

## EXECUTIVE BOARD

*At a meeting of the Executive Board on Thursday, 7 September 2006 at the Marketing Suite, Municipal Building*

Present: Councillors Polhill (Vice-Chair, in the Chair), Gerrard, Harris, Massey, McInerney, Nelson, Wright and Wharton

Apologies for Absence: Councillors McDermott and D. Cargill

Absence declared on Council business: (none)

Officers present: D. Parr, I. Leivesley, P. McWade, K. O'Dwyer, J. Tradewell, D Tregea, L. Cairns and G. Cook

Also in attendance: Councillor Blackmore, Mr Nears, Mrs Tudor and 1 member of the public.

### ITEMS DEALT WITH UNDER POWERS AND DUTIES EXERCISABLE BY THE BOARD

	<i>Action</i>
EXB27 MINUTES	<p>The minutes of the meeting held on 20 July 2006, having been printed and circulated, were taken as read and signed as a correct record.</p>
EXB28 GAMBLING ACT 2005 STATEMENT OF GAMBLING POLICY	<p><b>CORPORATE SERVICES PORTFOLIO</b></p> <p>The Board considered a report of the Council Solicitor presenting a draft statement of gambling policy, which the Council was required to adopt under the Gambling Act 2005.</p> <p>The Government had recently announced that statements of gambling policy must be in force by the end of January 2007 and so the draft had been produced in order that a formal consultation period could begin on, or around, 8<sup>th</sup> September 2006, ending by week commencing 23<sup>rd</sup> October 2006.</p>

RESOLVED: That

<ul style="list-style-type: none"> <li>(1) the draft statement of gambling policy attached to the report be the Council's consultation draft;</li> <li>(2) the Council Solicitor determine all matters relating to the consultation process; and</li> <li>(3) the matter be reported back to the Executive Board following the consultation process.</li> </ul>	Council Solicitor
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#### EXB29 2006/07 BUDGET SAVINGS

The Board considered a report of the Strategic Director – Corporate and Policy providing details of budget savings.

It was noted that the Council set its 2006/07 revenue budget on 1<sup>st</sup> March 2006 and, in doing so, approved the inclusion of a savings reduction of £250,000 for each Directorate. Details of how the savings were to be implemented by each Directorate were presented in the Appendix to the report.

**RESOLVED:** That the savings proposals presented in Appendix 1 to the report be approved.

#### **ENVIRONMENT, LEISURE AND SPORT PORTFOLIO**

#### EXB30 WASTE MANAGEMENT - THE NEXT STEPS

The Board considered a report of the Strategic Director – Environment outlining progress on the development of a potential waste management partnership working with the Merseyside Waste Disposal Authority (MWDA).

It was noted that, following the meeting of the Board on 22<sup>nd</sup> June 2006, the Council's intentions to formally request that Halton Borough Council be accepted as a partner by the MWDA to work towards securing appropriate waste treatment and disposal services and facilities had been declared in a letter to the MWDA; at its Annual Meeting held on 28<sup>th</sup> June 2006, MWDA Members resolved that:

- (1) the Authority agrees in principle to the acceptance of Halton Borough Council as a partner; and
- (2) officers be instructed to consider the implications of this proposal and produce a risk/benefit analysis for consideration by Members at a future meeting of the Authority.

Warrington Borough Council had been formally advised of Halton's intentions to work with Merseyside and, as a result, it was jointly agreed that the Joint Halton and Warrington Waste Management Board should be disbanded.

The consequences of a Halton/MWDA partnership were outlined in the report for the Board's consideration. It was noted that the next key dates for Halton were to reach an "In Principle" agreement to work in partnership by 13<sup>th</sup> September 2006 and for a firm and binding decision to be reached by all parties by early October 2006.

RESOLVED: That

- (1) the Council agree, in principle, to work in partnership with the MWDA to secure appropriate waste treatment and disposal services and facilities;
- (2) a Memorandum of Understanding (MoU) containing partnership principles between Halton Borough Council and MWDA be drawn up and signed by both parties, and approval be given for officers to work through the detail of a formal Inter Authority Agreement (IAA) with the MWDA;
- (3) Halton's Municipal Waste Management Strategy be updated and aligned with the strategic approaches contained within the Merseyside Waste Management Strategy;
- (4) the Strategic Director – Environment, in consultation with the Executive Board Member for Environment, be authorised to commission work, as needed, from the external consultants appointed by the MWDA; and
- (5) a further report be presented to the Executive Board on 21<sup>st</sup> September 2006.

Strategic Director  
- Environment

#### **PLANNING, TRANSPORTATION, REGENERATION AND RENEWAL PORTFOLIO**

*(NB Councillor Mike Wharton declared a personal interest in the following item of business due to being a resident of, and a representative of (as Ward Councillor), Hale Village. Councillor Wharton left the meeting for the duration of this item.)*

The Board considered a report of the Strategic Director – Environment responding to the invitation from Peel Airports Ltd for the Council to comment on the Liverpool John Lennon Airport (LJLA) Draft Masterplan that had now been published for public consultation.

It was noted that the Department for Transport had asked airports to prepare Masterplans to 2030 showing how proposals for airport expansion could be achieved. The implications of this Masterplan for Halton were outlined in the report for consideration. In addition, Mr Peter Nears and Mr Robin Tudor, representatives of LJLA, attended the meeting to discuss the implications and answer Board Members' queries.

Issues discussed included the following:

- the significant growth in services to Europe and America;
- the significant growth in the catchment area of people using the airport;
- implications in terms of access, the plan for an Eastern access transport corridor and the impact of this in terms of the second Mersey crossing;
- the expansion of the coastal park;
- actions taken in respect of carbon off-setting;
- increased noise and pollution;
- possible expansion of the Sound Insulation Grant Scheme;
- confirmation that risk assessment work had been undertaken by an external body;
- the increase in the volume of approaching aircraft, which had led to a perception that flight paths had changed, and the fact that this could not be re-aligned; and
- workforce numbers and the anticipated impact on the economic infrastructure of the area; for example by the introduction of new hotels and car parking facilities.

Mr Nears confirmed that the second Mersey Crossing could be made a more prominent part of the access strategy. In addition, it was stated that developments taking place in the Wirral would not result in the re-routing of flight paths over Halton.

Mr Nears and Mr Tudor were thanked for attending the meeting, and a slightly amended recommended Council response was tabled for consideration:

RESOLVED: That the following Recommended Response to the Draft Masterplan consultation be agreed and conveyed to Peel Airports Ltd:

Strategic Director  
- Environment

1. The Council welcomes the increased job opportunities and business development opportunities that will be brought to Halton and the wider sub region as a result of the proposed expansion of the Airport.
2. If highway capacity studies show a need for the construction of an Eastern Access Transport Corridor, and this is essential to the expansion of the airport, then such a solution is supported in principle. However, although the shortest (and cheapest) Option SA2 is supported, Option SA3 would be preferred as it has advantages for creating a direct link between the proposed Mersey Multi Modal Gateway (rail freight park at Ditton) and the strategic road networks. Option SA4, although also creating such a link to the strategic road network, is opposed on the basis that the route would severely restrict development of the rail freight park by cutting across land allocated for it in the Halton Unitary Development Plan.
3. The Council is concerned about the predicted increase in noise levels shown by the 'low community annoyance' noise contour extending over parts of Runcorn, and the 'moderate levels of annoyance' contour extending over Hale Village and the Primary School, and would wish to discuss how this can be mitigated against with the Airport Company before the final Masterplan is produced.
4. The Council is also concerned about the potential for increased night-time air noise, and the airport is urged to calculate night-time noise contours and share with this Authority so that the impact of aircraft movements at night can be measured before the final Masterplan is produced.
5. The airport is urged to do all it can to ensure that the operation of aircraft using the airport during approach, take off and landing minimises the noise levels expected and to offer noise mitigation grants to a wider number of affected properties including those affected by 'low community annoyance'.

6. The Council accepts the case for an extension to the runway on land within Halton in the direction of Hale as necessary for the expansion of the airport to encourage more routes and cargo business. It also accepts that Dungeon Lane will have to be diverted to allow for this extension. As this is currently open countryside and protected by Green Belt policy, then the boundary treatment and landscaping will have to be carefully considered to minimise visual impact, reduce noise and ensure airport security.
7. The Council welcomes the extension of the coastal park into Halton, but wishes to ensure that the airport contributes to an enhancement of the Mersey Way and Trans-Pennine Trail onwards around the coast of Widnes, to complement the coastal park works.
8. The Council is concerned about the possible extension of the Public Safety Zone (PSZ) over Hale, as a result of the runway extension and increase in flights, as it would restrict development and thereby blight parts of the village. It is also concerned about any increase in risk to businesses that are classified as 'hazardous installations' from increased aircraft movements. The airport is therefore urged to complete the full risk assessments as soon as possible so that the impact on the PSZ extent and any increased risk to hazardous installations can be assessed, before the final Masterplan is produced.
9. The Council supports the proposals to increase public transport trips to the airport, and the parking strategy that would prevent privately operated airport car parks in order to encourage public transport use. However, the bus links to both Widnes and Runcorn must be considered for improvement, not just for passengers but for new employees as a result of the forecast expanded job opportunities.
10. The recognition in the Masterplan that rail passenger services using the Halton Curve should be re-introduced to enable direct rail connections to Chester and North Wales is also supported.
11. The Masterplan's acknowledgment of the benefits of improved road linkages, which will arise as a consequence of the construction of the Mersey Gateway, is noted. Peel Holdings Ltd is requested to enter into a dialogue with Halton Borough Council regarding a financial contribution towards the

planning and procurement of the Mersey Gateway.

12. The Airport Company should enter into a legal agreement with the Council to ensure that any adverse impacts upon the Borough's environment are adequately mitigated against.

#### EXB32 LOCAL ENTERPRISE GROWTH INITIATIVE ROUND 2 HALTON SUBMISSION

The Board considered a report of the Strategic Director – Corporate and Policy regarding Halton's Local Enterprise Growth Initiative (LEGI) submission. It was noted that the LEGI Programme was a competitive bidding process aimed at providing additional financial support to promote enterprise in deprived areas; this was only open to the 81 Neighbourhood Renewal Areas.

Following feedback received from Halton's unsuccessful round 1 application, it was considered that the next bid needed to be bolder and more ambitious. Consequently, Halton's round 2 bid referenced Halton's economic opportunities as providing the catalyst for transformational change.

The bid was likely to be £15 million over 3 years and comprised 3 work streams:

- (1) creating and embedding an enterprise culture;
- (2) supporting and growing strong businesses; and
- (3) attracting and retaining inward investment relevant to the needs of business.

It was noted that Halton's strategic partners were currently preparing some 30 project proposals to feed into these workstreams.

The application concentrated primarily on the Windmill Hill, Castlefields, Halton Lea, Riverside and Kingsway Wards, although the programme would have benefits for the whole of the Borough, and Members noted that the deadline for receipt of applications was 14<sup>th</sup> September 2006.

**RESOLVED:** That the signing off of the final submission be delegated to the Chief Executive in consultation with the relevant portfolio holder.

Chief Executive

**MINUTES ISSUED: 12<sup>th</sup> September 2006**

**CALL IN: 19<sup>th</sup> September 2006**

**Any matter decided by the Executive Board may be called in no later than 19<sup>th</sup> September 2006.**

*Meeting ended at 3.10 p.m.*