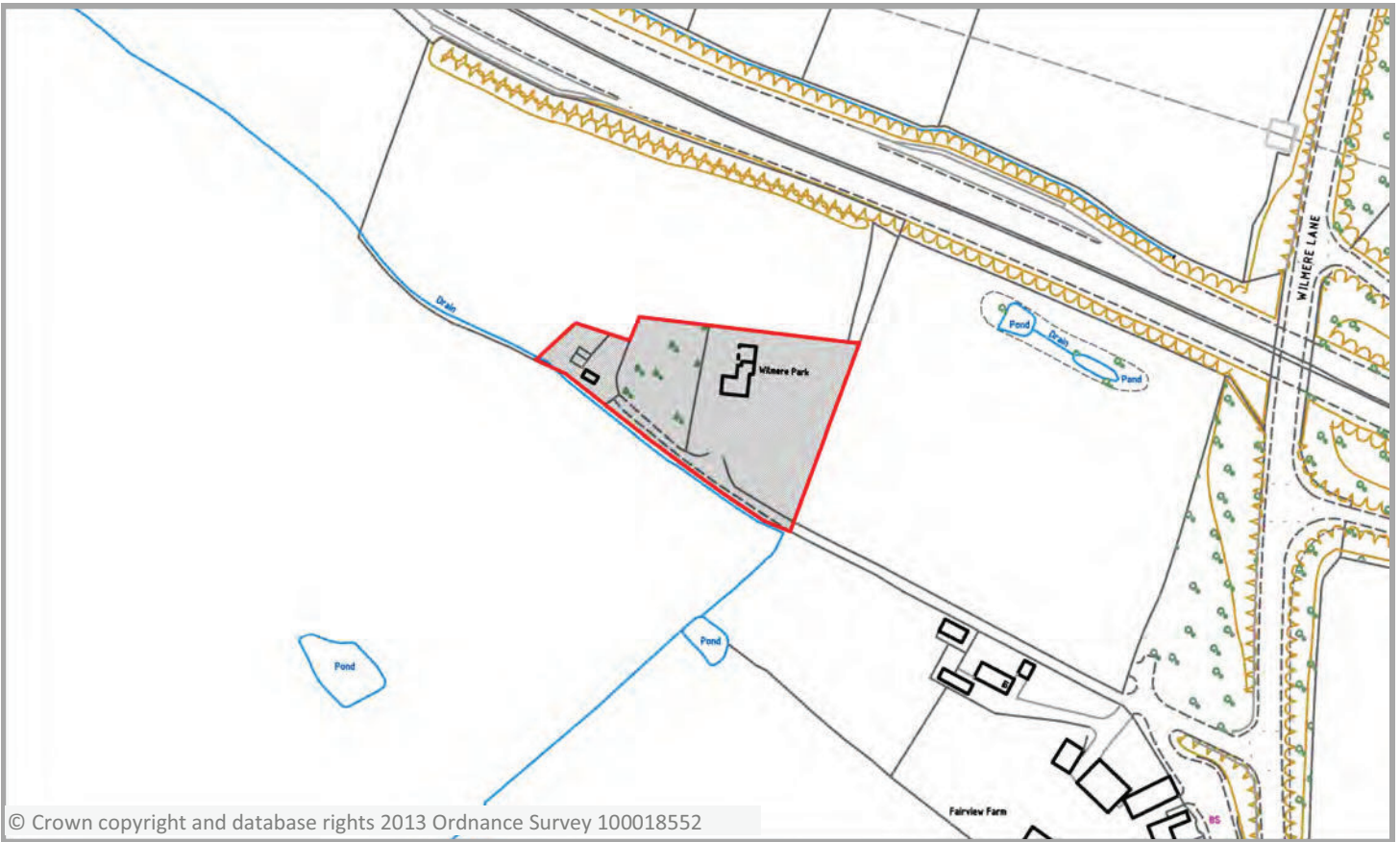
10 WA8 5UP Grid Reference: 350929 / 389223

Area (ha): 0.69 Ward: Farnworth

Appraised by:

Appraisal date:

Excluded: No



Sustainability

Distance Rail Station (km)	2.15
Rail Service Frequency	No Data
Distance Bus Stop (km)	0.34
Bus Service Frequency	No Data
Distance Service Centre (km)	
Distance A Road Junction (km)	
Distance Morotway Junction (km)	0.77
Distance Supermarket (km)	
Distance Convenience Store (km)	
Distance Post Office (km)	
Distance Primary School (km)	1.39
Distance Secondary School (km)	2.5
Cycle Route	No Data
Distance Cycle Route (km)	
Distance GP Surgery (km)	
Distance Hospital (km)	3.99
Distance Park (km)	0.89
Distance Local Centre (km)	0.86
Distance Employment Site (km)	0.48
Distance Further Education (km)	1.04

Informatives

Designation of Land	No Data
Area of Separation	No
AONB	No
SSSI	No
Bio_Geo_Heritage	No Data
Agricultural Land Classification	Grade 2
Conservation Area	None
Ancient Monument	None
Parks and Gardens	0.89
Listed Building	None
Local List	No Data
NLUD	None
Flood Zone (SFRA 2)	1
Contaminated Land	Potentially Contaminated
3km Congestion	No Data
Broadband	No Data
PADHI	None

Strength of NPPF functions of Greenbelt Site Assessment Proforma

Function		Criteria		Assessment Commentary
1	To check the unrestricted sprawl of large built up areas:	How well contained by the urban area is the parcel?	Not Contained:- The majority of the parcel is detached from the urban area and no more than one side is adjacent to urban concentration	
			Partly Contained:- Approximately 50% of the parcel is adjacent to an urban area	
			Well Contained:- The majority of the parcel or 75% or more is enclosed by urban area	
	Boundary Strength Assessment:	Strong Durable Features: 1) Landform_ valley ridge river stream depression. 2) Vegetation _ protected	Strong and robust: Combination of more than one feature some of which are substantial features, intact, well developed and durable, the boundary is a prominent feature within the landscape	
			Moderate: Comprised of one feature some	

Function		Criteria		Assessment Commentary
		woodland, copse 3) Constructed_ motorway main road railway canal buildings with long established line	features not intact leading to gaps within the boundary. Features lack durability, some condition issues, and few prominent features	
		Features lacking durability: 1) Field boundary – hedge, fence, line of trees 2) Constructed_ ditch, tracks, private roads, buildings with weak intermittent line.	Weak: One minor infrequent feature, large gaps between features, little or no durability, poor condition and no prominent features.	
2	To prevent neighbouring towns merging into one another	The width of the strategic open gap between urban areas	Removal of the parcel from Green Belt would leave a gap of <1km	
			Removal of the parcel from Green Belt would leave a gap of 1-2km	
			Removal of the parcel from Green Belt would leave a gap of >2km	

Function		Criteria		Assessment Commentary
3	To assist in safeguarding the countryside from encroachment	(a) What percentage of the parcel is covered in development?	Less than 10%	
			10%-25%	
			Greater than 25%	
		(b) Building use (and age included as text note to establish pre or post Green Belt designation)	Countryside use	
			Partial Countryside use	
			Non countryside use	
4	To preserve the setting and special character of historic towns.	Whether the parcel helps preserve the setting of an historic town village or park.	The parcel contributes significantly to the setting of an historic town, village or park	
			The parcel has limited contribution to the setting of an historic town, village or park	
			The parcel has no impact on the setting of an historic town, village or park	
5	To assist in urban regeneration by encouraging	Individual sites cannot be assessed as no measurable criteria have been identified for this function.		

Function	Criteria	Assessment Commentary
the recycling of derelict and other urban land.		

Assessment	Criteria	Measurement	Commentary Provided – Officer judgement	Core Strategy/National Policy
<u>STAGE 1:Subdivision of Widnes/Hale GB into site parcels</u>	Site should form one land use and exhibit a single character	Initial site parcel identified	N/A	Policy CS6:Green Belt
	Contain physical features – (existing built development)	Excluded from further stages of assessment	N/A	
<u>STAGE 2: (a) Assessment of parcels against constraints</u>				
Prohibitive Constraints	Sites entirely within flood risk zones 3a and 3b	Excluded from further assessment	N/A	Policy CS 23: Managing pollution and risk
	Sites entirely subject to unacceptable risk (Comah/Airport PSZ/PADHI)	Excluded from further assessment	N/A	Policy CS 23: Managing pollution and risk
	Site of Special Scientific Importance (SSSI)	Excluded from further assessment	N/A	Policy CS20: Natural and Historic Environment
	Ancient woodland	Excluded from further assessment	N/A	Policy CS20: Natural and Historic Environment
	Known contamination or remediation issues that would affect the deliverability of a site	Excluded from further assessment	Yes	Policy CS 23: Managing pollution and risk
	Sites of international Nature Conservation	Excluded from further assessment	N/A	Policy CS20: Natural and Historic Environment

Assessment	Criteria	Measurement	Commentary Provided – Officer judgement	Core Strategy/National Policy
	importance (SPAs, SACs, Ramsar)			
	Land affected by Coastal Erosion	Excluded from further assessment	N/A	Policy CS20: Natural and Historic Environment
Restrictive/Limiting constraints that would not entirely prohibit new development and could be mitigated	Sites within flood risk zone 2	Yes/No	N/A	Policy CS 23: Managing pollution and risk
	Landscape Character Assessment:	Yes/No	Yes	Policy CS20: Natural and Historic Environment
	Local Wildlife Sites (LWS)	Yes/No	Yes	Policy CS20: Natural and Historic Environment
	Listed Building/ancient monuments	Yes/No	N/A	Policy CS20: Natural and Historic Environment
	Tree Preservation Orders (TPOs)	Yes/No	N/A	Policy CS20: Natural and Historic Environment
	Mineral safeguarding areas	Yes/No	N/A	Policy CS25: Minerals
	Regionally important geological sites (RIGs)	Yes/No	N/A	Policy CS20: Natural and Historic Environment
	Is the site located within or adjacent to an existing Air Quality Management Area (AQMA)?	Yes/No	Yes	Policy CS 23: Managing pollution and risk
	Known contamination or remediation issues that would not prevent deliverability	Yes/No	Yes	Policy CS 23: Managing pollution and risk

Assessment	Criteria	Measurement	Commentary Provided – Officer judgement	Core Strategy/National Policy
<u>STAGE 2: (b)</u> <u>Sustainability/Deliverability</u> <u>Assessment of parcels</u>				
	Agricultural land Classification	Grade 1 - Score 1 Grade 2 - Score 3 Grade 3 - Score 5	N/A	Policy CS20: Natural and Historic Environment
	The parcel contains or is within 800m of publicly accessible open space. (Allotments and Community Gardens, Amenity Open Space, Natural and Semi-Natural open space, Outdoor Sports Facilities, Parks and Gardens, Provision for Children and Young People).	Yes – Score 5 No – Score 1	N/A	
	Is the site within 30 minute public transport journey time - GP Surgery Employment Site Local/Town Centre	Yes - Score 5 No - Score 1 Yes - Score 5 No - Score 1 Yes - Score 5 No - Score 1	N/A	Policy CS15: Sustainable Transport

Assessment	Criteria	Measurement	Commentary Provided – Officer judgement	Core Strategy/National Policy
	Hospital Primary School Secondary School Further Education - College	Yes - Score 5 No - Score 1 Yes - Score 5 No - Score 1 Yes - Score 5 No - Score 1 Yes - Score 5 No - Score 1		
	Local Road Impact	Significant transport and/or accessibility problems envisaged with little or no scope for mitigation – Score 1 Some transport and/or accessibility problems envisaged that could be addressed by substantial mitigation which would be in the form of Developer Contributions secured through Planning Obligation agreements and/or off-site developer funded transport infrastructure-Score 3 No transport or accessibility problems evident from the information provided at the time	Yes	Policy CS15: Sustainable Transport

Assessment	Criteria	Measurement	Commentary Provided – Officer judgement	Core Strategy/National Policy
		of appraisal/assessment – Score 5		
	Public rights of way	Multiple rights of way crossing the site – Score 1 Single right of way within the site – Score 3 Rights of way within 500m of the site – Score 5	N/A	Policy CS15: Sustainable Transport
	Does the site have any adverse gradients on it?	Yes – Score 1 No – Score 5	Yes	
	Compatibility with existing or planned adjoining uses	Poor – Score 1 Medium – Score 3 Good – Score 5	Yes	Policy CS23: Managing pollution and Risk
	Availability of Mains electricity	Poor – Score 1 Medium – Score 3 Good – Score 5	N/A	Policy CS7: Infrastructure Provision
	Availability of Mains Water	Poor – Score 1 Medium – Score 3 Good – Score 5	N/A	Policy CS7: Infrastructure Provision
	Availability of Mains Sewage System	Poor – Score 1 Medium – Score 3 Good – Score 5	N/A	Policy CS7: Infrastructure Provision
	Broadband availability	Poor – Score 1 Medium – Score 3 Good – Score 5	N/A	Policy CS7: Infrastructure Provision
	Land stability issues	Yes – Score 1 No – Score 5	N/A	
	Are there known land	Yes/No	Yes	

Assessment	Criteria	Measurement	Commentary Provided – Officer judgement	Core Strategy/National Policy													
	ownership issues that could prevent development of the site?																
<u>STAGE 3: Assessment of parcels against the purposes of including land in the Green Belt</u>	See Appendix B				Yes	National Planning Policy Framework											
		<table border="1"> <tr> <td>DPH</td> <td><0.4ha</td> <td>0.4-2.0ha</td> <td>2.0-5.0ha</td> <td>>5ha</td> </tr> <tr> <td>Units</td> <td><10 <14</td> <td>10-50 14-70</td> <td>50-125 70-175</td> <td>125+ 175+</td> </tr> <tr> <td></td> <td>100%</td> <td>90%</td> <td>75%</td> <td>70%</td> </tr> </table> Net deliverable area	DPH	<0.4ha	0.4-2.0ha	2.0-5.0ha	>5ha	Units	<10 <14	10-50 14-70	50-125 70-175	125+ 175+		100%	90%	75%	70%
DPH	<0.4ha	0.4-2.0ha	2.0-5.0ha	>5ha													
Units	<10 <14	10-50 14-70	50-125 70-175	125+ 175+													
	100%	90%	75%	70%													
<u>STAGE 4: Assessment of how the parcels remaining at stage 4 contribute to meeting the needs identified in the adopted Core Strategy, together with an indicative capacity of those parcels to meet the identified need to 2028</u>		Density at 30dph			Yes	Policy CS3: Housing supply and locational priorities											

REPORT TO:	Environment and Urban Renewal Policy and Performance Board
DATE:	11 th September 2013
REPORTING OFFICER:	Strategic Director - Policy and Resources
PORTFOLIO:	Physical Environment
SUBJECT:	Use of Section 215 Notices under the Town and Country Planning Act 1990
WARDS:	All

1.0 PURPOSE OF THE REPORT

- 1.1 Powers are available under Section 215 of the Town and Country Planning Act 1990 to require the owner and occupier of land which the Authority considers is in such a condition as to adversely affect the amenity of the area to take steps to remedy that adverse condition. This takes the form of a formal Section 215 Notice and 28 days notice has to be given. Failure to comply with such a notice is a criminal offence, and the Act also makes provision for the Council to carry out works in default and recover its costs from the landowner.
- 1.2 The Authority has not used these powers fully in recent years, but the S215 Notice represents an effective means of requiring owners and occupiers to maintain their land in a reasonable condition and there are cases where it would be appropriate to apply them. The Authority must always be prepared to follow up the notice with Court action and potentially actually undertake the works required. In this way, the service of the Notice will be viewed as a credible threat to achieve improvements.
- 1.3 The purpose of this report is to appraise Members of these powers in order that they may be aware of the purposes and implications should they request these powers be exercised.

2.0 RECOMMENDATION: That the Board note the powers available to the Council under Section 215 of the Town and Country Planning Act together with the potential financial and resource implications of applying them.

3.0 SUPPORTING INFORMATION

Section 215 of the Town and Country Planning Act 1990

- 3.1 The use of powers under S.215 is discretionary and it is up to the Council to decide whether or not it is appropriate to take action in a particular case, taking into account local circumstances. Considerations should be given to the condition of the land and buildings, the impact on the surrounding area, and the scope of the powers. In some circumstances, S.215 notices may be used in conjunction with other powers, for example, repair notices in respect of listed buildings or dangerous structure notices.
- 3.2 Where it appears to the Authority that the amenity of any part of the area is adversely affected by the condition of any land it can serve on the owner and occupier of the land a notice which requires steps to be taken to remedy the adverse condition of the land. At least 28 days notice has to be given. If the steps as specified in the notice are not complied with the owner or occupier of the land may be guilty of the offence which carries a fine of up to £1,000.
- 3.3 The person served with the notice has the defence to show either that they are no longer responsible for the land or that the condition of the land is due to some other person.
- 3.4 Section 219 provides the Council with default powers to enter the land and carry out the steps required in the notice (S.215). The Council can also recover any reasonable expenses in doing the work from the owner of the land. This can be achieved by registering a land charge on the property. However it may be a long time before the expenses can be recovered.

Appeal to the Magistrates Court

- 3.4 A person on whom such a notice is served may, before it takes effect, appeal to the Magistrates Court on the following grounds:
 - (a) the condition of the land to which the notice relates does not adversely affect the amenity of the Authority's area;
 - (b) that the condition of the land is the ordinary consequence of implementing a planning provision;
 - (c) that the requirements of the notice are excessive;
 - (d) that the period specified for compliance is too short.
- 3.5 Pending an appeal the notice is suspended.

4.0 POLICY IMPLICATIONS

Use of the Power

- 4.1 The power is available in respect of land which is affecting the amenity of adjacent owners or occupiers. It is typically used for untidy garden land, commercial premises with accumulations of rubbish or other

material, and not unknown to be used for derelict buildings, semi-complete development as well as rundown residential property.

- 4.2 In view of the ground of appeal (b) in 3.4 above it cannot be used where the condition of the land is consequent on the reasonable implementation of a planning permission. For example a scrapyards is bound to have a certain amount of accumulated debris, the standard of maintenance of garden land can reasonably vary and agricultural uses typically include random storage of materials.
- 4.3 It may also not be appropriate to use the notice where the accumulation of material is a breach of planning control. For example if premises were being used for the storage of scrap material without benefit of planning permission, the appropriate course in most cases would be to issue an Enforcement Notice.
- 4.4 The procedure does enable action to be taken to improve the visual amenity of an area. As with a Breach of Condition Notice failure to comply leads directly to prosecution in the Magistrates' Court. However, unlike a Breach of Condition Notice there is a right of appeal to the Magistrates' Court, who could be asked to consider planning issues under appeal ground (a) in 3.4 above.
- 4.5 In default of compliance the Authority has the power to enter the land, carry out works in default and re charge the costs to the owner, as with enforcement notices.
- 4.6 The Section 215 powers are a useful addition to the statutory enforcement powers available to the Authority and there are cases in which they should be used. There are, however, also a number of informal routes which can be taken, involving negotiation with individuals. It has been, and remains, the practice of the Authority to seek to resolve cases firstly through negotiation and informal means. Any increased use of Section 215 powers will not affect the principle of this approach.

5.0 OTHER IMPLICATIONS

Financial Implications

- 5.1 The preparation and service of notices will in be covered by the existing arrangements with the Council's Scheme of Delegation. Any legal costs associated with the preparation of notices or any appeals to the magistrates' court will have to be met. There is no existing budget for this within the Planning service budgets.
- 5.2 The most significant financial implication would be any carrying out of works in default, at least pending recovery of such costs from the person responsible. The Authority would consider such action on a

case by case basis and take into account the financial implications at that time. Again, there are no existing identified budgets for this work.

- 5.3 There are resource implications in terms of officer time associated with the serving of any S215 Notices and any subsequent actions resulting from them and these have to compete with other Planning and Legal Services priorities.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

None identified

6.2 Employment, Learning and Skills in Halton

None identified

6.3 A Healthy Halton

None identified

6.4 A Safer Halton

Improvement of untidy sites can improve perceptions of safety within an area.

6.5 Halton's Environment and Regeneration

Section 215 notices can be used to improve the appearance of an area and can help support regeneration.

7.0 RISK ANALYSIS

- 7.1 The procedure is useful to secure improvements in visual amenity.

- 7.2 Breach of the notice immediately enables the Authority to prosecute. In that sense the notices provide a rapid enforcement mechanism for unsightly or untidy land. There are powers for the Authority to carry out works in default.

- 7.3 There is, however, a right of appeal for the person served to challenge the effect on amenity and therefore such issues may have to be argued before Magistrates.

8.0 EQUALITY AND DIVERSITY ISSUES

None identified

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

Document	Place of Inspection	Contact Officer
Town and Country Planning Act 1990 Section 215. Best Practice Guide. Office of the Deputy Prime Minister	Municipal Building	Tim Gibbs