



Urban Renewal Policy and Performance Board

**Wednesday, 23 January 2008 6.30 p.m.
Civic Suite, Town Hall, Runcorn**

A handwritten signature in black ink that reads 'David WR'.

Chief Executive

BOARD MEMBERSHIP

Councillor Ron Hignett (Chairman)	Labour
Councillor Keith Morley (Vice-Chairman)	Labour
Councillor Peter Blackmore	Liberal Democrat
Councillor John Bradshaw	Conservative
Councillor Ellen Cargill	Labour
Councillor Dave Leadbetter	Labour
Councillor Peter Murray	Conservative
Councillor Paul Nolan	Labour
Councillor Christopher Rowe	Liberal Democrat
Councillor Tim Sly	Liberal Democrat
Councillor Dave Thompson	Labour

Please contact Caroline Halpin on 0151 471 7394 or e-mail caroline.halpin@halton.gov.uk for further information.

The next meeting of the Board is on Wednesday, 19 March 2008

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

Part I

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1. MINUTES	
2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)	
Members are reminded of their responsibility to declare any personal or personal and prejudicial interest which they have in any item of business on the agenda no later than when that item is reached and (subject to certain exceptions in the Code of Conduct for Members) to leave the meeting prior to discussion and voting on the item.	
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In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.

REPORT TO: Urban Renewal Policy & Performance Board

DATE: 23 January 2008

REPORTING OFFICER: Strategic Director, Corporate and Policy

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 33(5).
- 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(11) states that Public Questions shall be dealt with as follows:-
 - (i) A total of 30 minutes will be allocated for 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 submitted by 4.00 pm on the day prior to the meeting. At any 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 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 that 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: Urban Renewal Policy and Performance Board
DATE: 23 January 2008
REPORTING OFFICER: Chief Executive
SUBJECT: Executive Board Minutes
WARD(s): Boroughwide

1.0 PURPOSE OF REPORT

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

2.0 RECOMMENDATION: That the Minutes be noted.

3.0 POLICY IMPLICATIONS

- 3.1 None.

4.0 OTHER IMPLICATIONS

- 4.1 None.

5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

5.1 Children and Young People in Halton

None

5.2 Employment, Learning and Skills in Halton

None

5.3 A Healthy Halton

None

5.4 A Safer Halton

None

5.5 Halton's Urban Renewal

None

6.0 RISK ANALYSIS

6.1 None.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 None.

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

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

APPENDIX 1

Extract of Executive Board, Executive Board Sub Committee and Executive (Transmodal Implementation) Sub Board Minutes Relevant to the Urban Renewal Policy and Performance Board

EXECUTIVE BOARD MEETING HELD ON 29 NOVEMBER 2007

63. Housing Allocations Policy - Local Connection Criteria

The Board considered a report of the Strategic Director – Health and Community outlining the intention of the Board of Halton Housing Trust (HHT) to amend its housing allocations policy so that points were no longer awarded to reflect a residency connection with the Borough, setting out the implications of this decision for the Council in terms of HHT's management of the Council's waiting list and allocations policy.

It was noted that, on transfer of the Council's housing stock in December 2005, HHT adopted a housing allocations scheme almost identical to the Council's policy. This resulted in minimal IT/Cost implications in terms of HHT managing the Council/HHT joint waiting list and managing nominations to other Registered Social Landlords (RSLs) post transfer. During the course of a series of Housing Corporation regulatory inspections, it was noted that HHT's policy included provision to award points to applicants that had lived in the Borough for any 5 year period. The Housing Corporation had deemed this criterion to be potentially discriminatory and had advised HHT to remove it from its policy by the end of this year.

HHT had written to the Council to advise of its intention to change the policy with effect from 1st January 2008. When this had happened, HHT would find it difficult to meet the Council's requirement for them to select applicants for nomination to RSLs in strict accordance with the Council's policy as HHT's Academy IT system was not capable of automatically short listing applicants for rehousing using two different allocations policies. However, the Executive Board noted that the problem could be overcome manually and considered that the criterion was an inclusive one, ensuring that the bulk of local housing provision went to local residents, or to those who needed to move to the area for support, employment or other pressing medical/social reasons.

RESOLVED: That the Council retain the local residency criterion within its own Housing Allocations Policy and Halton

Housing Trust be advised that the Council does not support the proposed change to Halton Housing Trust's Housing Allocations Policy.

66. Post Office Closures in Halton

The Board considered a report of the Strategic Director – Corporate and Policy regarding the recent announcement from the Post Office proposing the closure of three Post Offices in Halton at:

- Appleton Village, Appleton, Widnes;
- Hale Road, Halebank, Widnes (near St Michael's Road); and
- Stenhills, Picton Avenue, Runcorn.

Local Members were actively working with their local communities in raising strong objections to the proposals and were part of the process of developing a strong case for their retention: a detailed case was being prepared for submission to the Post Office by 17th December 2007 focusing on a number of key areas, which were outlined for consideration.

The Board agreed that it was vital that people had easy access to a Post Office, particularly those residents that were elderly or infirm, or who had young children

RESOLVED: that

- (1) the Council raises strong objections to the proposed closure of Post Offices in Halton;
- (2) the Strategic Director – Corporate and Policy, in consultation with the Portfolio Holder for Corporate Services, produce a detailed response to the Post Office and local MPs by the 17th December 2007 deadline for submissions; and
- (3) the Urban Renewal Policy and Performance Board be requested to investigate this matter.

EXECUTIVE BOARD MEETING HELD ON 13 DECEMBER 2007

71. Growth Point Submission of Interest

The Board considered a report of the Strategic Director, Environment providing detailed information of the recent submission of an Expression of Interest for Halton to be awarded Growth Point Status as part of a joint Merseyside Submission to

DCLG.

It was reported that the Housing Green Paper, July 2007 (previously reported to Members) included proposals to extend the Government's Growth Points and Eco-Towns programme to cover areas within the North of England. Local Authorities in the North West were subsequently invited to submit Expressions of Interest (EoI) to Government Office by 31st October. Due to the incredibly short timescale for submissions, authorisation was gained from the Leader (Cllr McDermott) and the Environment Portfolio Holder (Cllr. Polhill) for the submission of an initial EoI.

It was noted that Growth Points should be able to deliver in excess of 500 dwellings per annum at a rate representing at least a 20% increase on figures within Regional Spatial Strategy to 2016. Growth Points would have access to a share of a £300 million Community Infrastructure Fund.

Following informal advice from GONW it was quickly decided that it would be most appropriate for the Mersey Policy Unit (MPU) to co-ordinate a joint submission on behalf of the Merseyside Authorities. This joint submission was divided into two potential growth areas centred on Liverpool and Wirral Waterfronts, and Halton and St Helens.

It was reported that Government Office had advised that they expected the decision on which Authorities had been selected to work up their proposals in more detail should be issued within a matter of weeks.

Members discussed the following points:

- the number, type and affordability of dwellings
- assortment of other facilities;
- employment and residential led regeneration of the area; and
- access and egress to the development.

RESOLVED: That

1. Members ratify the actions taken regarding the submission of a Growth Point Expression of Interest; and
2. Members authorise officers to work with our partners on Merseyside and where appropriate private landowners to further work up proposals should Halton be selected by DCLG to progress to the next round.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 29TH
NOVEMBER 2007**

**53. Highway Improvement Scheme A56/A558 Daresbury
Expressway Junction**

The Sub-Committee was advised that the rapid development of the eastern Runcorn area was continuing to generate significant traffic growth, resulting in congestion at the junction of the A558 Daresbury Expressway and A56 Chester Road. Halton's Local Transport Plan described a highway improvement scheme that was designed to increase junction capacity through the introduction of traffic signal control and widening the Expressway, to dual carriageway standard, between this junction and the Daresbury Science Park roundabout. These measures were designed to accommodate the increase in traffic growth due to committed developments identified in the Unitary Development Plan and in particular, to improve access to the Daresbury Science and Innovation Centre in support of continuing business interest. The estimated cost of the scheme was £3.478m which included contract supervision and administration.

It was noted that when permission for the Daresbury Science and Innovation Centre was granted, it was subject to a Section 106 agreement. In order to satisfy the terms of the 106 agreement, the following scheme had to be implemented:

replacement of the roundabout at A56/Daresbury Expressway junction with traffic signals; the dualling of the carriageway between the A56 and the new roundabout on the Daresbury Expressway; and traffic movement restrictions on Keckwick Lane at the junction with A56.

It was reported that funding for the scheme had been secured from the following sources:

Local Transport Plan	£650,000
ERDF Objective 2	£658,500
NWDA Section 106 Contributions (Daresbury Innovation Centre)	£185,000

English Partnerships (EP) contributions £250,000

Total £1,743,500

Therefore balance of funding needed to deliver the full scheme was £1,734,500. The ERDF contribution was dependent upon works being completed by June 2008 in order that final payment claims could be processed under ERDF regulations. This would allow a first phase of the scheme, the conversion of the junction to traffic signal control, to proceed.

Further funding from English Partnerships had been secured under a Section 106 planning agreement, tied into the future development of housing within the Sandymoor developments. The agreement contained a schedule of infrastructure and transport related works in the Sandymoor area together with estimated costs including the proposed highway improvements totalling £4.5m at 2005 prices. However, the payment of contributions was dependant upon housing plot completion being in line with an anticipated four to five year programme and it was noted that the initial contribution may not be available until 2008/09.

In order to meet the timetable for the construction of Phase 1 works, tenders had been invited on the basis of a phased approach, delaying the award of Phase 2 dualling scheme, until funding was confirmed in place. However, there were significant contractual, financial and operational advantages of awarding a contract for the full scheme.

It was therefore suggested that £1.735m be made available from the Council's Capital Programme in 2008/09 to enable implementation of the full scheme, until funding from the Section 106 agreement with English partnerships was available. The Council would be reimbursed from contributions paid under the Agreement.

RESOLVED: That

(1) the Council be recommended to include the scheme in the Capital Programme at a total cost of £3.478m; and

(2) the funding for the scheme, and the fact that it will be undertaken within one contract be noted.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 13TH
DECEMBER 2007**

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

The Committee considered:

- (1) whether Members of the press and public should be excluded from the meeting of the Committee 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 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 outweighs 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 is likely that, in view of the nature of the business, exempt information will be disclosed, being information defined in Section 100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972.

62. Extension of the Mersey Gateway Project Director's Contract

The Sub-Committee considered a report which sought authority to extend the Mersey Gateway Project Director's Contract for three years from 1st May 2008 to 30th April 2011 on the same general terms, (subject to inflation) as agreed in 2006. As the formal outcome of the public inquiry should be known in mid-2009, it was proposed that it would be prudent to have a formal review of the contract at that point should there be the

unlikely conclusion from the inquiry that the project should not proceed.

RESOLVED: That

(1) Steve Nicholson's contract as Mersey Gateway Project Director be extended to 30th April 2011 with a formal review when the outcome of the public inquiry is known; and

(2) the Chief Executive agree detailed terms and contractual arrangements for that contract extension.

REPORT TO: Urban Renewal Policy and Performance Board

DATE: 23 January 2008

REPORTING OFFICER: Strategic Director, Environment

SUBJECT: Contaminated Land Strategy 2008 - 2013

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

1.1 To consider the issues facing contaminated land and the proposed strategy for the next five years.

2.0 RECOMMENDATION: That

Members note the report and the issues facing contaminated land remediation and approve the attached strategy and action plan (Appendix 1) as the basis for consultation.

3.0 SUPPORTING INFORMATION

3.1 The contaminated and brownfield sites in the borough are detailed in the National Land Use Database (NLUD) 2007 document which was submitted to ODPM in April 2007 and on the Council's own large database.

3.2 Contamination is a major issue for Halton and there are not many new developments, large or small, carried out without some form of remediation being necessary. Over the past three years over 35 ha. of land have been remediated.

3.3 The funding for remediation work is constantly changing, as are the outputs required to justify that funding. Recent schemes have utilised funding from a wide variety of sources including the North West Development Agency, Defra, NRF, Landfill Tax Credits and the Council's own capital programme. With this in mind it is hard to predict which future works will be eligible for funding. What is certain is that all schemes are costly and getting more costly as tighter environmental regulations and land fill taxes start to bite.

3.4 Council officers are currently working with English Partnerships (EP) to explore new ways of facilitating brownfield remediation. One idea being explored is the possibility of swapping green field development for brownfield remediation. This could be done using a gearing of say 1 acre of green field released for the remediation of 2 acres of brownfield. The cost of the remediation would fall to the developer of

the green field site and in Halton's case the remediation of the brownfield would bring green space back into the heart of communities. This idea would require a change in national planning policies and is likely to be controversial. However, the overall effect would be energy saving, beneficial to the environment and economic. It would work particularly well in Halton as we have a high proportion of brownfield sites that are not suitable for hard end use and very few sites for greenfield development. English Partnerships have recently indicated that they would like to trial this idea in Halton and are working with Council officers to try to facilitate this.

4.0 STATUTORY DUTIES OF THE COUNCIL

- 4.1 Under provisions contained within Part IIA of the Environmental Protection Act 1990 every Local Authority has a requirement to actively look for contaminated land within its borough. Halton has a strategy document, the Contaminated Land Inspection Strategy (Appendix 2), prepared and implemented by Environmental Health and Planning, which sets out how the Council will go about collating and reviewing information, deciding which sites are contaminated and how remediation will be enforced.
- 4.2 The strategy has a number of drivers but the fundamental one is to assess the risk or potential risk of significant harm to the health of residents as a consequence of the contamination. As such the shared improvement target falls within the health priority. Contaminated land was highlighted in the recently commissioned study into factors affecting health in Halton as a potential cause of ill health for residents in certain wards.
- 4.3 We have subsequently created a large database of information about land in the Borough, compiled from both internal records and from external sources. A method of interpreting and assessing this data has been jointly developed with the other Merseyside Authorities, allowing the identification of potentially contaminated land based on past and present land use and the overall environmental setting of each site.
- 4.4 The method used was also designed to assign an element of risk assessment to the identified areas, which has allowed the sites to be divided into high, medium and low risk sites. This prioritisation work to date has mapped out some 200 sites within the high and medium risk categories.
- 4.5 A major factor in progressing the Strategy is the resource that the Environment Agency has available. The Environment Agency is a consultee and key partner in the regulation of contaminated land and also, on behalf of DEFRA, judges the suitability of Local Authority bids for funding to undertake investigations and remediation.

5.0 2008-9 WORK PROGRAMME

- 5.1 The main piece of work due to start in 2008-9 will hopefully be the start of the remediation of the Golf Course. This, however, is fully dependant on the release of funding from Department for Environment, Food and Rural Affairs (DEFRA). Recently £188,000 has been received from Defra to carry out further design and evaluation of the remediation strategy prior to the start of the main works.
- 5.2 Other work will include assisting in the design and remediation of development sites within the EDZ (such as on Venture Fields) and for the 3MG Strategic Railfreight Park.

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

The work related to the Widnes Waterfront and 3MG projects will develop contaminated land for employment .

6.3 A Healthy Halton

The remediation of contaminated land will help improve the environment which in turn will contribute towards a Healthy Halton.

6.4 A Safer Halton

None

6.5 Halton's Urban Renewal

The proposals are fully in accord with this priority.

7.0 RISK ANALYSIS

Individual projects are risk assessed, the main risk is the availability of funding which is generally external funding subject to a bidding process.

8.0 EQUALITY AND DIVERSITY ISSUES

None

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

Appendix 1 – Contaminated Land Strategy 2008-2013 attached

Appendix 2 – Contaminated Land Inspection Strategy 2006 attached

National Land Use Database HBC Planning Dept. Contact - Ann Moyers

Contaminated Land Strategy

2008 - 2013





Contaminated Land Inspection Strategy Review 2006



CONTENT

1. INTRODUCTION

2. IMPLEMENTATION

- 2.1 Consultation
- 2.2 Publication
- 2.3 Characterisation of the Borough
- 2.4 Information collection, storage and dissemination
- 2.5 Prioritisation
- 2.6 Inspection
- 2.7 Remediation
- 2.8 Procedures for the implementation of Part IIA

3. RESOURCES

4. PERFORMANCE MONITORING

5. NON-PART IIA CONTAMINATED LAND ACTIVITIES

- 5.1 Planning
- 5.2 Major development schemes
- 5.3 Understanding the Factors Affecting Health in Halton Report

6. REVISED OBJECTIVES AND TIMESCALES

APPENDICES

I. INTRODUCTION

Under the contaminated land provisions contained in Part IIA of the Environmental Protection Act 1990, each local authority has to “cause its area to be inspected from time to time for the purpose of identifying contaminated land” (Section 78b). If contaminated land is identified that local authority must ensure that it is managed in an appropriate manner. The Secretary of State has issued Statutory Guidance to local authorities on the implementation of Part IIA in England. Part B of this Statutory Guidance requires local authorities to take a strategic approach to inspecting their areas and to describe and publish this in a written strategy.

The inspection strategy sets out how Halton Borough Council proposes to implement its inspection duties under Part IIA. The strategy provides inspection arrangements and procedures, but also a justification for and transparency in Halton’s decisions on how they will inspect their areas for contaminated land. The strategy also sets out to ensure that all those affected by the inspection process have the same clear understanding of the rationale for inspection, how this will be carried out and over what time-scale.

The Inspection Strategy document was published in July 2001. Included in the document is a requirement to review progress within four years of publication. Although the review was commenced within that period, major site developments have delayed its publication. Within that time there has been significant developments in implementation of the strategy, several major new guidance and best practice documents and growing pressures relating to land contamination outside of the Strategy. This supplementary document presents the first formal review of the strategy. It details progress made in all areas of the planned implementation of Part IIA, the results and experiences of implementation and sets out the revised objectives.

The main Inspection Strategy document is still current and it should be read in conjunction with this review. It is intended that the Inspection Strategy will cover a five-year period, this review and associated revised work programme will take the Strategy document to 2010. A new annual review will take place to take progress into account and any major changes in practice or policy.

2. IMPLEMENTATION OF THE INSPECTION STRATEGY

The review of the implementation of the Inspection Strategy will look at the key work areas defined in the original document.

- Consultation
- Publication
- Information collection, storage and dissemination
- Characterisation of the Borough
- Prioritisation
- Inspection
- Remediation
- Procedures for the implementation of Part IIA

2.1 CONSULTATION

The Strategy was developed over the fifteen months allocated by the Statutory Guidance from the April 2000 implementation date of the Contaminated Land Regime. The document was widely distributed amongst statutory and non-statutory consultees. A broad a range of local stakeholders and interested parties as possible was included in this process. The Strategy includes a comprehensive list of those consulted. The consultation document was also made available for comment via the Council's website.

The consultation process received a limited response, however where comments were received the views, where appropriate were reflected in the final document.

2.2 PUBLICATION

The Statutory Guidance required that all Local Authorities in England publish their strategy for the implementation of the Contaminated Land Regime within fifteen months of the issuing of the guidance.

Halton Borough Council successfully published the Contaminated Land: Strategy for Inspection in July 2001. Copies of the document were sent to the relevant government department and the Environment Agency. Copies were also made available at local libraries and through the Council's website.

2.3 CHARACTERISATION OF THE BOROUGH

The Strategy sets out the broad characteristics of the Borough of Halton, in terms of environmental setting, land use, historical background and population. Since publication there have not been any major changes to the overall make up of the Borough, and therefore there is no need for revision.

It is worth making reference to the broad re-development objectives in the borough. The Widnes Waterfront Economic Development Zone, the Ditton Strategic Rail Freight Village and the Mersey Gateway river crossing are all key re-development catalysts in Halton that will bring large areas of derelict or underused land into productive use. Section 5 considers the implications of these developments and other factors on the implementation of the Strategy.

2.4 INFORMATION COLLECTION AND DISSEMINATION

The collation, generation and storage of large amounts of information relating to potentially hundreds of parcels of land is a fundamental element of the Inspection Strategy. It is therefore vital that all the information is handled in a

manner that enables it to be used, interrogated and disseminated in an ordered and rational way.

2.4.1 INFORMATION COLLECTION

The Strategy describes that process of collecting information on potential sources, pathways and receptor to facilitate the identification of areas that may be Contaminated Land and to determine which areas are the priorities for detailed inspection.

Since the publication of the Strategy the Environmental Health Division has reviewed and collated available information held by internal departments relating to the identification and assessment of Contaminated Land. External datasets have also been acquired from individuals, companies and other organisations. The tables in appendix 2 list the full range of datasets now available for use and stored within the Environmental Health Division's Contaminated Land Information Management System.

A significant dataset is now available and contains all the main anticipated data types from all the key sources. This work was completed in the first quarter of 2003, two months behind the original milestone date. This was due to under estimating the time required to identify potentially contaminated land from historical plans, the fact that this stage of the work was integrated with other work elements (prioritisation) and pressures on resources outside of the core Strategy implementation work.

To ensure the Contaminated Land Team maintains the integrity and relevance of the database an annual review of the data sets will be undertaken. It is also likely that from time to time new datasets or sources will become available or accessible. When this occurs the Contaminated Land Team will ensure that the new data is collected and added to the system.

2.4.2 INFORMATION STORAGE

The Inspection Strategy requires that an appropriate system for the storage and accessing of the all the information generated through the implementation of the Contaminated Land Regime in Halton be developed and maintained.

The core of this system has been developed in line with the Corporate Geographical Information System (GIS). As described in the Strategy document the use of a GIS is a highly effective method for the types of data used in contaminated land assessment.

Since the publication of the Strategy the storage of information has been developed in two parallel streams. Firstly, multiple data layers have been created within the GIS and stored on a central server location. This allows for the rapid display and interpretation of all data referencing sources, pathways and receptors in the Borough. The central server storage adds functionality through allowing access by multiple users from varied location within the Council structure, and security in reducing the likelihood of catastrophic losses of data.

Secondly, a database, the Contaminated Land Information Management System (CLIMS), has been developed. The core of the database was developed in partnership with the Greater Merseyside Local Authorities using best practice and key guidance documents on the management of Part IIA and Contaminated Land. Subsequently the Halton Borough Council Contaminated Land Team within the Environmental Health Division has refined the database to reflect the exact system requirements for Halton.

The CLIMS database is designed to record all actions, decisions and documents associated with individual sites as they progress through the Part IIA process. It will provide clear chains of evidence and decision processes, which are vital to the effective management of Contaminated Land and in particular, the Regulatory requirements of implementing Part IIA.

Further development of the CLIMS database will occur over the next twelve months to take the recently published guidance into account and to reflect the practical, day-to-day experiences of the implementation of Part IIA.

2.4.4 INFORMATION DISSEMINATION

The Contaminated Land Team within Environmental Health undertakes the core of all Part IIA work. However, there is a clear need to ensure that there is effective route to communicating the results of Part IIA assessments and the broader information on land contamination both internally and externally.

Internally the Contaminated Land Team has set up links with all departments that have an input to the management of Contaminated Land. This enables a simple two way process for the sharing of information and advice. The Planning, Highways and Landscape Services Departments have been the most involved and strong links at management and individual officer level have been forged.

The Council has developed a Contaminated Land Communication Strategy (presented in Appendix 1) to enable a clear and consistent approach to be taken when dealing with external parties. Key to this Communication Strategy is the early involvement of all stakeholders in the process, particularly at critical decision stages.

The creation of the CLIMS database and GIS layers has enabled the development of a fast and effective external contaminated land information service. External requests received by the Contaminated Land Team are responded to by producing an individual report including information on land use, known site investigation details and an overall assessment of the potential risks associated with the queried site or property. This ties into the recently enacted Freedom of Information Act and the Access to Environmental Information Regulations. The application developed by the

section is also being used as a model for other Local Authorities across the region.

The Council also maintains a Public Register of regulatory actions under Part IIA as required by the legislation.

There is a need to further develop the information sharing protocols and to raise the degree of public involvement and ownership of the Contaminated Land Inspection Strategy. The first stages have been to raise awareness through public forums (the Council's system of Area Panels). However, further awareness of the Strategy and the associated work must be developed and improved over the next five years. A key task for the next twelve months is to improve the relevant sections of the Council website. This will include full details of the Strategy, guidance documents, how to obtain further information and online forms for requesting information and making comments. It is still extremely important to be considered at all stages of the implementation of the Strategy the potential effects of uncontrolled and poorly interpreted information. The Council must ensure that unnecessary blighting of land and prejudicing of development does not occur.

2.5 PRIORITISATION

The Strategy describes in broad terms the methodology for the prioritisation of the potentially contaminated sites identified in the information collection stage. Since its publication Halton Borough Council has worked in partnership with the Greater Merseyside Local Authorities, through the Contaminated Land Officers Group, to develop a suitable system.

The system has several stages that needed to be completed systematically for the whole borough. It was decided not to sub-divide the borough into different priority zones, because the overall area of the Borough is not that great and, although there are parts of the borough where it is more likely that contamination is present, there is the potential for significant problems in any

ward. The methodology developed is a screening level risk assessment that prescribes to the source-pathway-receptor concept in determining the whether land is contaminated.

The first stage was the identification of potentially contaminative land uses from the historical ordnance survey plans. A GIS tool was developed to allow this to be completed in a set manner and as consistently as possible. The process generated a site within each period, or epoch, of mapping and an associated land use hazard score. In total, across all nine epochs, in excess of 20000 features have been identified. The full list of land uses and their hazard scores is contained in Appendix 2.

The second phase of the prioritisation methodology involved comparing the potentially contaminative land uses to information on pathways and receptors. Using the hazard score and the proximity to sensitive receptors each polygon was assigned to either Group A, B or C, depending on the level of risk. The Group A sites are the highest risk category, Group B medium and Group C the lower risks sites. The prioritisation methodology is reproduced in Appendix 3.

These data contain some duplication of individual sites, as the information was captured from the different map series, so in order to convert it into a single data layer the information was combined to produce a 'risk contour' map for the Borough. The plan showing the Group A areas is presented in Appendix 4.

These risk zones were then compared to present day boundaries and individual sites created. Given the size of the data set the Group A sites were characterised first. This process has, to date, identified a risk ranked list of approximately 200 sites. This list forms the highest priority sites to be taken forward to detailed inspection.

The original scheduled completion date for prioritisation of all identified potentially contaminated sites was July 2003. To date this task has not been completed. This is part due to the task being considerably more complex than originally predicted and additionally the nature of the Borough and the method used has made it difficult to define individual sites from the risk-contoured plan of the Borough. Also the number of reactive cases, from a Part IIA perspective and development control, redirected resources away from the process.

To date the highest scoring sites from Group A and Group B have been identified. Within each risk group each site is assigned a score between 1 and 15, 15 being the highest risk (sites with scores between 4 and 15 have been formally identified). Appendix 5 contains a plan of the priority sites in Runcorn and Widnes. Group A and B site identification will be completed by July 2006.

A new target of July 2007 has been set for the completion of the identification of the Group C sites.

2.6 INSPECTION

2.6.1 DETAILED INSPECTION OF SITES

The methodology and procedures for undertaking the detailed inspection of potentially contaminated land that Halton Borough Council will follow are set out in the Local Authority Guide to the Application of Part IIA and the Model Procedures for the Management of Contaminated Land. These documents have been published since the Inspection Strategy was originally produced. The section on procedures gives further details.

The detailed inspection under Part IIA has been completed for one area, Oakfield Drive and Lakeside Close, Widnes. This inspection was initiated in response to information gained from re-development on neighbouring land, rather than from the prioritisation method as described in the preceding section. However, the appropriate actions were taken within the Part IIA regulatory framework. The investigations resulted in 13 separate determinations of Contaminated Land, and ultimately formal remediation.

A further four inspections are currently ongoing as a result of long-term problem sites. Whilst these sites were not formally derived from the Inspection Strategy prioritisation, as Council involvement pre-dates the writing of the Strategy, they all feature highly on the priority list.

Three sites have also been selected from the priority list for detailed inspection as a result of the recommendations contained within the 'Understanding the factors effecting health in Halton' research document commissioned by Halton Borough Council in 2004.

Sites pre-dating the Inspection Strategy	St Michael's Golf Course
	Johnsons Lane Landfill
	Weston Quarries
	Hedco Landfill
New sites scheduled for detailed inspection	Runcorn Hill Quarry
	Stenhills Quarry
	Waterloo Road area

The original schedule for initiating detailed inspections of key sites was set at commencing in July 2003. Detailed inspection resulting from the prioritisation of the borough was commenced in January 2005. However, four inspections had been initiated prior to July 2003 through reactive work or ongoing commitments to sites.

Practical experience of the inspection process to date has shown that twelve to eighteen months is reasonable to reach a point where a determination of land as Contaminated Land can be made. This period reflects the very complex and thorough nature of the Part IIA process. Therefore in setting out milestones for the detailed inspection of the high priority sites it is difficult to predict the likely timescales required to complete each inspection. With current resources it is practicable to manage eight to ten sites at any given time.

At this stage the key milestone for the next five years is to have initiated and completed the detailed inspection of 25% of the highest priority sites. Projecting that requirement over the next five years gives a target of achieving the inspection of ten sites per year.

A critical point is that the priority list includes several sites that are likely to be assessed outside of Part IIA. For example the requirements placed on sites though the planning regime will ensure appropriate assessment is undertaken allowing them to be included in the total list of inspected sites.

2.6.2 INSPECTION OF SPECIAL SITES

Many of the potentially contaminated land sites in Halton have pollutant linkages that require investigation that may make them Special Sites (as defined by the legislation). This is largely due to potential effects on watercourses and the major aquifer in the Sherwood Sandstone Group lithologies under much of the borough. Special Sites are ultimately regulated

by the Environment Agency and they may in fact undertake the inspection process on behalf of the Council. Therefore, it is possible that the inspection of a high proportion of higher risk sites will be closely linked to the workload and resources available to the local Environment Agency office.

Halton is working with the Environment Agency in order to highlight as early as possible those sites where their involvement is required, however there may be situations where Halton's resources and work programme do not match up with those available from the Environment Agency. This should be noted as a potential issue in progressing inspections at the projected rate.

2.7 REMEDIATION

The overarching concepts for the regulation and the standard of remediation of Contaminated Land through the process of Part IIA have not changed since the first issue of the Strategy. Additional guidance and best practice on determining the most appropriate and cost effective form of remediation has been produced by the Environment Agency and the Department for Environment, Food and Rural Affairs, and changes in technology and legislation have made an impact on the remedial options available. However, there is no requirement for significant changes in the processes set in the Strategy document, as each site will have its own specific requirements for remediation.

Since the publication of the Strategy, Halton Borough Council has implemented the remediation of thirteen determined properties (Oakfield Drive and Lakeside Close). After a written agreement was completed, remediation was undertaken by the Council on behalf of the appropriate persons, in this case the owners of the properties. Remediation Statements for each of the remediated properties have been issued and copies placed on the Public Register.

The remediation strategy for the Oakfield / Lakeside properties was initiated in November 2003 and completed by June 2004.

Within the original Strategy document milestone it was anticipated that remediation of determined sites would commence in late 2003. In revising the objectives and timescales for the next five years it is impracticable to set dates for achieving remediation of sites as it is unknown how many will actually require remediation and if necessary the time for implementation will vary greatly from site to site.

2.8 PROCEDURES FOR THE IMPLEMENTATION OF PART IIA

The Council utilises the extensive national guidance contained within the Statutory Guidance and the Local Authority Guide to the Application of Part IIA (produced by DEFRA, the Environment Agency, the Local Government Association and the Chartered Institute of Environmental Health) in undertaking the specific stages and activities in implementing the Contaminated Land Regime. At this stage Halton Borough Council has not developed unique internal procedural guidance.

Halton Borough Council is currently working in partnership with a number of other local authorities in the region to develop a series of best practice notes and standard documents to compliment the national guidance. The development of these documents forms a rolling programme over the next one to two years. The first piece of work will cover the early stages of the Part IIA framework, site identification, investigation and determination.

3. RESOURCES

The Environmental Protection Group currently has three officers actively involved in Contaminated Land work.

- Contaminated Land Officer – main point of contact for land contamination and the implementation of Part IIA
- Technical Officer (Contaminated Land) – Part IIA project work and liaison with development control.
- Technical Support Officer (Contaminated Land) – management and development of the information systems used in the section

The present level of staffing resource is reflected in the planned objectives for the next five years.

It is impossible to assess at this stage in the strategy the detailed budgetary requirements needed to implement the contaminated land regime. Increased spending will be incurred in terms of officer time, inspection, investigations and where necessary remediation.

DEFRA maintains a fund for the investigation and remediation of Contaminated Land, the Contaminated Land Capital Projects Programme. Where appropriate bids under this programme will be made to implement the Strategy objectives. To date the Council has applied and successfully received funding for two sites, totalling £280,000.

Over the course of the current financial year it is expected that funding in excess of £750,000 will be sought for both investigations and remedial work.

The cost of preliminary non-intrusive investigations are not grant funded from central government and will need to be funded from revenue. Some will be undertaken in house using current resources but it is likely that a majority will need the assistance of external a consultants costing up to £10,000 per site.

A budget review will be undertaken in the 2006/2007 fiscal year, identifying the financial resource requirements for the timetabled inspection of higher risk sites. With the current projected work load (see section 6) the cost of implementation of the Strategy could cost in the order of £30,000.

Annual review in November will allow for budgetary estimates to be made prior to the new financial year and allow for better estimate to be made for the upcoming work each year.

4 PERFORMANCE MONITORING

Section 6 sets out the detailed targets for the progression of the Inspection Strategy, based on the key activities of prioritisation, detailed inspection of individual sites and the remediation of those identified as Contaminated Land.

In addition to Halton's specific Strategy targets, the Government has added two new Best Value Performance Indicators for Contaminated Land from the year 2005-06 onwards. All Local Authorities must record and report on the total number of Site of Concern, i.e. sites where it is suspected that there may be a land contamination issue, known to the Council at the beginning of the year and keep track of all the sites where enough information is gathered to allow a decision on whether remediation is required or not. The information on sites of concern can come from any source; therefore this will include sites assessed under the Part IIA regime and those dealt with through the Planning Process.

The indicators reported upon at the year-end are BV216a, the total number of sites of concern, and BV216b, the number of sites with sufficient information expressed as a percentage of the total.

As 2005-06 is the first year of reporting the new performance indicators there is not a clear baseline of data available to set the specific local targets. The

targets need to be realistically achievable, whilst showing genuine progression. Therefore based on the data currently held by the Environmental Health Section and rate of review and assessment of potentially contaminated sites, the table below presents the 1005-06 return and the targets for the next two years..

	2005-06	2006-07	2007-08
BV216a	283	250	500
BV216b	9%	8%	5%

For the 2007-08 it is expected that the total number of 'Sites of Potential Concern' will rise significantly as the prioritisation work is completed over the next twelve months.

The rate of assessment of sites is predicted to be in the order of 25 sites per annum. This is based on the experience to date of the very thorough, complex and slow process of assessing sites through Part IIA and the rate of sites passing through the planning system that have potential land contamination issues.

The targets will be reviewed on an annual basis, the second year of reporting will be particularly important as at this point there will be both a baseline of sites and practical experience of the reporting process allowing a better assessment of the targets set.

5. NON-PART IIA CONTAMINATED LAND ACTIVITIES

5.1 PLANNING AND DEVELOPMENT

New development and the associated Planning Processes are a major contributing factor in the management and remediation of land contamination. It is nationally anticipated that a significant proportion of all contamination issues will be dealt with in this way.

As a result of the information and expertise held within the Contaminated Land Team, officers are closely involved in the Planning process at each key stage. Officers have been involved in the production of the emerging Unitary Development Plan, a standard condition for planning approvals has been developed and the Contaminated Land Team provides daily support to Planning Officers, Building Control Consultants and to applicants and their agents.

The Contaminated Land Team commits significant amount of its resource to the Planning Process in reviewing and approving investigations and remediation schemes, providing in depth consultation with Planning Applicants and their agents, as well as site visits and monitoring of progress and adherence to agreed working plans.

Although this process has led to the effective remediation of many sites without the need for the use of Part IIA, it has placed a considerable workload on the Contaminated Land Team, diverting resources away from the specific objectives of the Contaminated Land Inspection Strategy. However, in order to maintain the steady progress being made on site investigation and remediation through development the Contaminated Land Team will continue to deliver this high standard of support to the process.

5.2 MAJOR DEVELOPMENT SCHEMES

Linked to the re-development and the planning process described in the preceding section are the major re-development schemes emerging in the Borough. These include the Widnes Waterfront Economic Development Zone, the Ditton Strategic Rail Freight Park and the Mersey Gateway bridge proposals. These are all major schemes that have significant land contamination issues. The Contaminated Land Team has contributed to each scheme, often in close liaison with the Regeneration Department. It is anticipated that a continuing commitment to these will be required over the next five years.

5.3 UNDERSTANDING THE FACTORS AFFECTING HEALTH IN HALTON REPORT

In August 2003 Lancaster University published its report on the research commissioned by the Halton Health Partnership to understand the factors causing the poor quality health statistics in the Borough.

The report covered a wide range of issues, and land contamination was considered. Although the report did not identify any direct health consequences of land contamination (this was outside the scope of the research), it did make a key recommendation.

The report specifically set out a requirement to accelerate the programme of inspection and assessment of the borough as set out in the Inspection Strategy. It also recommended that detailed assessments of the identified high-risk areas must be started within two years of the publication date of the report.

In order to assist in this process some funding has been made available for the two-year period following the report publication. However this funding is limited and the requirement to fulfil the recommendation means there are additional pressures on the Contaminated Land Team.

6 REVISED AIMS, OBJECTIVES AND TIMESCALES

From the review and assessment of the original document taking into account the achievements to date, the practical experiences of implementing the Contaminated Land Regime, the current resource levels and the predicted non-Part IIA workload, the following section sets out the revised aims and the projected work programme for the next five years.

AIM	TIMEFRAME
Complete the identification of the Group A sites from the risk contour maps	July 2006
Complete the identification of the Group B sites from the risk contour maps	July 2006
Complete the identification of the Group C sites from the risk contour maps	July 2007
Complete the Detailed Inspection of 25% of the Group A sites	March 2010
Complete and refine the CLIMS database	July 2006
Develop standard procedures based on CLR II and the Local Authority Guide	March 2007
Develop Standard Documents the key stages of Part IIA	March 2007
Develop improved public consultation and communication process and tools, including advice leaflets and website.	July 2006
Seek the timely remediation of site formally determined as Contaminated Land	Rolling target dependant site specifics (see individual annual objectives)

6.1 2006-07 WORK PROGRAMME

The following work objectives are the key outcomes for the 2006-07 year for Part IIA activities. Note that this does not include the expected workload from development and other major schemes within the borough.

OBJECTIVE	DETAIL
1	Issue determination as Contaminated Land for St Michael's Golf Course
2	Issue determination as Contaminated Land for Weston Quarries
3	Complete second phase of detailed inspection for Waterloo Road area
4	Complete second phase of detailed inspection for Stenhills Quarry
5	Complete second phase of detailed inspection for Runcorn Hill Quarry
6	Complete second phase of detailed inspection for Hedco Landfill
7	Complete first phase of detailed inspection for Johnson's Lane Landfill
8	Complete first phase of review for 2 Group A sites

**APPENDIX I
CONTAMINATED LAND COMMUNICATIONS STRATEGY**

COMMUNICATIONS STRATEGY CONTAMINATED LAND

1.0 STAKEHOLDERS

1.1 Who must we talk to in the first instance?

- Local residents immediately affected
- Relevant HBC staff
- Health
- Ward councillors, Executive Board member and Leader

1.2 Who else may we need to communicate with?

- Media
- The wider community
- Partners / developers
- Pressure groups
- Previous residents

2.0 KEY THEMES FOR MESSAGES

2.1 What are the main headings for messages that need to be considered?

- The legislation
- Halton Borough Council's role
- How it affects the residents
- Health implications and advice
- Liability
- Financial implications
- Next steps
- How will be communicate
- Contact information

3.0 HOW WILL WE COMMUNICATE AND WHEN?

The key to successful communications is that messages must be **clear, consistent, timely** and **regular**.

It is therefore vital that prior to **any** form of communication taking place, there is clarity over what information is being provided.

3.1 With residents?

Methods

Personal visits

Letters

Information leaflet

Telephone calls

Once a concern has been identified by the Borough Council, and where it is feasible, **personal visits** should be undertaken to individual residents to explain the situation.

*Bullet points should be prepared in advance so that the messages remain consistent. These bullet points should form part of a **letter** that can either be left with the resident or mailed shortly afterwards.*

Areas to include;

- A summary of the legislation
- Halton Borough Council involvement
- Next steps, incl. requests for testing
- Health implications and advice (in general terms at this stage)
- Contact details

It is important to consider timing here. Try to avoid visits or letters arriving on Fridays as it leaves residents with a weekend where they cannot contact anyone for further information, advice or reassurance.

Once more information about what substances are involved, test results and potential remediation is known, an **information leaflet** should be drafted and given to residents for reference.

It is preferable not to give test results in isolation. A generic leaflet can be established and specific information then added as required. This should be given to residents with **written confirmation** of their results.

The information leaflet would include:

- Work to date
- What the results mean
- Health & safety advice
- Remediation possibilities
- Liability
- Financial implications
- Contact information

It is vital that residents do not feel abandoned so an **update letter** at regular intervals (to be determined) should be issued regardless of whether there is any fresh information. A simple reiteration of contact details would remind residents that we are still aware of and working on the situation.

Issues surrounding **liability and finance** are best dealt with **in writing** to avoid any confusion or doubt with letters approved by the Legal department. However, the principles of liability will have already been covered in the information leaflet.

A **letter** explaining the remediation process should also be drafted detailing what will happen, when, who is carrying it out, how long it will take, what will be replaced and contact details.

Once remediation has taken place, a final **personal visit** should be arranged to ensure residents are comfortable with what has happened. This should be accompanied by a **letter** of thanks for their patience and again reiterating contact details should they have any concerns or questions in the future.

3.2 With Halton Borough Council Staff

Methods

E-mail

Telephone

Briefings

Contact should be made as soon as possible with the Press & PR and Risk & Emergency Planning departments.

However, it may also be necessary, depending on the site of the contamination, to contact other departments whose staff may come into contact with the contaminate through their work.

3.3 With Health**Methods**

Through established links.

Any statements we wish to include in our communication material that relate to the nature of the substances and potential health implications and advice should be approved by a health rep.

3.4 With Elected Members**Methods**

Letter

Telephone

E-mail

Ward councillors, the appropriate Executive Board member and the Leader (for information only purposes) should be advised of the initial situation. As not all are regular users of the e-mail, a letter is preferable.

3.5 With the Media

Although a proactive approach would be preferable in terms of explaining why the Council is taking a particular line of action, this is complicated by issues of resident confidentiality.

This ultimately means that in such situations, we will have to be reactive. Generic statements can be prepared in advance, however.

3.6 With the Wider Community**Methods**

Letters

Personal Visits

Civic Magazine

This stakeholder group can be split into two parts – the wider community in terms of extensions to testing regimes and in terms of the community of Halton as a whole.

In the first instance, a **letter** should be prepared and delivered by hand if feasible to residents whose properties may need to be included in the testing regime.

Any further communication should follow the procedures outlined earlier.

In terms of advising the community as a whole about the legislation and our involvement in it, it would be worth considering an in-depth feature in the Council's **civic magazine** at an appropriate time (perhaps in the September edition).

3.7 With Previous Residents

Methods

Letter

It may be necessary in some cases to contact ex-residents of properties to advise them of any potential health implications. A letter should be drafted where appropriate and in conjunction with a health representative.

3.8 With Remaining Stakeholders

Communication may need to be carried out with other stakeholders and should be co-ordinated as and when necessary.

4.0 GENERIC COMMUNICATION MATERIAL TO DEVELOP

4.1 The Press & PR Unit will help to develop these forms of communication based on information provided by Environmental Health Officers.

- Initial letter to residents
- Information leaflet
- Written confirmation of results and implications
- Update letter
- Liability & financial implications letter
- Remediation process letter
- Closure letter (at end of process)
- Media statements
- Letter to previous residents

APPENDIX 2

DATASETS HELD WITHIN THE CONTAMINATED LAND INFORMATION SYSTEM

A. Receptors

I Groundwater

"Ground Water Source Protection Zones"
"Abstraction"
"Grnd Water Abstractions"
"Aquifer Designations"

II Controlled Surface Water

"Landline Surface Water"

III Development

"Schools"
"Allotments"
"Play Areas"
"Open Spaces"
"Residential Developments"
"Industrial Development"
"SSSI"
"Locally designated sites"
"Forestry"
"Agricultural"
"Buildings (listed)"
"Ancient woodland"
"Recreation Areas"

B Sources

"Epoch 1 Landuse History"
"Epoch 1 (6 Inch Scale Map) Landuse History"
"Epoch 2 Landuse History"
"Epoch 3 Landuse History"
"Epoch 4 Landuse History"
"Epoch 5 Landuse History"
"Epoch 6 Landuse History"
"Epoch 7 Landuse History"
"Epoch 8 Landuse History"
"Epoch 1 Landuse History"
"PartA_processes"
"PartB_processes"
"Landfill Sites"

Environmental Search System

A. Historic Datasets

"Epoch 1 Landuse History"
"Epoch 1 (6 Inch Scale Map) Landuse History"
"Epoch 2 Landuse History"
"Epoch 3 Landuse History"
"Epoch 4 Landuse History"
"Epoch 5 Landuse History"
"Epoch 6 Landuse History"
"Epoch 7 Landuse History"
"Epoch 8 Landuse History"
"Historic Landfill Sites"

B. Current Processes Datasets

"Derelict Land Survey (1993) Listed Sites"
"Brownfield Sites"
"Part A Processes"
"Part B Processes"
"Registered Radioactive Sources"
"HSE Registered Hazardous Sites"
"EVC Operational Pipelines"
"ICI Operational Pipelines"
"Shell Operational Pipelines"
"Transco Operational Pipelines"
"Other Operational Pipelines"
"Private Water Abstractions"
"Licensed Water Abstractions"

C. Environmental Datasets

"Site Investigations Carried Out"
"Fluvial Flood Risk Zones"
"Tidal Flood Risk Zones"
"Drift Geology"
"Solid Geology"
"RAMSAR Sites"
"Nature Conservation Sites"

APPENDIX 3

RISK PRIORITISATION MODEL

MERSEYSIDE CONTAMINATED LAND INFORMATION MANAGEMENT SYSTEM: ANALYSIS MODULE

RISK PRIORITISATION MODEL: SPECIFICATION

The aim of the model is to identify areas of land which could pose a threat to human health or environmental receptors-either from current or historical use-and then to prioritise these areas in order to plan further investigations and assessments in a systematic way. The approach is a probabilistic one rather than proving.

The model will utilise the pollutant linkage concept (source-pathway-receptor) generating potential pollutant linkages by investigating the spatial correlation between potential contamination sources and receptors. The correlation maybe:

- coincidence (occupying the same space); or
- influential (assumed or known zone of influence)

Information Requirements

Source Datasets

These shall include all datasets in the Local Surveys set outlined in the MIS project brief.

Receptor Datasets

These shall include all sets (except Groundwater Vulnerability) in the Hydrogeology and Land-Use datasets, as outlined in the brief. Ground water vulnerability maps are available in digital form, although the 1:100,000 scale effectively renders them unsuitable for use within this module. Mapping of source protection zones is only available off the Environment Agency's web site. If vector data for groundwater vulnerability and source protections zones become a feasible option they could be included in the system at a later date.

Pathway Datasets

There are likely to be difficult problems in mapping pathways on a GIS. Drift and solid geological maps at the 1: 10000 scale lack sufficient detail at site specific level to warrant their purchase and use within the module. Thus, for the time being, geological datasets shall not be included in this model.

Classification of Datasets

A first stage in the analysis will be to classify both source and receptor datasets. Potentially contaminative land-uses will be classified into three risk categories, which shall be re-named as Priority Classes, based upon an index of perceived risk (Syms, 1999) These classes (High, Medium & Low) shall represent the potential for contaminative substances to be present at concentrations which are likely to require remedial action if the site is to be redeveloped and have been established using formalised professional

judgement based on the industries concerned and indicate the likelihood of contaminative substances being present at concentrations which may result in 'significant harm' being caused, or may result in pollution of controlled waters.

Industries have been categorised with regard to the guidance in the Syms document. Those industries not listed in the latter text but included within the keycode list have been assigned a category based upon comparison with industries of similar polluting potential. Table 1 below shows an amended form of the EAS keycodes incorporating the risk classification (amendments are in bold italics).

Code	Keywords	Description	Priority Class
AB	ABATTOIR	Animal slaughtering and basic processing	HIGH
AF	ANFOD	Manufacture of pet foods or animal foodstuffs	HIGH
AN	ANIMAL	Animal by-products (i.e. animal parts) e.g. soap, candles & bone works	HIGH
AS	ASBESTOS	Asbestos Manufacture and use.	HIGH
BU	BURAN	Burial of diseased livestock	HIGH
CH	CHEM	Manufacture of cosmetics, manure, fertilizers & pesticides, detergents, oil, organic-based pharmaceuticals, other incl. glues, gelatines, recording tapes, photographic film	HIGH
DT	DRUM	Drum and tank cleaning	HIGH
FY	FOUNDRY	Furnaces & Metal processing/casting/forges/smelting-Ferro and Aluminum Alloys-Manganese Works, Slag Works	HIGH
GA	GAS	Gasworks, coke works, coal carbonisation and similar sites. Production of gas from coal, lignite, oil or other carbonaceous material other than waste	HIGH
	OR	Oil Refining Petrochemical production and storage.	HIGH
	OIL		
HM	HM WORKS	Heavy product manufacture-rolling & drawing of iron, steel & ferroalloys-includes major Tube Works	HIGH
MD	MOD	All Military Establishments incl. Firing Ranges (if not specified as Civilian)	HIGH
MG	MAG	Civilian manufacture & storage of weapons, ammunition, explosives & rockets, incl. ordnance	HIGH
OL(<i>this is an EAS modification</i>)	OIL	Major oil & petrol storage (not including refining or production) and all gasometers which are not in gasworks	HIGH
PA	PAINT	Paints, varnishes, printing inks, mastics, sealants & creosote	HIGH
PL	PLATING	Electro-plating, Galvanising & Anodising	HIGH
RA	RADIO	Storage, processing or disposal of radioactive material	HIGH
SP	SCRAP	Recycling of metal waste incl. scrapyards and car breakers	HIGH
TY	TANNERY	Tannery, leather goods and skinnery	HIGH
XI	LAND INCIN	Incinerators-waste management operations	HIGH
TA	TAR	Tar, bitumen, linoleum, vinyl and asphalt works.	HIGH
TR	TIMBER	Timber treatment.	HIGH
XL	LANDFILL	Landfill waste-the deposit of waste in, on or above land	HIGH
BK	BRICK	Manufacture of clay bricks & tiles, including assoc. activities e.g. brickfields, also solitary kilns (other than limekilns)	MEDIUM
BT	BATT	Batteries, accumulators, primary cells, electric motors, generators & transformers	MEDIUM
CC	C&C	Coal storage/depot	MEDIUM
CE	CEMENT	Concrete, cement, lime & plaster products, also includes solitary lime kilns	MEDIUM
CR	CERAMICS	Tableware & other ceramics	MEDIUM

CY	COLLIERY	Coal mining. Areas include assoc. surface activities in area but not including spoil heaps or coal mine shafts (<i>this is an EAS modification</i>)	MEDIUM
DE	DEGREASING	Premises housing surface cleaning and degreasing operations	MEDIUM
DK	DOCKS	Boat-building, wharf and quays, cargo/transport handling facilities - marine or inland	MEDIUM
DP	DEPOT	Transport Depot, Road Haulage, Corporation Yards, Commercial vehicle fuelling.	MEDIUM
DY	DYE	Dye & pigments	MEDIUM
FU	FUEL	Sale of automotive fuel	MEDIUM
GG	GARAGE	Repair & sale of (i) cars & bikes (ii) parts (iii) motorway services	MEDIUM
GL	GLASS	Flat glass and glass products manufacture	MEDIUM
HS	HOUSE	Manufacturing of electrical and electronic appliances	MEDIUM
HT	HEAVY TRANS	Manufacturing & repair incl. (i) ships (ii) aerospace (iii) rail engines and rolling stock	MEDIUM
LT	L TRANS	Manufacture of cars, lorries, buses, motorcycles & bicycles	MEDIUM
LY	LAUNDRY	Laundries & dry cleaning (larger scale not usually "high street")	MEDIUM
MA	MACH	Manufacturing of engines, building & general industrial machinery, incl. nuts & bolts, gas fittings, wire rope/cable and ordnance accessories	MEDIUM
MN	MINE	Areas of mining and single or a group of shafts other than coal, or not specified-incl. levels, adits, etc. Also areas assoc. with Mineral Railways	MEDIUM
MP	METAL PROD	Constructional steelwork, metal structures & products & building materials	MEDIUM
NW	NEWS	Printing of newspapers	MEDIUM
OF(<i>this is an EAS modification</i>)	OUTFALL	Outfalls incl. Warm water, industrial effluent, etc. unless directly attached to other feature e.g. end of sewer pipe	MEDIUM
PN	PRINTERS	Printing other than News Print	MEDIUM
PR	PAPER	Pulp, paper & cardboard manufacture	MEDIUM
PS	PLASTICS	All plastic goods, incl. building, packaging, tubing, moulding and extrusion, fibre glass and fibre glass resin and products, excluding the manufacture of Tar, Bitumen & Asphalt	MEDIUM
PW	POWER	Electricity generation and distribution, incl. large Transfer Stations	MEDIUM
QU	QUARRY	Quarrying of all stone (incl. limestone, gypsum, chalk & slate) and ores, includes all opencast mining & slant workings also slate/slab works, flint works, stone yards	MEDIUM
RB	RUBBER	Natural and Synthetic Rubber Products incl. tyres and rubber products	MEDIUM
RL	RLAND	Rail sidings, Yards, Rail Wharf, Goods Depot, Station etc.	MEDIUM
RW	RAILWAY	Railway Tracks-up to 4 tracks wide or 30m.	MEDIUM
SL	SLUDG	Storage treatment or disposal of sludge including sludge from water treatment works	MEDIUM
SW	SEWERAGE	Sewerage, septic-tanks, effluent-incl. all filter beds	MEDIUM
TX	TEXTILES	Natural and man-made textile manufacture and products including Hemp rope and linoleum	MEDIUM
XO	OTH LNDFIL	Other waste facilities (e.g. clean and dirty manufacture)	MEDIUM
XT	LAND TRAN ST	Waste transfer stations	MEDIUM
WR	WIRES	Insulated wire & cable for electrical/telephone purposes	MEDIUM
AP	AIRPORT	Air & space transport	LOW
AR	AIR	Air Shafts	LOW
BW	BREW	Brewing and malting	LOW
CS	CO MN SHAFT	Coal mine shafts	LOW

DG	D GROUND	Disturbed ground >200m in one dimension	LOW
DL	DISTILL	Spirit distilling & compounding	LOW
DM	DEMOL	Demolition of building, plant or equipment used for any of the activities in the schedule	LOW
ES	ELSUB	Electricity sub-station	LOW
FD	FOOD	Major food processing includes large Dairies. Exceptionally large scale Corn/Flour milling	LOW
FL	FLOOD	Areas 'Liable to Flood'-shown as point features central to flooding area	LOW
GV	GRAVE	Cemetery, modern burial grounds and grave yards	LOW
HE	HEAVY ELEC	Manufacturing of distribution, telecomms, medical, navigation, metering & lighting	LOW
HL	HOSPITAL	All Hospitals including sanatoriums but not lunatic asylums	LOW
HP	HEAP	Must be assoc. with relevant industry-incl. spoil & slag-use symbology and assoc. features to identify heap boundary (except for colliery spoil heap- <i>this is an EAS modification</i>)	LOW
LB	LAB	Various-technical & environmental testing & analysis	LOW
LE	LIGHT ELEC	Computers, office machinery, business/industrial electrical goods	LOW
ML	MINERALS	Abrasives, and products (not including Asbestos)	LOW
MR	MRAIL	Mineral Railways also known as 'Tramways' or inclines-not incl. urban passenger 'Tramways'	LOW
PD	P PROD	Paper, card, etc. products (e.g.packaging)	LOW
PP	P	Above ground pipelines other than sewerage	LOW
WA	D DITCH	Drainage ditches are often identified by straight parallel lines creating a boundary line of a field or fields	LOW
WC	CANAL	Canals are often identified by OS text (e.g. Leeds & Liverpool Canal)	LOW
WD	WOOD	Sawmills and manufacture of wood products (excluding treatment).	LOW
WO	OTH WAT	All other water features on the site incl. marshes, wells, springs and sluices	LOW
WP	POND	Surface ponds often located within a field surrounded by trees	LOW
WS	STREAM	Surface streams are often identified by irregular parallel lines and an arrow to show directional flow of the stream	LOW
WV	RIVER	Rivers are often identified by OS text (e.g. River Mersey)	LOW
WK	WORKS	Factory & Works-use not specified	LOW
PT	PIT	Extraction of alluvial sediments (sand, clay, peat, marl and gravel) (not used as conflicts with QU QUARRY- <i>this is an EAS modification</i>)	*
RF	REFUSE	Refuse and waste disposal incl. Incinerators & sanitary depot (not uses as not sufficient detail- <i>this is an EAS modification</i>)	*

Table 1: Priority Classification of Land Uses

Method

The qualitative risk-based functionality of this module broadly follows the Part I prioritisation scheme outlined in the CLR 6 report, (DoE, 1995), (currently under review) and will, at least initially, focus on sensitive exposure scenarios e.g.

- producing a list of all contaminative uses within a user defined area
- whether a potentially contaminated site is within a specified radius of

- certain critical land-use areas e.g. schools
- all contaminative uses within a specified distance of certain pathways (to be considered for the future)

Proposed algorithms for an inspection prioritisation procedure for development, surface waters and ground waters are shown in at the end of this document.

To enable users of the procedure to monitor progress through their individual districts, MapInfo can run the algorithms for distinct areas or quadrants in a logical manner. For example, such areas could be based upon ward boundaries, police sectors or user-defined grid squares. For each designated area the system will place sites in one of three groups. Sites placed in Group A are subjected to further assessment first, followed by sites in Group B and then those in Group C. The further Part II assessment will place the sites into further priority categories using more detailed information about each site. Part II should follow established guidance, including CLR6, and could include a more detailed desktop study, further site investigation, site-specific risk assessment or development of a remedial strategy. If the land is subject to a combination of uses, the whole site should be placed in the highest possible group. e.g. if a site comprises residential development (Group A) and a park (Group B), the whole site should be classified as Group A. If the site has been subject to more than one potentially contaminative use, the module should place the site in the highest priority class produced and then proceed with the rest of the prioritisation procedure.

At the end of the Part I assessment sites should be placed in the highest group identified under either Development, Surface Waters or Groundwater. For example, if assessment under "Development" results in the placement of a site in Group A and assessment under "Surface Waters" results in Group B, then the site should be placed in Group A. Where one or more sources affect the same receptor, given the potential for additive effects, the relative priority of the source sites will be increased. Following the initial Part I assessments, MapInfo could run a subroutine identifying any receptor within a set distance (50m?) of more than one site, whether it be Group A, B or C. In this case the lower ranked site should then be upgraded. Thus, if there is a Group B and a Group C site within 50m of the same school, the Group C site should then be placed in Group B.

For user-defined areas the module could produce a significant number of sites within the same group. How then do we prioritise intra-group? Using the 'Index of Perceived Risk', Syms (1999), contaminative categories can be assigned a 'Hazard Rank', a number between 1 and 39 (Syms uses 39 land use categories). It should be stressed that the ranking is a generalisation that should be used in the context of site specific factors. Those categories in the EAS codes not used in Syms have been allocated a ranking based upon professional judgement. Table 1 above can then be sorted upon the Hazard ranking within each risk category, as shown below.

Code	Hazard Rank	Description	Priority Class
AS	1	Asbestos Manufacture and use.	HIGH
BU	2	Burial of diseased livestock	HIGH
CH	2	Manufacture of cosmetics, manure, fertilizers & pesticides, detergents, oil, organic-based pharmaceuticals, other incl. glues, gelatines, recording tapes, photographic film	HIGH
RA	3	Storage, processing or disposal of radioactive material	HIGH
GA	4	Gasworks, coke works, coal carbonisation and similar sites. Production of gas from coal, lignite, oil or other carbonaceous material other than waste	HIGH
DT	5	Drum and tank cleaning	HIGH
XI	5	Incinerators-waste management operations	HIGH
XL	5	Landfill waste-the deposit of waste in, on or above land	HIGH
OR	6	Oil Refining Petrochemical production and storage.	HIGH
OL(<i>this is an EAS modification</i>)	6	Major oil & petrol storage (not including refining or production) and all gasometers which are not in gasworks	HIGH
PA	10	Paints, varnishes, printing inks, mastics, sealants & creosote	HIGH
TA	10	Tar, bitumen, linoleum, vinyl and asphalt works.	HIGH
AB	11	Animal slaughtering and basic processing	HIGH
AF	11	Manufacture of pet foods or animal foodstuffs	HIGH
AN	11	Animal by-products (i.e. animal parts) e.g. soap, candles & bone works	HIGH
TR	12	Timber treatment.	HIGH
TY	12	Tannery, leather goods and skinnery	HIGH
FY	13	Furnaces & Metal processing/casting/forges/smelting-Ferro and Aluminum Alloys-Manganese Works, Slag Works	HIGH
PL	13	Electro-plating, Galvanising & Anodising	HIGH
MD	14	All Military Establishments incl. Firing Ranges (if not specified as Civilian)	HIGH
MG	14	Civilian manufacture & storage of weapons, ammunition, explosives & rockets, incl. ordnance	HIGH
HM	15	Heavy product manufacture-rolling & drawing of iron, steel & ferroalloys-includes major Tube Works	HIGH
SP	16	Recycling of metal waste incl. scrapyards and car breakers	HIGH
LT	17	Manufacture of cars, lorries, buses, motorcycles & bicycles	MEDIUM
MA	17	Manufacturing of engines, building & general industrial machinery, incl. nuts & bolts, gas fittings, wire rope/cable and ordnance accessories	MEDIUM
RB	18	Natural and Synthetic Rubber Products incl. tyres and rubber products	MEDIUM
BK	20	Manufacture of clay bricks & tiles, including assoc. activities e.g. brickfields, also solitary kilns (other than limekilns)	MEDIUM
CE	20	Concrete, cement, lime & plaster products, also includes solitary lime kilns	MEDIUM
CR	20	Tableware & other ceramics	MEDIUM
CY	21	Coal mining. Areas include assoc. surface activities in area but not including spoil heaps or coal mine shafts (<i>this is an EAS modification</i>)	MEDIUM
QU	21	Quarrying of all stone (incl. limestone, gypsum, chalk & slate) and ores, includes all opencast mining & slant workings also slate/slab works, flint works, stone yards	MEDIUM
PW	22	Electricity generation and distribution, incl. large Transfer Stations	MEDIUM
PN	25	Printing other than News Print	MEDIUM
PR	25	Pulp, paper & cardboard manufacture	MEDIUM

NW	25	Printing of newspapers	MEDIUM
GL	26	Flat glass and glass products manufacture	MEDIUM
OF(<i>this is an EAS modification</i>)	29	Outfalls incl. Warm water, industrial effluent, etc. unless directly attached to other feature e.g. end of sewer pipe	MEDIUM
SL	29	Storage treatment or disposal of sludge including sludge from water treatment works	MEDIUM
SW	29	Sewerage, septic-tanks, effluent-incl. all filter beds	MEDIUM
FU	30	Sale of automotive fuel	MEDIUM
GG	30	Repair & sale of (i) cars & bikes (ii) parts (iii) motorway services	MEDIUM
HT	30	Manufacturing & repair incl. (i) ships (ii) aerospace (iii) rail engines and rolling stock	MEDIUM
CC	31	Coal storage/depot	MEDIUM
DP	31	Transport Depot, Road Haulage, Corporation Yards, Commercial vehicle fuelling.	MEDIUM
MN	32	Areas of mining and single or a group of shafts other than coal, or not specified-incl. levels, adits, etc. Also areas assoc. with Mineral Railways	MEDIUM
MP	32	Constructional steelwork, metal structures & products & building materials	MEDIUM
RL	32	Rail sidings, Yards, Rail Wharf, Goods Depot, Station etc.	MEDIUM
RW	32	Railway Tracks-up to 4 tracks wide or 30m.	MEDIUM
BT	33	Batteries, accumulators, primary cells, electric motors, generators & transformers	MEDIUM
HS	33	Manufacturing of electrical and electronic appliances	MEDIUM
DY	34	Dye & pigments	MEDIUM
TX	34	Natural and man-made textile manufacture and products including Hemp rope and linoleum	MEDIUM
DE	35	Premises housing surface cleaning and degreasing operations	MEDIUM
LY	35	Laundries & dry cleaning (larger scale not usually "high street")	MEDIUM
XO	35	Other waste facilities (e.g. clean and dirty manufacture)	MEDIUM
XT	35	Waste transfer stations	MEDIUM
PS	36	All plastic goods, incl. building, packaging, tubing, moulding and extrusion, fibre glass and fibre glass resin and products, excluding the manufacture of Tar, Bitumen & Asphalt	MEDIUM
DK	37	Boat-building, wharf and quays, cargo/transport handling facilities - marine or inland	MEDIUM
WR	37	Insulated wire & cable for electrical/telephone purposes	MEDIUM
WD	38	Sawmills and manufacture of wood products (excluding treatment).	LOW
BW	38	Brewing and malting	LOW
DL	38	Spirit distilling & compounding	LOW
FD	38	Major food processing includes large Dairies. Exceptionally large scale Corn/Flour milling	LOW
GV	38	Cemetery, modern burial grounds and grave yards	LOW
HE	38	Manufacturing of distribution, telecomms, medical, navigation, metering & lighting	LOW
HL	38	All Hospitals including sanatoriums but not lunatic asylums	LOW
ML	38	Abrasives, and products (not including Asbestos)	LOW
MR	38	Mineral Railways also known as 'Tramways' or inclines-not incl. urban passenger 'Tramways'	LOW
PD	38	Paper, card, etc. products (e.g. packaging)	LOW
WA	38	Drainage ditches are often identified by straight parallel lines creating a boundary line of a field or fields	LOW
WK	38	Factory & Works-use not specified	LOW

AP	39	Air & space transport	LOW
AR	39	Air Shafts	LOW
CS	39	Coal mine shafts	LOW
DG	39	Disturbed ground >200m in one dimension	LOW
DM	39	Demolition of building, plant or equipment used for any of the activities in the schedule	LOW
ES	39	Electricity sub-station	LOW
FL	39	Areas 'Liable to Flood'-shown as point features central to flooding area	LOW
HP	39	Must be assoc. with relevant industry-incl. spoil & slag-use symbology and assoc. features to identify heap boundary (except for colliery spoil heap- <i>this is an EAS modification</i>)	LOW
LB	39	Various-technical & environmental testing & analysis	LOW
LE	39	Computers, office machinery, business/industrial electrical goods	LOW
PP	39	Above ground pipelines other than sewerage	LOW
WC	39	Canals are often identified by OS text (e.g. Leeds & Liverpool Canal)	LOW
WO	39	All other water features on the site incl. marshes, wells, springs and sluices	LOW
WP	39	Surface ponds often located within a field surrounded by trees	LOW
WS	39	Surface streams are often identified by irregular parallel lines and an arrow to show directional flow of the stream	LOW
WV	39	Rivers are often identified by OS text (e.g. River Mersey)	LOW
PT		Extraction of alluvial sediments (sand, clay, peat, marl and gravel) (not used as conflicts with QU QUARRY- <i>this is an EAS modification</i>)	*
RF		Refuse and waste disposal incl. Incinerators & sanitary depot (not uses as not sufficient detail- <i>this is an EAS modification</i>)	*

Table 2. EAS keycodes sorted by Hazard Rank

Thus, all of the sites within a certain group (A, B or C) and within a specific user-defined area could be further prioritised using a sort procedure based on this ranking of hazard, further refining the prioritisation procedure.

Therefore, the outcome of running the module for each designated area within a LA would be a map showing the individual sites, possibly colour coded for each group, and a more detailed schedule highlighting the groupings and assigned hazard ranking of each potentially contaminated site. Where identified sites overlap selected areas, the site shall be placed in the quadrant where the majority of the site area lies.

A sub module should be able to answer such queries as 'What are the potentially contaminated sites within a certain user-defined distance of a sensitive receptor'? A list of likely queries needs to be further developed by the CLOG sub-group.

The procedure outlined above and shown in the following flowcharts is a simple and systematic approach to deciding what priority to give certain sites when implementing an Inspection Strategy, based upon an assessment of the proximity of a potential target. This document is an initial draft of the prioritisation procedure and as such is open for discussion and modification

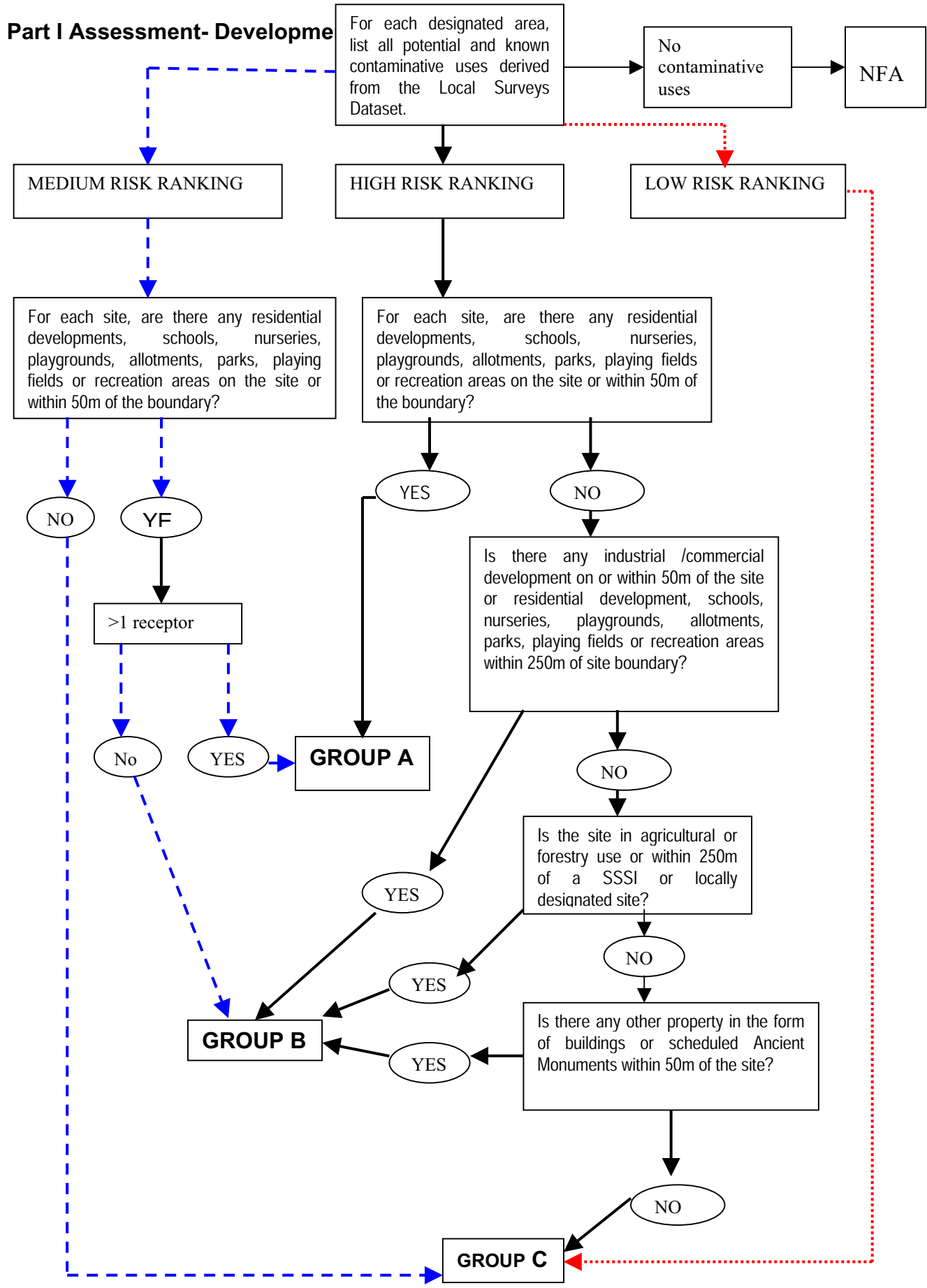
by members of the CLOG and the GIS sub-group.

References

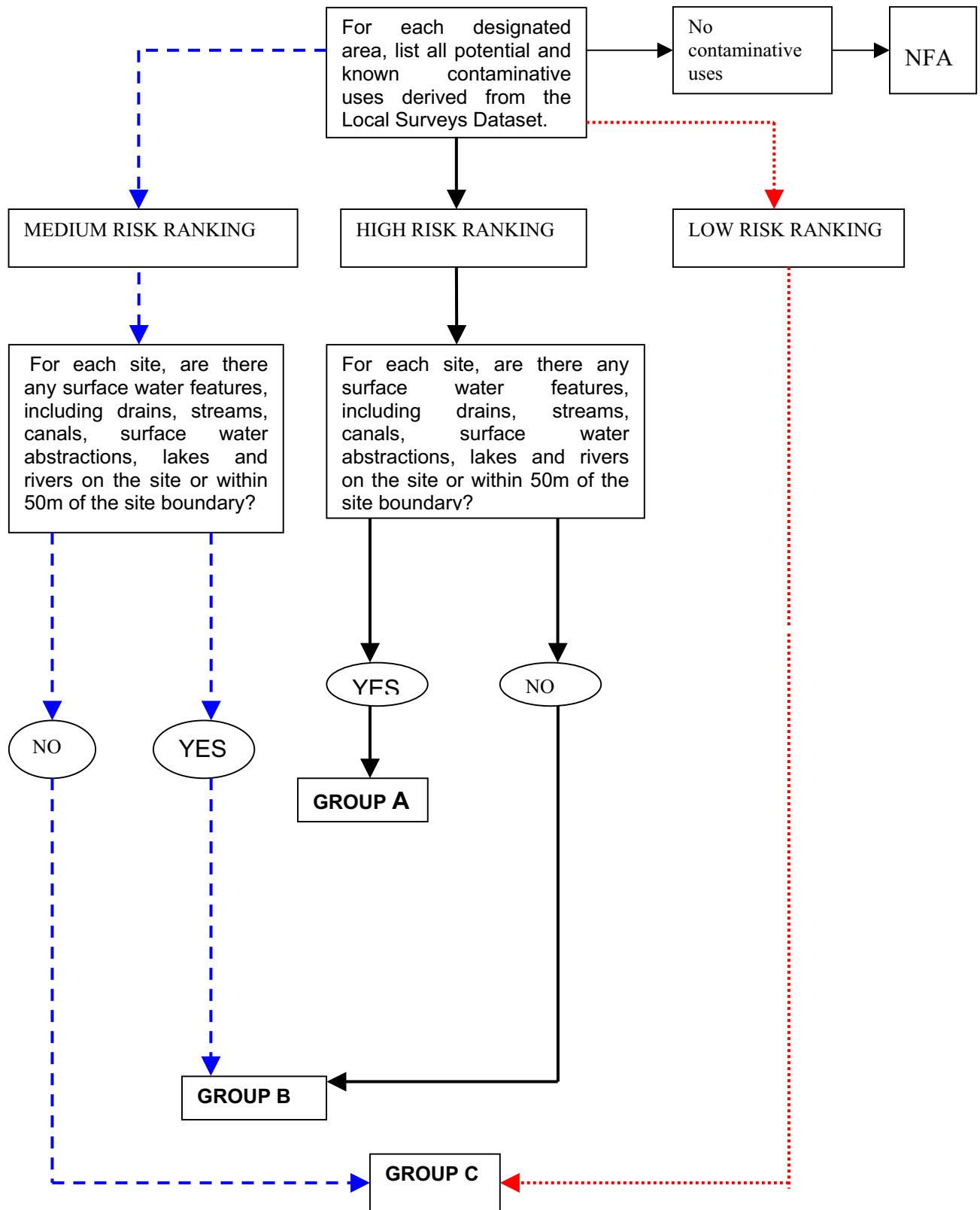
DoE, Department of Environment, (1995). *Contaminated Land Research Report No.6, Prioritisation and Categorisation Procedure for Sites which may be Contaminated*. DoE, London.

Syms, P. (1999). *Desk Reference Guide to Potentially Contaminated Land Uses*. IVSA.

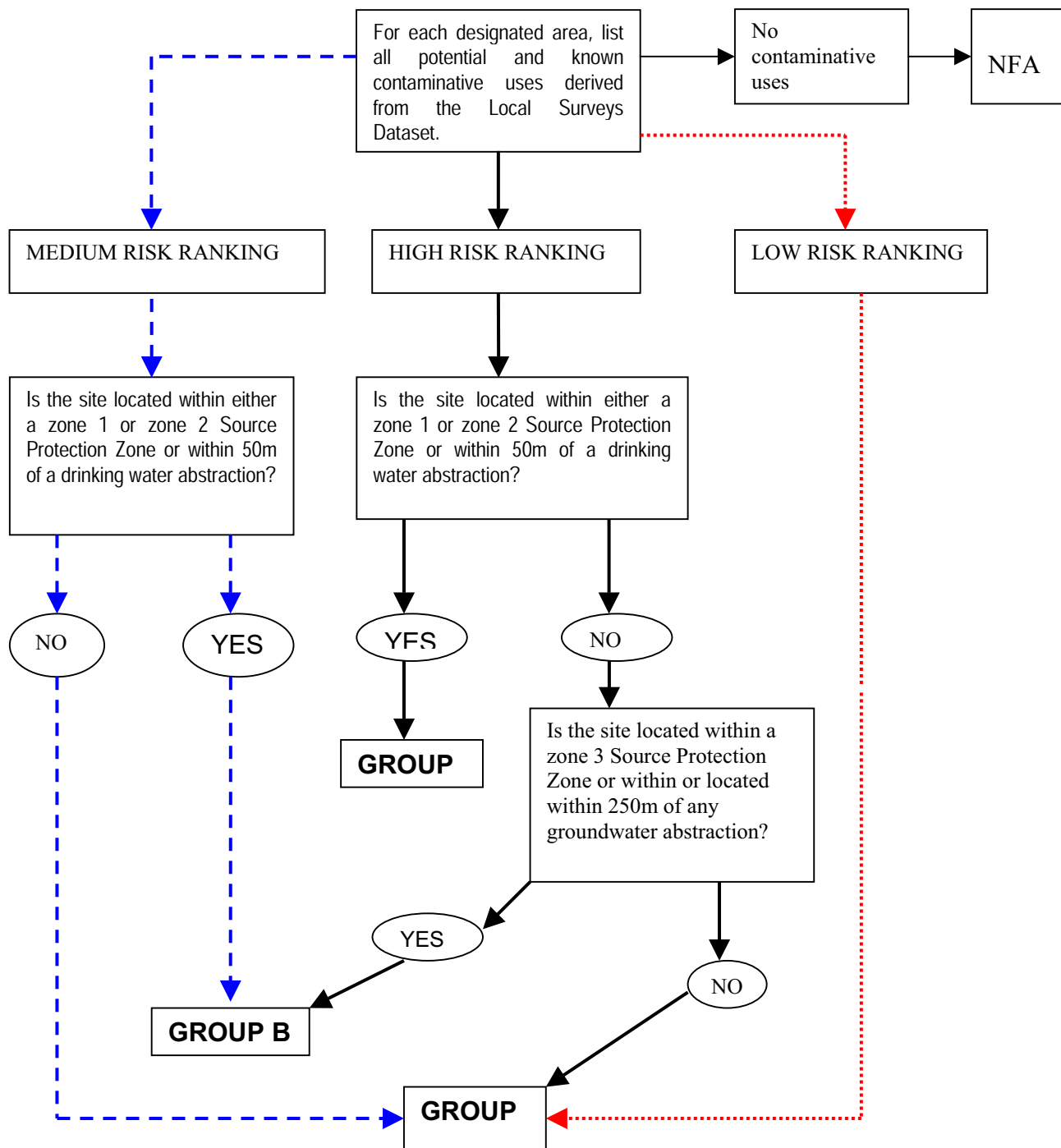
Part I Assessment- Developme



Part I Assessment- Controlled Surface Waters

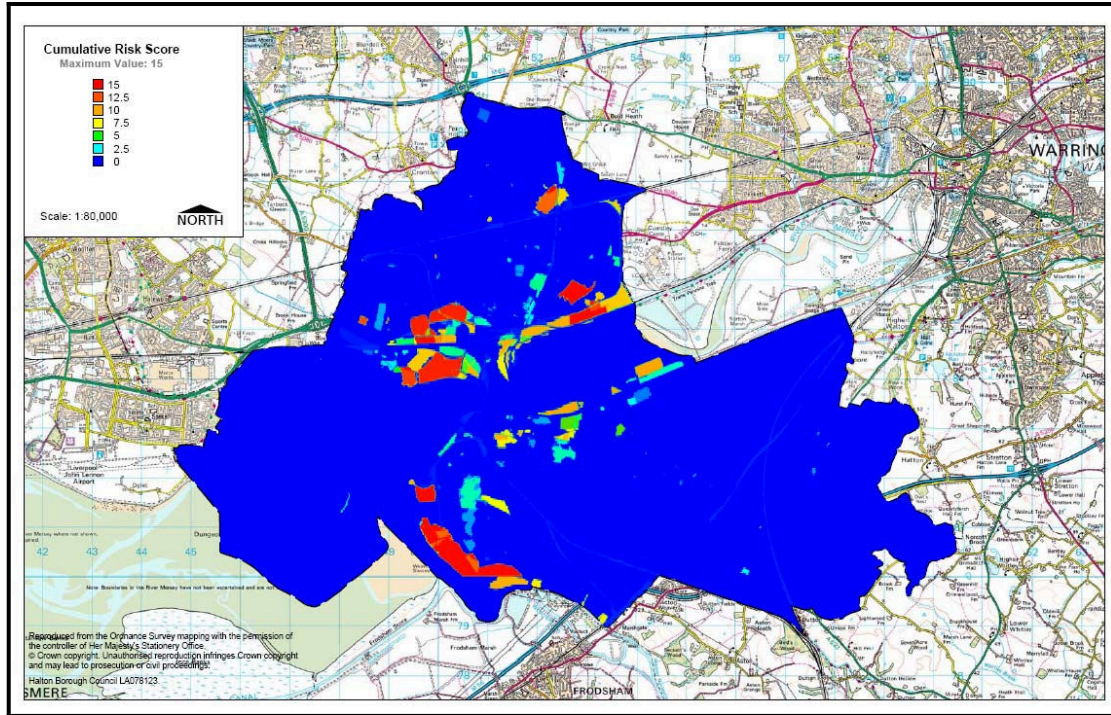


Part I Assessment- Controlled Ground Waters



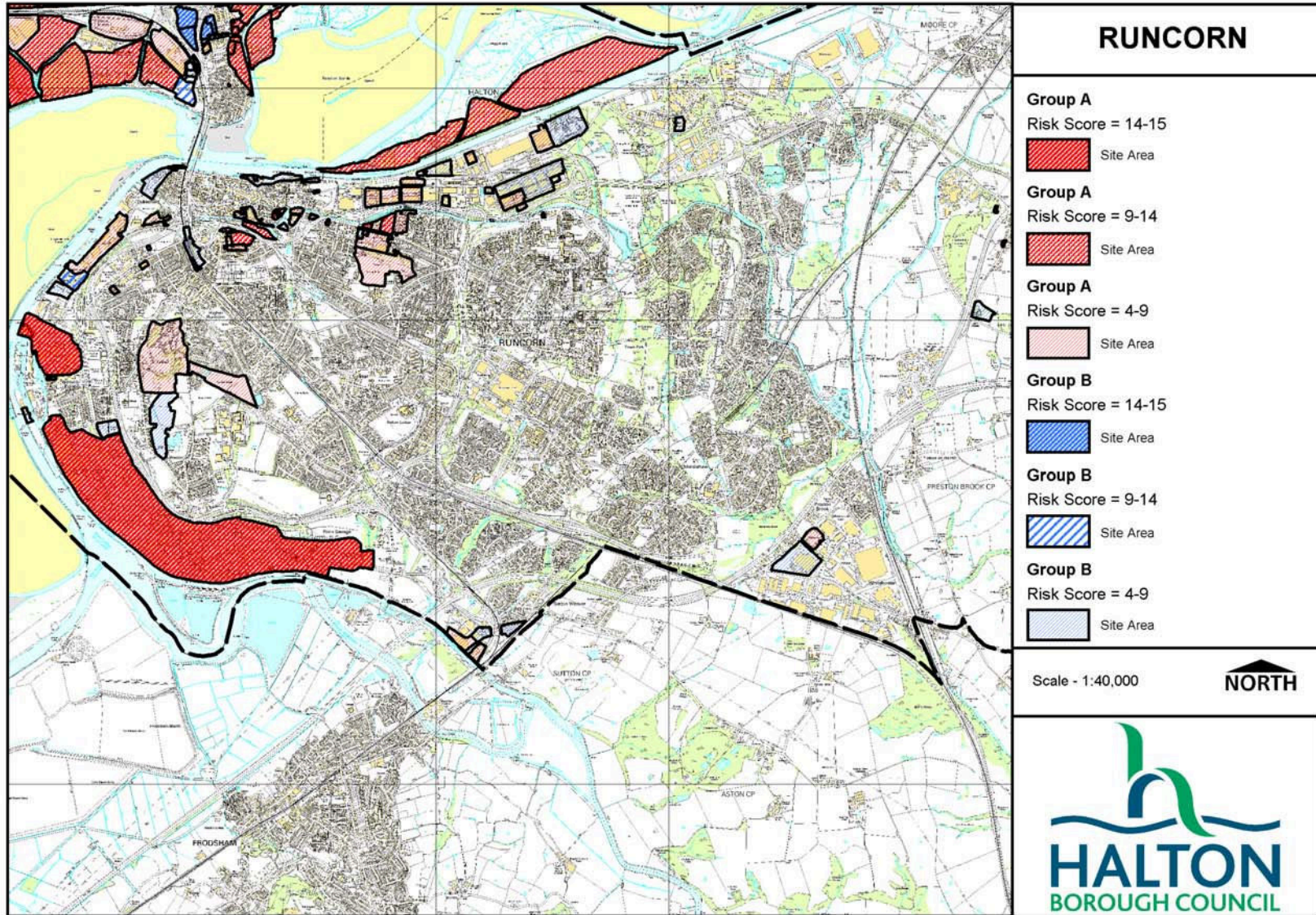
APPENDIX 4

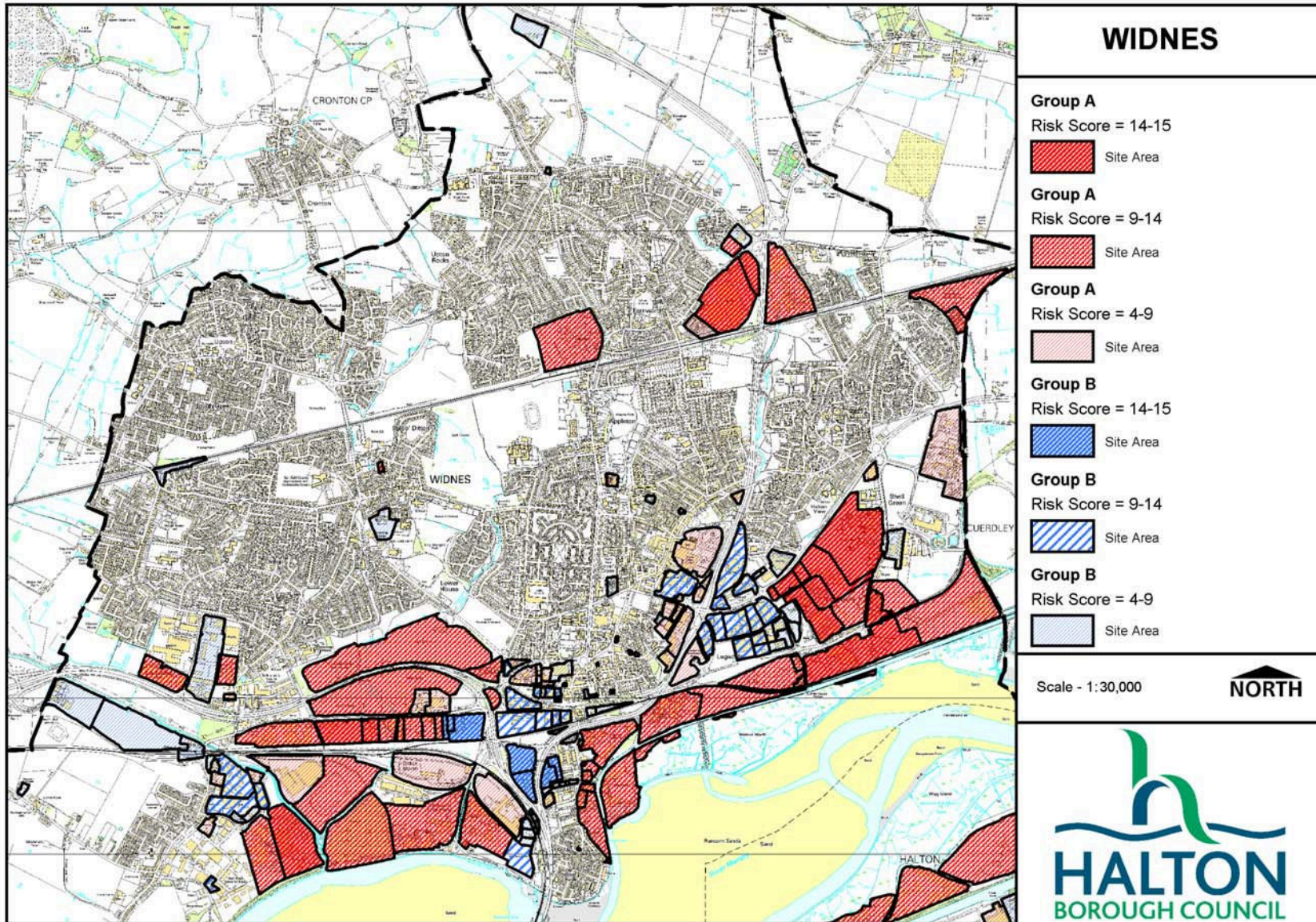
HIGH RISK CONTOUR PLAN



APPENDIX 5

GROUP A AND B PRIORITY SITES LOCATION PLAN







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HALTON BOROUGH COUNCIL

Draft CONTAMINATED LAND STRATEGY

2008 – 2013

1. INTRODUCTION

Halton Borough has a legacy from the Victorian chemical industry; the Borough is one of the most chemically contaminated in Britain.

Since the formation of Halton Borough Council in 1974, it has been determined to change the contaminated environment and consequently the detrimental image left by the social heritage of decay and dereliction. Since 1974 there have been massive improvements to the environment, chemical waste tips have been transformed into golf courses, parklands and nature reserves and watercourses have been cleaned up to again sustain fish and plant life.

Many of the Victorian factories have now been closed and demolished leaving behind sites that are contaminated with plumes of solvents, petrochemicals and Polychlorinated Biphenyl (PCB) that are affecting the near surface ground waters. These sites are very problematical to bring back into productive use again and have lain empty and derelict for many years. It is only in the last few years that 'Alternative Technologies' have become available and acceptable for dealing with these problem sites. Also, the world of waste disposal has become highly regulated and highly taxed which has made the practice of 'dig-n-dump' unacceptable, unsustainable and also extremely expensive. The current accepted approach to remediation of a site is to treat the contamination and leave it safely on the site built into the infrastructure of the site. Some of the technologies used can actually improve the ground strengths as well as treating the contamination, even to the extent that treated waste can be used as aggregate for road building and foundation works.

Over the last 5 years the Council has worked closely with innovation providers and the Environment Agency to find sustainable solutions to Halton's chemical legacy problems. The main contaminant in Halton is a waste locally called 'Galligu'; this is a sulphurous mud waste from the caustic soda and soap industry and can be found in massive quantities widely spread across the borough. It was usually tipped up to 5m deep on low-lying marsh areas adjacent to the River Mersey, which are subject to tidal influences. A major environmental problem is the egress of contaminated groundwater, leachate, into local watercourses and the River Mersey. One of the technologies found to work extremely well with the treatment of Galligu is cement stabilisation and Halton Borough Council has led the way nationally in the development

and use of this technology. There have been several large developments carried out on Galligu contaminated sites, made possible by the use of cement stabilisation. It has been proved by extensive testing that the process is successful, robust, economically viable and sustainable. The most important aspect of the process's development has been the work carried out to prove to the Environment Agency that the technology works and meets all the stringent standards required by today's Environmental Regulations.

The acceptance of the process by both the EA and private developers has now opened up many development opportunities on these long standing contaminated derelict ex chemical industry factory sites and tips.

Over the last two years there has been a significant amount of remediation carried out on both Council and privately owned sites within the Borough including:

- The mound of hazardous contaminated material outside the front door of the Brindley Arts Centre has been removed in preparation for the Canal Quarter development.
- The new Carterhouse Way road on the EDZ has been built over contaminated ground opening up access to development sites.
- The new Homebase store in Runcorn has been developed using innovative cement stabilisation to overcome contamination issues.
- The first works associated with the 3MG rail terminal have been completed using cement stabilisation to overcome difficult contaminated ground conditions.
- The Youth Activity Park in Castlefields has been completed and established on a previously derelict brownfield site.
- Several smaller contaminated private sites have been re-developed using new technologies, after advice and support from the Council.

This strategy document is current and it should be read in conjunction with the Council's Contaminated Land Inspection Strategy, which is appended to this document, ref Appendix 1. It is intended that this strategy will cover a five-year period up to the end of 2013. An annual review will take place to take progress into account and any major changes in practice or policy.

2. IMPLEMENTATION OF THE STRATEGY

The strategy will look at the following key areas:

- New technologies
- Characterisation of the problem sites
- Prioritisation
- Working with Partners
- Funding
- Remediation and after uses
- Environmental regulations
- Council owned sites

2.1 NEW TECHNOLOGIES

Over the past decade numerous technologies have emerged mostly from America, Holland and Germany. These technologies have been developed to make safe and immobilise contamination on sites in order to allow the sites to be re-developed without the need for extensive/expensive removal and dumping. The actual cost of dig-n-dump is even higher than just the tipping charge as for every ton of contamination removed you inevitably have to import a clean ton of suitable fill material to make the site back up to the original ground level. With the new aggregate taxes in place this practice is equally as expensive.

Back in 2001, the Council held a seminar and invited representatives from all the leading technology providers. Delegates were shown the extensive problems that developers of sites in Halton were experiencing and they were asked to take away samples of Galligu and test them in their laboratories to see if their technologies showed any promise of success in treating the wastes. Of the 40 technologies represented, we only heard back from 4 of them and these were all cement stabilisation related technologies. Following extensive meetings and negotiations, the Environment Agency (EA) agreed to allow site full-scale trials of the technologies to see if the process worked and that it could be implemented on site. The Council agreed to fund the trials and these were carried out over a full week on a council owned site. The trials proved invaluable as they fully involved the EA allowing them to gain a full understanding of the process and also for the contractors as they soon discovered the idiosyncrasies of working with thixotropic Galligu. The resultant treated wastes were greatly improved both physically and chemically, locking up

the contaminants and rendering the waste inert. This process has now been accepted by the EA and has been used several times to resolve Galligu issues on sites allowing the development of retail, roads, car parking and landscaping. Many more Halton sites are currently proposing to use the process following the success. The forward thinking and willingness of the council to try out these new technologies has put the Council at the forefront of local authorities in terms of remediation technologies and regularly advises both private developers and other Councils.

Other technologies have been employed to solve particular site-specific issues, these include permeable reactive barriers, bentonite walls, activated carbon treatment, bio-remediation and vapour extraction. All of these technologies have been used on a reduced basis but have proved vital in the full remediation of sites. It is now possible for the Council to literally pull a technology 'off the shelf' and combine it with other technologies to solve the specific issues of most sites within the Borough.

2.2 CHARACTERISATION OF THE PROBLEM SITES

The main problem sites in the Borough are clustered around the banks of the River Mersey. These were the sites that the Victorians chose for their chemical factories, being close to the river to dispose of untreated effluent and close to the low-lying marsh areas to dispose of the chemical wastes. Currently, there are approximately 400 hectares of problem sites within the Borough adjacent to the river. The Council is promoting the re-develop most of these areas, which include the Widnes Waterfront Economic Development Zone, the 3MG strategic rail freight facility and the Mersey Gateway river crossing. These are all key re-development catalysts for Halton that have the potential to bring large areas of derelict contaminated land back into productive use.

The remediation of sites directly by the Council has reduced over the past 10 years as a result of changes in Government funding. No longer can sites be cleaned up/remediated without an end user in place for hard end use schemes and also the funding for green end use schemes has greatly reduced. It is now a priority to advise and help developers remediate sites to a suitable standard for their intended development after uses.

The 'Contaminated Land' funding has been key to the procurement of the detailed site investigation contracts that have informed the development of the Council's priority developments i.e. 3MG and the EDZ. Without this information during the early days of the programmes it would have been very difficult to either secure public funding or gain the interest of private developers. The most detailed study has been on the site of the previous Pilkington Sullivan works, within the EDZ area, where high levels of solvents and PCB's have been found and a very detailed remediation strategy will now have to be agreed with the EA prior to re-development.

A further site investigation has been carried out in the Canal Quarter in Runcorn; English Partnerships funded this. This study has proved invaluable in informing and gaining the confidence of the developer in order to proceed with the development whilst knowing the risks associated with the contamination.

2.3 PRIORITISATION

The sites that are causing risk to human health are a priority to be made safe; this can be achieved as simply as fencing the site to restrict access by the public. However, the long-term solution is to clean up or treatment to stabilise the site and remove all linkages to receptors such as humans, watercourses, wildlife and plants. The work currently underway in the Widnes Waterfront EDZ programme and the 3MG project is addressing a significant number of these sites and will lead to measurable improvements to the environment.

2.4 WORKING WITH PARTNERS

Partnership working is the main driver for development of contaminated derelict sites in Halton and brings significant private funding into the borough. The partnerships that the Council are engaged in include private developers, landowners, funding agencies, Government Departments and regulatory authorities such as the Environment Agency. All these are essential to bring forward the development of contaminated sites.

2.5 FUNDING

Without funding nothing will happen. As in all walks of life at present funding is becoming harder to find and harder to gain approval for. For contaminated land remediation the main sources of funding come from DEFRA and the Northwest Development Agency. Both have very long convoluted application systems which have no guarantee of success making the development of projects an uncertain process. Halton Borough Council have funded, via Neighbourhood Renewal Funding, the early development costs incurred prior to gaining external funding. This has proved very successful and has allowed many developments to progress to a fully implemented scheme. From April 2008 Workforce Neighbourhoods Fund will replace the Neighbourhood Renewal Funding and on the opportunity to apply for an allocation for similar works will apply.

The DEFRA funding is related to Part IIA of the Environmental Protection Act, sites have to be determined contaminated before DEFRA funding becomes available for remediation works to be carried out. This is a long and very complicated process. For instance the St.Michael's Golf Course scheme has taken 3 years to date and we still are working with the EA to

gain approval for the remediation of the site and the release of the substantial funding required from DEFRA.

It is also possible to gain smaller amounts of funding from the landfill operators under the Landfill Tax scheme as long as the scheme is a community project.

2.6 REMEDIATION AND AFTERUSES

The redevelopment of sites for a hard end use such as retail, warehousing and housing is not always possible as in this borough we have severe contamination issues that restrict the hard end use of some sites. These sites are then only suitable for a green end use such as playing fields, parklands, golf courses etc. The Council has been working closely with English Partnerships in the development of the National Brownfield Strategy. We have put forward suggestions for a new policy to allow for a brownfield/greenfield swap. The principle is that a developer will be allowed to build new housing on greenfield land in exchange for the remediation and greening of a brownfield site. These brownfield sites will generally be closer into the heart of the community where a 'green lung' is required and the development of the new housing on greenfield will also be where people want to live. The idea is that there should be a ratio of say one acre of greenfield for the remediation of 2 acres of brownfield. This could be either a monetary (roof tax) contribution or the actual works from the developer.

English Partnerships have indicated that they would like to carry out a national pilot of the idea in Halton. It is hoped that the idea will be developed and trialled within the next twelve to twenty four months. There will be legislative planning issues to overcome, but with an EP/HBC partnership we should be able to overcome these.

2.7 ENVIRONMENTAL REGULATIONS

The remediation of sites is getting harder and far more expensive as new regulations are implemented. It is now becoming extremely expensive to take any contaminated material off site to tip as most material will now require pre-treating prior to it leaving site to make it as safe as possible. The introduction of landfill tax and the reduction in the number of tips allowed to accept contaminated material makes the actual tip charges higher and haulage distances are significantly increased. This all leads to the retention of as much as possible on site, which is only possible with the use of the new technologies previously mentioned. Tougher clean up standards and monitoring are then applied by the EA to ensure that the remediation is sustainable and robust.

2.8 COUNCIL-OWNED SITES

The Council does own a significant proportion of contaminated sites, which require clean up, remediation and redevelopment. Most of the sites are within the programme areas mentioned previously and are being re-developed in partnership with developers. However, occasionally there are opportunities to remediate a site directly by the Council, but only if Council funding is available. e.g. The Brindley Mound. The St.Michael's Golf Course is Councilowned and will be remediated and reinstated back to a golf course using DEFRA funding. This is only possible following statutory process, designation as a contaminated site and its registration under Part IIA.

2.9 THE WAY FORWARD

The changing picture of contaminated land remediation has led to a change in the way Halton Borough Council cleans up the Borough. Years ago there were massive reclamation projects like the St.Michael's Golf Course, Pickering's Pastures, Sunny Bank and Spike Island carried out using Derelict Land Grant and Mersey Task Force funding which helped greatly change the image and environment of the Borough. However, such funding no longer exists and new ways of cleaning up the contaminated sites have to be found. Currently, the way forward is to encourage partnerships with the private sector under which the Council can offer sites freely to developers to help meet the funding gap created by the cost of the remediation.

The goal posts for funding for remediation are always changing and the Council must be flexible to adjust towards any new funding made available in the future.

The Defra funding for contaminated land remediation is available at present, but is likely to be drastically reduced over the next few years. It is also very hard to gain, as there are many long arduous processes to go through to gain the correct status for the site to attract funding.

The North West Development Agency funding for contaminated land remediation has to be linked to the development of a site and cannot be used for speculative development. There is also a North West Development Association-supported programme for the remediation of sites for green end use. This is called the 'Newlands Programme'. However, as Halton's sites are very complex and highly contaminated, and hence expensive to reclaim, the Newlands Programme does not include them.

It is hoped that the Working Neighbourhoods Fund will be able to support the continuation of contaminated land initiatives, which will be most important for the initial stages of site assessment and development.

3.0 LINKAGES TO RELATED STRATEGIES AND PRIORITIES

Contaminated land is one of the key issues highlighted in the Council's Urban Renewal Strategic Review 2007-2010 (approved by Urban Renewal PPB, June 2007) where it is recognised that the remediation of contaminated land is key to the redevelopment of the many hectares of brownfield land in the Borough.

In the 2005 State of Halton report 'contaminated land' was highlighted as one of the key challenges facing Halton. The Community Strategy has grouped the challenges into five key themes, which are:

- A Healthy Halton
- Halton's Urban Renewal
- Halton's Children and Young People
- Employment, Learning and Skills in Halton
- A Safer Halton

Of these five key themes, contaminated land remediation will feature in two of them, Healthy Halton, Urban Renewal. The Specialist Strategic Partnerships (SSPs) have been set up to design and deliver these strategies and action plans. The action plan targets the reclamation of 50 hectares of derelict land to be brought back into beneficial use by 2011 and for 50% of all new housing to be built on brownfield sites. We are on course to achieve and better these targets.

Halton's key development programmes are fully supported by the Contaminated Land Strategy. Indeed very little development would happen in the EDZ, 3MG and Castlefields programmes without that support.

REPORT TO: Urban Renewal Policy and Performance Board
DATE: 23 January 2008
REPORTING OFFICER: Strategic Director, Environment
SUBJECT: Castlefields Tree Strategy
WARDS: Castlefields, Windmill Hill

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to seek the endorsement of the Castlefields Tree Strategy, the key actions being:
- a. To promote the value and benefits of trees to the local community;
 - b. To promote the management of trees in accordance with good arboriculture practice;
 - c. To ensure that the tree and woodland coverage within the Castlefields Action Area is sustained for future generations;
 - d. To ensure that new development schemes within the Action Area make provision for retaining the best of the existing trees, and replace any trees felled to a minimum 2:1 and, where feasible, 3:1 ratio.

2.0 RECOMMENDATION: That

- (1) The Strategy, as a document purely reinforcing the best practice principles already promoted by the Council borough-wide, be endorsed by the Board and published as a document available to the public ;**
- (2) The recommendations contained in the Strategy be endorsed by the PPB, conveyed to all Services and followed by all Council activities in the Castlefields Action Area;**
- (3) The PPB approve a public launch of the document.**

3.0 SUPPORTING INFORMATION:

The Tree Strategy has been prepared under the umbrella of the Castlefields Regeneration Programme which has been ongoing since 2003. Its preparation was a recommendation of the Biodiversity Appraisal for the Action Area carried out in 2005, which noted the particular threat to tree coverage posed by the physical regeneration projects.

The strategy has been prepared by environmental consultants, The Environment Partnership (TEP), in full collaboration with the Council's Landscape Services, the Major Projects Department and the two main Registered Social Landlords who have responsibility for tree management in the Action area, CDS Housing and Liverpool Housing Trust (LHT). Endorsements for the Strategy are also being sought from CDS and LHT, which will appear at the front of the Strategy on publication.

Recognising the value of the area's extensive landscaped setting, the Strategy has served to document and raise awareness of the environmental value of trees and woodland. Castlefields' natural assets provide an attractive and interesting setting, with known social and health benefits being derived from them.

****Appendices are available in the Members Room****

4.0 POLICY IMPLICATIONS

The Strategy has focused on the purpose and rationale of existing legislation and policy at a National, Regional and Borough level, particularly the Borough's Natural Assets Strategy, and applied it to the Castlefields Action Area specifically.

The Strategy will be a supporting document for the regeneration programme, providing advice and guidance to all of the partners.

It will form part of the existing portfolio of documents guiding development within the Action Area, accompanying the Borough's Unitary Development Plan (UDP), The Masterplan and Delivery Strategy prepared by Taylor Young (September 2003), The Supplementary Planning Document (SPD) for the area, which was adopted by the Council in Sept 2005 and the Design Palette prepared by The Environment Partnership (TEP, 2005).

The Strategy reiterates the Council's corporate policies towards its natural resources and contributes to all of the five strategic themes in the Community Plan. It has been prepared in accordance with the key Urban Renewal objective to 'enhance, promote and celebrate the quality of the built and natural environment in Halton' as set out in the Council's Corporate Plan 2006-2011.

5.0 OTHER IMPLICATIONS

The actions proposed in the Strategy can be undertaken within the Council's existing budgets, by making use of external sources of funding and through enforcement of standard planning conditions for development proposals.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

The actions proposed in the Strategy will improve access to safe and attractive open spaces that everyone, including young people, can enjoy healthy lifestyles within. Thus, objective A of this Priority will be helped to be achieved: - "To ensure all children and young people in Halton enjoy a healthy lifestyle that helps them to achieve physical and emotional well being.

6.2 Employment, Learning and Skills in Halton

No implications

6.3 A Healthy Halton

Castlefields' trees and wooded areas provide an attractive and interesting setting for work and leisure, with known social and health benefits towards raising the quality of life for local people.

6.4 A Safer Halton

The actions of the Tree Strategy will improve the management and maintenance of the landscaped areas and open spaces, thus helping to achieve this Priority objective C: - "To create and sustain better neighborhoods that are well designed, well built, well maintained, safe and valued by the people who live in them, reflecting the priorities of residents.

6.5 Halton's Urban Renewal

Endorsement of the Tree Strategy will improve the management of trees and woodland in Castlefields, enhancing existing open spaces and creating new areas and improving the neighborhood generally. Thus this priority objective B will be helped to be achieved: - "To support and sustain thriving neighborhoods and open spaces that meet people's expectations and add to their enjoyment of life".

7.0 RISK ANALYSIS

Failure to endorse and publish the Strategy would result in a reduced appreciation of the value of the area's trees and wooded areas. Tree loss may occur which might otherwise have been avoided and adequate replacement schemes may not be implemented where tree loss is unavoidable. Ultimately the Strategy will help to maintain the sustainable tree population across the Action Area that is important for

the economic, environmental and social well being of the area and its residents.

8.0 EQUALITY AND DIVERSITY ISSUES

The will be general equality and diversity benefits through a well-managed natural environment across the Action Area.

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

Document	Place of Inspection	Contact Officer
Castlefields Masterplan and Delivery Strategy	5 th Floor Municipal Building, Widnes	Andrew Denton
Castlefields and Norton Priory Action Area SPD	5 th Floor Municipal Building, Widnes	Andrew Denton
Castlefields Biodiversity Appraisal	5 th Floor Municipal Building, Widnes	Andrew Denton
Halton's Natural Assets Strategy	Pico Farm Depo	Paul Oldfield

Castlefields Tree Strategy

January 2008



'Trees are part of the living landscape which is not constant, but is changing with time. It is inevitable that some trees will be lost each year, for one reason or another, and a sustained effort is therefore needed to establish enough young trees to keep the numbers at an acceptable level. This is fundamental to the concept of sustainability and should be regarded as our responsibility to future generations. Just as we are able to enjoy the trees which our forefathers planted, so must we ensure that our successors will have the opportunity to appreciate trees which were planted during our era of land custodianship' (from Halton's Natural Assets Strategy para. 3.5.1).

Castlefields has a distinctly 'green' character that contributes greatly to the area. To ensure the urban tree population is sustained through the re-development process an active system of measured planting, maintenance and management is required. This strategy is aimed at providing the structure to achieve a sustainable tree population through co-operative and consistent management.



Halton Borough Council (HBC)

TBC

Liverpool Housing Trust (LHT)

TBC

Co-operative Development Services (CDS)

TBC

Castlefields is a housing area in Halton that was developed as part of the Runcorn New Town in the late 1960s. Castlefields has an extensive landscaped character that contributes greatly to the local environment. Despite the green surroundings, the general prosperity of the area declined during the 1990s, when wide-reaching socio-economic problems began to develop.

Consequently, in 2003 the Castlefields Regeneration Programme was initiated, tasked to address the problems that contributed to the area's decline. The Castlefields Masterplan sets out ambitious projects to change the area's fortunes and deliver a sustainable community for the future. Radical changes to the physical form of the estate have been necessary to deliver this aim, both in terms of housing and infrastructure.

Unfortunately, due to the confined nature of the sites designated for development, these improvements have so far resulted in the unavoidable loss of around 466 trees. There is a diverse mixture of trees within Castlefields, some of which are inappropriate to their location and/or in poor condition due to the management practices undertaken in an attempt to 'fit' the tree to its location.

The need for a tree strategy has been identified to work alongside and beyond the regeneration programme to ensure Castlefields retains a sustainable tree population.

Part I of this Tree Strategy assesses the current policy framework for tree management, appraises the tree stock as it was before regeneration and evaluates the consequences of the development schemes for the tree cover. Part II provides management principles and action plans, identifies planting opportunities and gives guidance for the establishment of new trees on those sites.

The four guiding management principles of this Tree Strategy are:

- 1. To promote the value and benefits of trees to the local community;*
- 2. To ensure that trees are managed in accordance with good arboricultural practice;*
- 3. To ensure that the current tree and woodland coverage is sustained for future generations;*
- 4. To ensure that new development schemes make provision for retaining the best of the existing trees, and provide for new planting to compensate for any that have to be felled.*

Detailed action plans for each of the four principles commit to providing replacement tree planting at least on a 2:1 policy but striving to achieve 3:1 where possible. To facilitate this, areas of opportunity for new planting within the regeneration masterplan are identified by the strategy. A planting palette has been compiled to guide users' species choice to be appropriate to the location.

To be successful the key stakeholders need to take the tree strategy forward; Halton Borough Council in assessing planning applications and managing its own woodland and landscape areas; Liverpool Housing Trust and CDS Housing in developing their own sites and in managing their own landscape areas; also private developers and local residents on a smaller scale.

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THE CASTLEFIELDS REGENERATION PROGRAMME

- 1.1 Castlefields is a housing area in Runcorn, Halton, originally of some 2400 predominantly social-rented properties. It was developed by the Runcorn New Town Development Corporation between 1968 and 1972 to alleviate overcrowded urban areas in Merseyside. The original housing stock comprised 350 traditional brick-built bungalows, 500 two-storey concrete panel houses, and 1,397 deck-access flats of the same concrete panel construction system.



Photo 1 – Example of deck-access flats

- 1.2 Designed according to the Radburn Model and influenced by the Bauhaus principles, Castlefields is a classic example of 'modernist' town planning. In addition to the innovative construction methods employed, the estate had a number of other distinct features, including: - segregated pedestrian and vehicle routes, elevated walkways linking residential blocks to the local centre and an extensive landscaped setting including a lake and a canal.
- 1.3 At the time of its development, the estate was lauded as the future of sustainable living that offered a radical alternative to the crowded industrial suburbs. However, despite its credentials and early popularity, the 1980s and 1990s saw a change in fortunes for the estate due to both physical and wider socio-economic factors. As a result, the area developed wide-reaching housing, environmental, economic, health and social problems. By the start of the millennium, Castlefields was the Borough's most deprived ward.
- 1.4 Castlefields is a key regeneration area for the Borough. In 2003, a Partnership was formed to drive forward the areas regeneration, between English Partnerships, the Housing Corporation, Halton Borough Council and two registered social landlords, CDS Housing and Liverpool Housing Trust.
- 1.5 In 2004, a Masterplan (Figure 5) proposing over 50 individual projects to regenerate the area was produced by consultants Taylor Young. Each of the Partners adopted the masterplan and have since been working together to deliver it. Since then, Castlefields has undergone massive changes. Over 800 of the deck access flats have been removed and replaced with a more desirable mix of modern apartments and traditional family housing. A new 8-acre Youth Activity park has been created, which has extensively improved the public space provision.

- 1.6 In the future, the Partnership will be continuing to renew the old housing stock, and will also redevelop the dilapidated local centre. Several other sites will be released to private-sector housing developers.
- 1.7 The key priorities of the regeneration programme have been to improve the housing, economic and social wellbeing of Castlefields. However, three years into the programme, the necessary step-change has been achieved and the project now has its own momentum. The purpose of this Tree Strategy is to ensure that the remaining valuable landscaped setting is managed appropriately and does not suffer unnecessarily through the redevelopment process.
- 1.8 This Tree Strategy is an integral part of the Regeneration Programme, and should be read in conjunction with several other strategic documents produced for the programme, namely:
- the Borough's Unitary Development Plan (UDP), adopted by Halton Borough Council in April 2005, which has specific policies relating to the area (www.halton-borough.gov.uk);
 - the Castlefields Masterplan and Delivery Strategy prepared by Taylor Young (September 2003), approved by the Council (Figure 5) (www.castlefields.info);
 - the Castlefields Supplementary Planning Document (SPD) for the area, which was adopted by the Council in July 2005 (www.castlefields.info); and
 - a general Design Palette for Castlefields prepared by The Environment Partnership (TEP, Ref TEP.931.001 2005) and approved by the Council (www.castlefields.info)
 - the Castlefields Biodiversity Appraisal prepared by The Environment Partnership (TEP, Ref TEP1058.04.001 2005) and approved by the Council (www.castlefields.info)

CHAPTER 2

CASTLEFIELDS TREE STRATEGY

- 2.1 Castlefields covers 117ha and is part of the Runcorn New Town. In keeping with the New Towns ethos the area has an intense landscape setting, with an estimated 6500 trees situated within swathes of structure planting along roads and in areas of public open space interspersed between residential areas and other land uses. Its attractive setting is one of the area's key assets and requires significant resources to manage.



Photo 2 – Castlefields Town Park

- 2.2 In 2003, the Castlefields Regeneration Programme was initiated to address the problems that contributed to the area's decline during the 1990s. The overarching priorities of the programme were to improve the housing, economic and social well being of the area. Unfortunately this has, in some instances, been to the detriment of the original landscaped setting, with some unavoidable tree loss to allow new homes and infrastructure to be built, estimated at around 466 trees lost so far.
- 2.3 With the desired 'step-change' in the area's social, housing and economic profile having been achieved, it has been possible to redress the balance in the programme's priorities, to place greater emphasis on the protection and enhancement of the landscape and vegetation. Some replacement trees have been planted where regeneration projects have been completed.
- 2.4 In 2005/6 TEP undertook a Biodiversity Appraisal for Castlefields (ref: TEP.1058.04.001) to examine what impact physical regeneration in the form of the housing renewal projects (Figure 5) would have on the area.
- 2.5 The Biodiversity Appraisal concluded that the Castlefields development would have a detrimental impact on biodiversity through the loss of grassland and trees. Although there would be some new tree planting associated with the development, this would not be sufficient to offset the tree losses. It was therefore recommended that an assessment of the potential for new planting opportunities be made, and the management recommendations for the existing trees be set out in the form of a strategy document.

2.6 This Tree Strategy aims to achieve the following:

Part I

- i. assess the current policy framework that affects trees and their management;*
- ii. appraise the current tree stock of Castlefields as it stands before regeneration providing detail on tree species, age and health;*
- iii. evaluate the implications of the development schemes for existing trees;*

Part II

- iv. provide management principles and action plans linked to relevant policies;*
- v. highlight the benefits of trees to residents and provide guidance to managers;*
- vi. identify planting opportunities and provide guidance for the assessment of new planting sites within the regeneration programme.*

2.7 This working document sets out *long-term strategic aims* and *short-term action plan objectives* as ready reference for the persons responsible for tree maintenance and management in Castlefields.

Partners of Castlefields Tree Strategy

2.8 The following organisations that have contributed to this document and will take on the role of implementing the principles herein are:

- ***Halton Borough Council (HBC)***
- ***CDS Housing (Co-operative Development Services)***
- ***Liverpool Housing Trust (LHT)***

These stakeholders have endorsed the Tree Strategy Principles, and are committed to its implementation (see page ii of this strategy).

2.9 Other partners in the Programme, English Partnerships and the Housing Corporation, are supportive of the Tree Strategy. However, the three aforementioned organisations are most relevant, as they have actual management responsibilities for the landscaped areas in Castlefields. Halton Borough Council is responsible for the verges alongside its adopted public highways and for the New Town Park that runs through Castlefields. CDS and LHT are the two Registered Social Landlords (RSL) that have responsibility for much of the housing stock and surrounding landscaped areas (Figure 2).

2.10 Although the tree strategy is a technical document for use by the partners, it is envisaged that it will also be used by professionals within the council, developers and interested members of the public as a reference and guideline. A non-technical pamphlet will be produced for those interested in the general principles of the tree strategy, which will be uploaded to www.castlefields.info.

CHAPTER 3

TREE LEGISLATION & POLICY FRAMEWORK

- 3.1 This section considers current tree-related policy documents at a national, regional and local level that feed down into tree management activities within Castlefields to inform decision making. It also looks at relevant legislative controls that apply to trees.

National

- 3.2 At a national level the 'England Forestry Strategy – A New Focus for England's Woodlands' outlines the government's commitment to sustainable management of trees and woodlands, ensuring the steady increase of tree cover throughout England, including in and around urban areas, to benefit society and our local environment.
- 3.3 The England Forest Strategy was launched in 1998, and can be found at [http://www.forestry.gov.uk/pdf/fcefs.pdf/\\$FILE/fcefs.pdf](http://www.forestry.gov.uk/pdf/fcefs.pdf/$FILE/fcefs.pdf). It is now undergoing a performance assessment and review due to government policy changes and restructuring. A draft review was undertaken in 2006, and can be found at [http://www.forestry.gov.uk/pdf/efs-progress-report-2006.pdf/\\$FILE/efs-progress-report-2006.pdf](http://www.forestry.gov.uk/pdf/efs-progress-report-2006.pdf/$FILE/efs-progress-report-2006.pdf).

Regional

- 3.4 The Northwest Regional Forestry Framework (NWRFF) – 'Agenda for Growth' was published in 2005 (details can be found at <http://www.iwood.org.uk/>) and builds on the principles set out in the England Forest Strategy. It interprets these principles at the regional level by developing six Action Areas to account for spatial differences.
- 3.5 The NWRFF recognises the importance of trees and woodlands in helping the renewal of disadvantaged communities, improving self-image and beginning the progress of recovery.
- 3.6 Four of the six NWRFF Action Areas translate to the management of trees at the local level within Castlefields, as detailed in the following.

Action Area 2

- a) A coherent and ambitious programme of gateway and transport corridor greening across the region will provide a major improvement to 'first impressions'.

The landscape character of Castlefields created by the 'New Towns' initiative already contributes to this action; management must ensure that this asset is not degraded by uninformed decisions.

Action Area 3

- d) Targeting key woodlands for entry into management schemes and providing protection for ancient woodlands and important trees will meet landscape and biodiversity objectives in the Northwest. Tree and woodland management should also contribute to achievement of Habitat and Species Biodiversity Action Plan targets.

Through this Tree Strategy and action plan a cohesive management scheme will be put in place that encompasses the management of a wide multifunctional area that includes woodlands such as Delacy Wood and Haddocks Wood and Haddocks Wood SINC.

Action Area 4

- b) Targeted woodland creation and management would deliver enhanced access to woodlands near areas of high population density and significant quality of life benefits.

Access is available to one of the small wooded areas in Castlefields (Delacy Wood), but the facilities could be enhanced and access to other wooded areas (e.g. Haddocks Wood) could be introduced. Areas of new woodland planting should also be identified where this fits in with the development proposals.

Action Area 5

- a) A concerted programme to increase vegetation and tree planting in urban areas would use urban trees as a key solution in the development of a region-wide strategy to adapt and mitigate climate change. Our use of floodplains and upland areas needs to be addressed, planting trees and woodlands in a mosaic with other semi-natural habitats to help alleviate possible flooding and erosion.

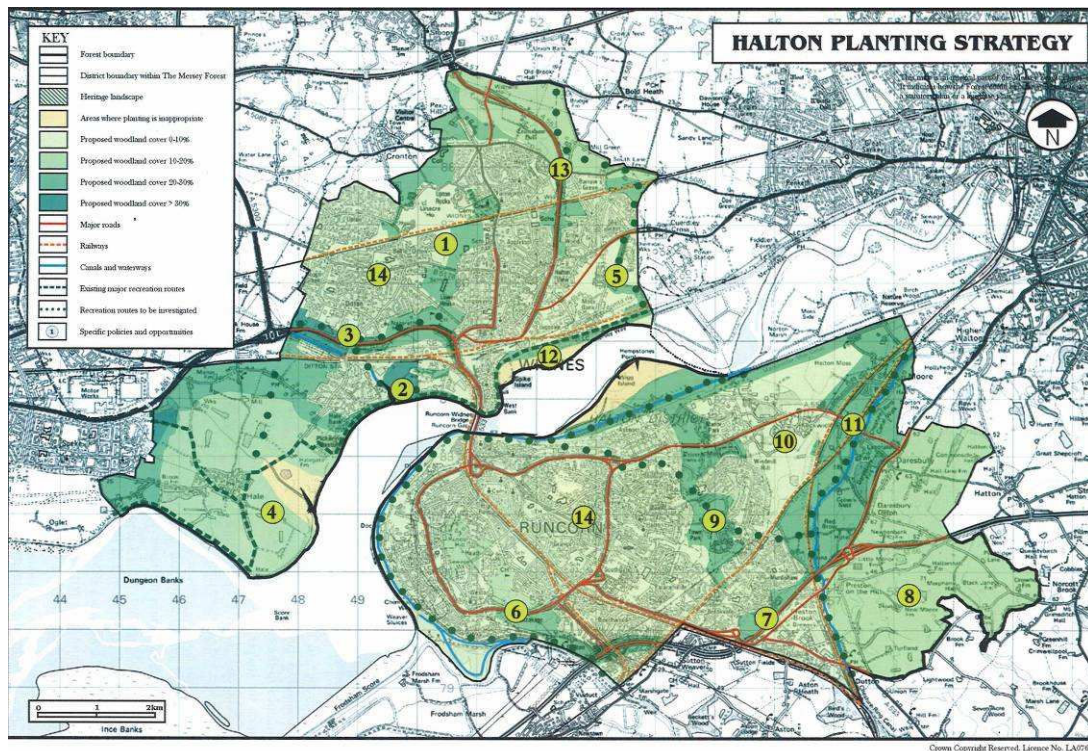
The implementation of this strategy will ensure sustainable management of the existing tree stock and allow new planting to be managed proactively to meet local targets.

- c) The creation of new, and management of existing woodlands must contribute to the creation of functional ecosystems and support species migration and adaptation. The consolidation and expansion of existing biodiversity 'hotspots' (such as ancient woodland) will increase the resilience of local habitats to the possible impacts of climate change.

The retention of blocks of trees and linear routes within the Castlefields redevelopment scheme is important, and must be linked with the measured management of the existing trees to benefit biodiversity, such as through promoting planting native species.

Mersey Forest

- 3.7 Halton is in the heart of the 115,000 ha Mersey Forest area, which is the largest community forest in England (for details see <http://www.merseyforest.org.uk/files/BusinessPlan1.pdf>). The Mersey Forest Program aims to improve the local environment in and around towns and cities by creating opportunities for recreation, nature conservation and economic regeneration. Its schemes work through building local community support and involvement.
- 3.8 The Mersey Forest Plan details the aims and goals of the Mersey Forest Partnership. Within Halton more than 90 hectares of woodland has been planted and 30 hectares of woodland brought into management since the inception of the Mersey Forest in the mid 1990s.
- 3.9 The map below shows a generalised picture of the proposed woodland cover for Halton under the principles of the Mersey Forest Plan.



Forest Strategy Plan taken from the Mersey Forest Plan 2001

- 3.10 The guiding principles for Halton in the Mersey Forest Plan are as follows.
- Provide a woodland buffer around the urban edge and create a wooded edge to the Mersey Estuary.
 - Extend planting into the urban area using all appropriate and available land, including derelict land.
 - Provide a new woodland structure for surrounding agricultural areas.
 - Protect and manage the existing resource of urban trees and woodlands in a sustainable manner.

- 3.11 The Mersey Forest and Groundwork initiatives may provide opportunities for the creation of new areas of tree planting and the management of existing areas where this would benefit the community (Appendix 10). An example of such an initiative in Halton is Murdishaw Green, which involved a woodland owned by LHT.

Local

- 3.12 Halton Borough Council's Unitary Development Plan (UDP) has several policies that relate to trees and woodlands, most of which are specifically planning related. The most relevant are:

- i) GE27 Protection of trees and woodlands

Reinforces the importance of retaining trees in urban areas in light of development.

- ii) GE28 The Mersey Forest

Shows commitment to the expansion and management of trees and woodlands in accordance with the Mersey Forest Plan.

- iii) BE1 General Requirements for Development

Highlights the importance of conservation of the natural environment including trees and woodlands.

- 3.13 Halton's 'Natural Assets Strategy' (available at www.halton.gov.uk) builds on the policies of the UDP and translates them into general workable policies. The main policies relating to trees are:

- i) Policy One – recognises the value of trees and commits the Council to responsible and sustainable custodianship;
- ii) Policy Two – relates to trees affected by development and seeks to protect those of greatest importance through the planning system;
- iii) Policy Three – commits the Council to the sustainable management of its trees encouraging other landowners to do the same;
- iv) Policy Four – applies Policy Three to woodlands;
- v) Policy Five – seeks to expand the area of trees and woodland and to encourage and support other landowners in doing so.

- 3.14 The 'Natural Assets Strategy' also sets out the Council's commitment to supporting the Housing Associations of Halton in managing its tree stock. Action 12 is specifically for this relationship with housing associations and states '*The Council will, subject to staff resources, encourage and assist any housing association which is preparing a working plan for the management of its trees in the Borough*'. This strategy goes further than this action in that it provides a coordinated agreement between two housing associations and the council to manage trees sustainably within Castlefields.

3.15 Halton Borough Council has also produced a series of five Trees and Woodlands leaflets that provide guidance on several tree issues (Appendix 9, also available at www.halton.gov.uk).

- i) Trees on Development Sites
- ii) Tree Planting and Maintenance
- iii) The Care of Mature Trees
- iv) Tree Work Contractors
- v) Managing Trees owned by the Council

Existing Housing Association Tree Policies

3.16 All three partners have some form of policy for managing their tree stock. Halton's tree policy is contained in its Natural Assets Strategy, LHT has a brief policy statement that has been recently updated. (Appendix 7), the most recent CDS tree policy statement is dated 1997 and is included within a larger report, (Appendix 8).

3.17 In all of these policy statements there is a general presumption against the removal of trees unless there is good cause and supporting evidence.

3.18 All of the policy statements vary in their detail and age, and are not therefore consistent in the context of the regeneration programme.

3.19 To provide cohesive, consistent tree management across Castlefields, principles need to be set out for all those involved. The principles can be drawn together from the existing documents of each landowner and recent best practice guidelines.

Statutory Controls

3.20 The main statutory controls relevant to tree management are Conservation Areas and Tree Preservation Orders.

3.21 Conservation areas are defined to protect the character of particular areas, and in so doing afford protection for trees that are present from felling or pruning without agreement from the local authority.

3.22 A Tree Preservation Order can apply to a single tree or group of trees that are in close proximity to each other or in relation to a defined area of ownership. A tree preservation order can be placed on any tree to protect its amenity value, normally in response to threat from felling or development pressure. A tree preservation order requires anyone wishing to undertake work on the tree to apply for permission from the local authority, under the planning system, to undertake the works (download form from <http://www2.halton.gov.uk/content/environment/treesandwoodlands/treesandthelaw?a=5441>).

- 3.23 There is no requirement for the local authority to use tree preservation orders in every case, for example where trees are under good management.
- 3.24 Currently, there is only one Tree Preservation Order and no Conservation Areas in Castlefields. This can be attributed to the general immaturity of the landscape around the housing areas, and the fact that until recently there was little pressure from development.
- 3.25 As most of the landscape in Castlefields is actively managed by one of the housing associations or Halton Borough Council, the need for Tree Preservation Orders to protect the tree stock is minimal.
- 3.26 Through the implementation of this strategy, the current situation should suffice as all partners of the strategy will be working together toward good tree management. However, there may be a requirement to protect valuable trees that are currently in public space but, will fall within private gardens following regeneration.

SUMMARY - TREE LEGISLATION & POLICY FRAMEWORK

- 3.27 There is a hierarchy of strategies and documents that relate to trees and their management. However, the main principles echoed throughout are to ensure sustainable management of the existing tree stock and to expand tree cover, especially in and around urban areas, to provide direct benefit to local communities.
- 3.28 These principles can be delivered on a local level through a number of initiatives, such as the Mersey Forest and Groundwork programmes, with support from local agencies and authorities who have committed to providing help in their policies.
- 3.29 The implementation of the Tree strategy aims to satisfy several aims within the overarching strategies, and to provide a consistent approach to tree management in Castlefields in the context of the regeneration programme.
- 3.30 There are currently few statutory controls (Conservation Area or Tree Preservation Order) in Castlefields, mainly because tree management is under the control of larger organisations that operate their own management policies. This situation may change with the regeneration programme, as more trees will be within private gardens.

CHAPTER 4

TREE STOCK OF CASTLEFIELDS & MANAGEMENT PRACTICES

- 4.1 The study area used for this strategy covers 116.9Ha, as shown on Figure 1.
- 4.2 The majority of the landscaped areas in Castlefields are entirely man made, and were created when the estate was constructed as part of Runcorn New Town. The New Town ethos considered it desirable to live in a 'green', heavily landscaped setting. Therefore large areas between the housing and other land uses were mass-planted with a mixture of shrubs and trees, with a high proportion of faster growing species (e.g. poplar and willow) to provide an immediate impact.
- 4.3 The desired effect was achieved, with the structured landscape areas quickly establishing and developing to become one of the area's key assets. However such large areas of landscape can cause problems and require a significant level of management.
- 4.4 Over the years, both proactive and reactive management has been undertaken mainly in the form of thinning and felling. This section of the Tree Strategy provides an assessment of the established tree stock before the remodelling works in Castlefields, to give a general picture of species composition, numbers, health, condition and specific management issues.
- 4.5 The Castlefields Masterplan is shown at Figure 5, and the implications of the regeneration programme are discussed in Part II at section 5.

Tree Data

- 4.6 To provide a sound basis for analysis of the tree stock within Castlefields, existing survey data was used where available, and samples were taken in areas where the data was deficient. The accuracy of the existing tree data was verified by sample surveys, which confirmed that the spatial distribution of the trees was generally consistent throughout a number of the landscape typologies (Figure 2).
- 4.7 As the data was compiled from different sources at different times (Appendix 1) the consistency and detail varies depending on management practices employed, and any assumptions made have been noted in the results. The survey data is not comprehensive for the whole of the Castlefields study area, but is sufficient, along with aerial photographs, to provide an overall picture of the tree stock before regeneration (Figure 2).
- 4.8 The study area has been dissected into 6 sections called Landscape Typologies to allow a more representative analysis of the tree data. The spatial distribution of the landscape typologies is shown on Figure 1 (below) and in Table 1. The largest landscape typology is Housing, followed by the Formal Parkland of Town Park and the Informal Parkland to the north and along the Bridgewater Canal. Miscellaneous areas, including Schools, Public Houses and Churches are included in the fourth landscape typology. Greenspaces consist of Play Areas, Public Open Spaces a small 'Pocket Park', and the last landscape typology, Wooded Areas includes the larger areas of Delacy Wood and Haddocks Wood.

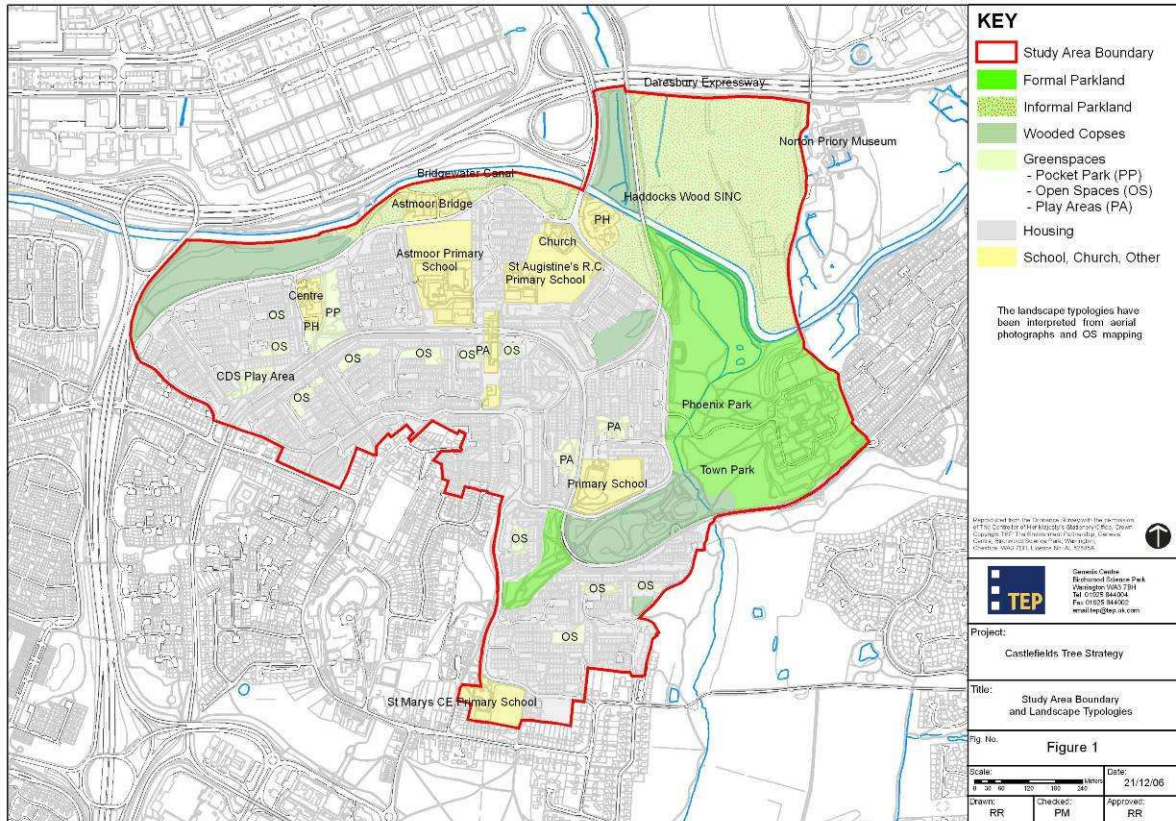


Figure 1 – Landscape Typologies

- 4.9 The data (Appendix 2 and 3 for details) shows the estimated number of trees in the Castlefields study area to be around 6500 (Table 1), although this does not include very small young trees that currently have low amenity value and are not part of the data. The wooded areas have been converted into a representative number of trees that they would be expected to contain at maturity. This means that the wooded areas that are comprised of closely spaced semi-mature trees will actually contain a much higher number than that stated. The exact population number would need to be confirmed by a comprehensive tree survey.

Landscape Typology Analysis of Tree Numbers	Area (ha)	Est. No. of Trees	NOTES
Housing	55	2098	50% from survey data
Schools, Churches, PH	11.2	240	Limited survey data
Formal Parkland	17.9	947	Some grouped survey data
Informal Parkland	16.9	969	Some grouped survey data
Greenspaces	3.9	264	Includes Open Spaces, 'Pocket Parks' and Play Areas
Wooded Areas	10.8	1944	Grouped survey data
TOTAL	115.4	6462	

Table 1 – Estimated Tree Population by Landscape Typology

(N.B. the total area is less than the study area due to the exclusion of the canal and some roads)

- 4.10 Once verified the tree data gave an idea of the species composition, age and condition of the tree stock. There is good tree data for the housing, parks and play areas, but more limited data for the schools and the areas along the canal. The data for the open spaces is patchy, with 3 out of the 11 areas surveyed and the wooded areas have no specific tree health or composition data. However, overall there is enough data to extrapolate trends for analysis.

Tree Species

- 4.11 There is a wide variety of tree species planted at Castlefields (Appendix 5 for details). Sycamore (29%) and birch (19%) constitute half of the trees surveyed, as shown spatially on Figure 3. This is supported by 1991 audit data from CDS (details at Appendix 6).
- 4.12 Chart 1 shows the proportion of the 10 most frequent tree species surveyed throughout Castlefields. Surprisingly, willow and poplar are only a small component making up 3% and 2%, respectively of the total, despite the fact that these fast growing species would have been a large component of the initial block planting. These figures, however, are not wholly representative as there are groups within the parkland areas that consist mainly of willow and poplar that have not yet been surveyed.

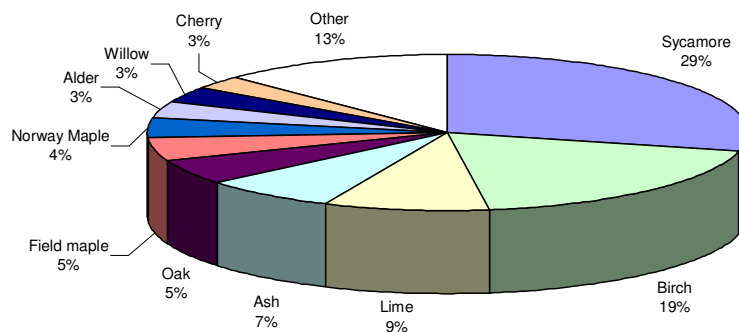


Chart 1 – Ten most frequent tree species surveyed

- 4.13 Historical management policies (Section 4.42 – 4.46) provide an explanation for this as they have targeted the removal of the fast growing willow and poplar species around the housing areas because of the management issues that are caused from their interaction with the urban environment.
- 4.14 The fast growing nature of willow and poplar result in them quickly occupying and exceeding their growing space above and below ground. This often results in roots and branches conflicting with the built environment. Figure 3 shows that the remaining willow and poplar is generally distributed near or in green spaces or parks.

Tree Health

- 4.15 The survey data shows that 67% of the trees in Castlefields are reported to be of good health, with 26% of fair condition. Chart 2 shows the breakdown of tree health by landscape typology (Appendix 4 shows analysis). No specific data is available for the schools or wooded areas, but the condition of the trees at the schools is assumed to be generally good due to ongoing grounds maintenance. The individual trees in the wooded areas were not assessed, although their condition during sampling was noted to be generally good.
- 4.16 The criteria used for assessing tree health from the available tree data was not comprehensively detailed for each dataset. It is assumed that the surveys were completed by a competent person with appropriate experience. The 1997 report from CDS uses three factors to determine tree quality; health, vigour and form. The criteria used by TEP for the sample surveys are along the same lines, but incorporates British Standard BS5837:2005 survey recommendations.

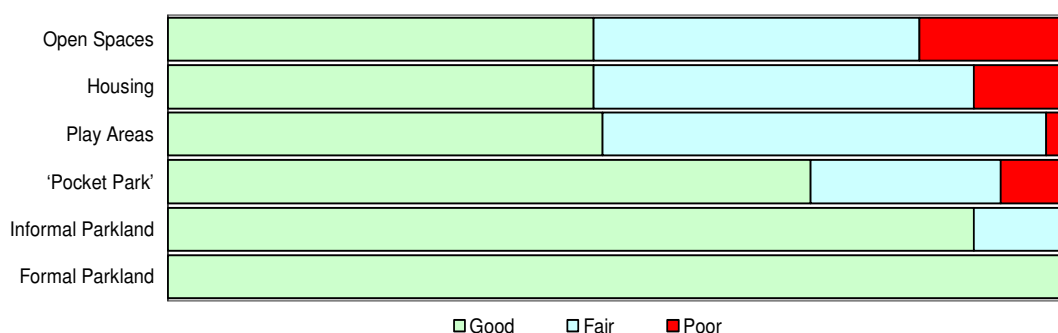


Chart 2 - Health of Surveyed Trees by Landscape Typology

- 4.17 The parkland areas have the highest percentage of surveyed trees in good health, which may be a reflection of the current management regimes. The areas that could be considered to have high usage and therefore pressure from use by the public are the smaller areas of open space, the play areas and the planting matrix around the housing areas. The health of the trees in these areas is more evenly split between trees in good health and trees in fair health, with noticeable degradation due to local conditions. There are more trees of poor health in these areas, but the overall condition of the tree stock in the open spaces is not truly representative, as only 3 of the 11 areas have survey data.

Tree Age

- 4.18 There is a slightly skewed distribution of the age classes of the surveyed trees, with just over half of the trees (51%) classed as middle age (trees between 1/3 and 2/3 of their lifespan), about a third (30%) mature (trees over 2/3 of their lifespan) and less than a fifth (18%) young (established trees in the first 1/3 of their lifespan). New tree planting consisted less than 1% of the tree stock. However, this may not be fully representative as newly planted and young trees are likely to be under-recorded in existing data due to their small size and low risk factor.

4.19 Two potential anomalies are likely to have affected the data.

- i) The recording of age class is subjective at certain growth stages, and will differ between surveyors and organisations. For ease of interpretation, four age classes have been used in the analyses – New Planting, Young, Middle age and Mature. The sample surveys taken indicate the distributions to be reasonably representative.
- ii) The proportion of mature trees would be greater if the tree ages were available for the groups in the parkland and all of the wooded areas.

4.20 Chart 3 shows a percentage breakdown, by landscape typology, of the age class distributions of the surveyed trees. The overall proportion of young trees in Castlefields has been elevated by the large number of young trees in the informal parkland. In the other landscape typologies, the number of young trees is generally very low (refer to 4.18).

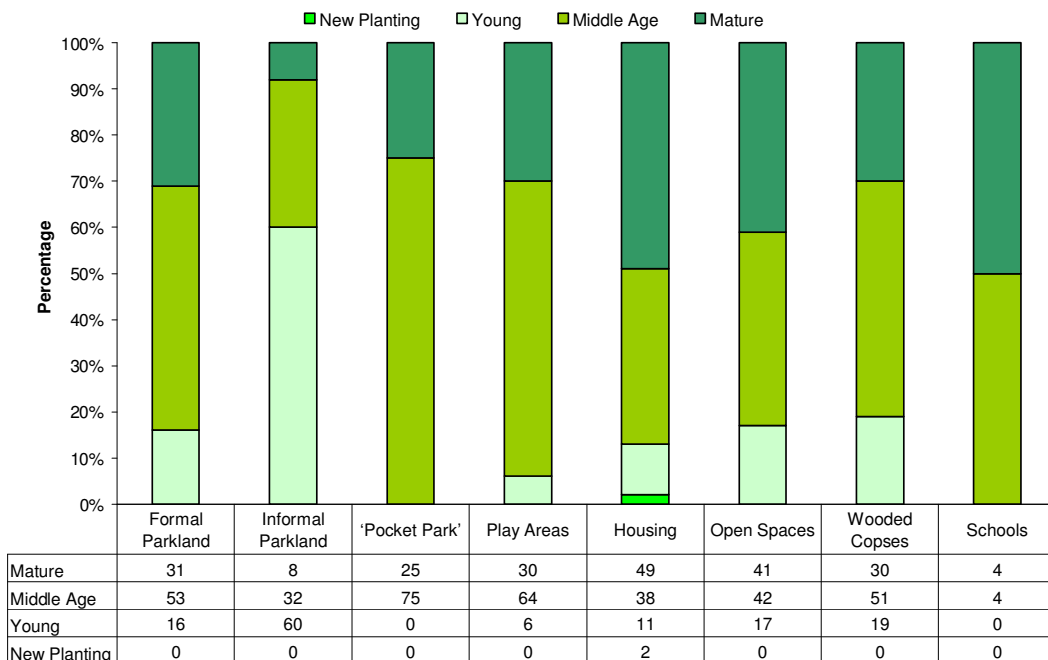


Chart 3 – Age class distribution of surveyed trees by landscape typology

4.21 The age class distribution of the surveyed trees is shown spatially on Figure 2, which highlights the areas where the mature trees predominate. Note that there is limited data for trees at the schools, Churches and PH.

Landscape Typology Analysis

4.22 Charts 4 to 11 show the tree species distribution and age class proportions for each landscape typology. The data does not include information on CDS land, except for the sample areas that were taken as part of the study. To give an idea of representation, the group species data is expressed as the occurrence of a species in each group surveyed.

Housing

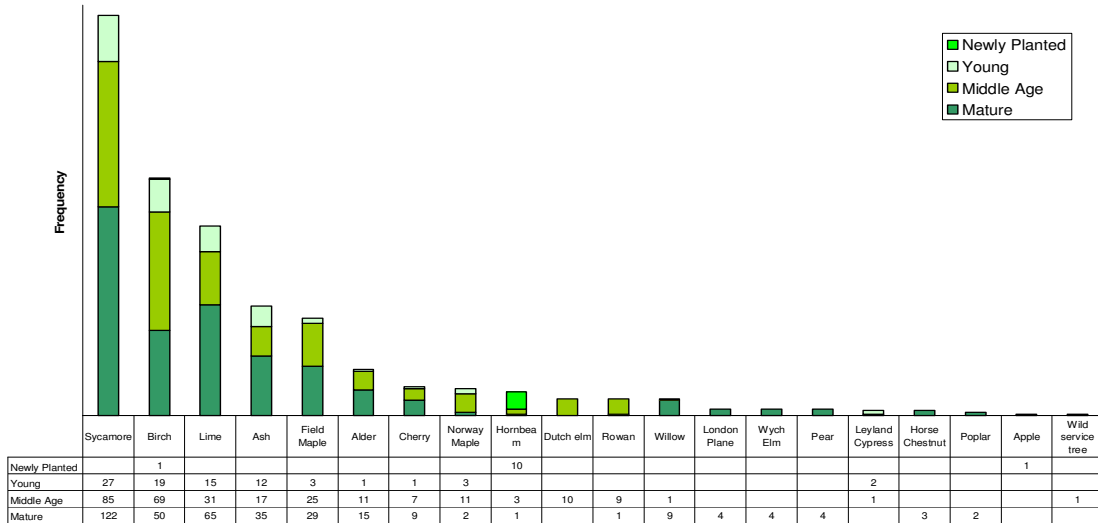


Chart 4 – Tree species distribution by age class within Housing typology

- 4.23 Thirty-two percent of the trees surveyed in the Housing typology are sycamore, 18% birch and 15% lime. The remaining species make up less than 10% each. The wide spread distribution of sycamore is shown on Figure 3.
- 4.24 Around half of the surveyed trees in the Housing typology are mature, with sycamore dominating. This indicates the resilience and importance of the species in the urban landscape.

Greenspaces

- 4.25 The next three graphs are analyses of the Greenspaces typology separated into Open Spaces, Play Areas and Pocket Park.

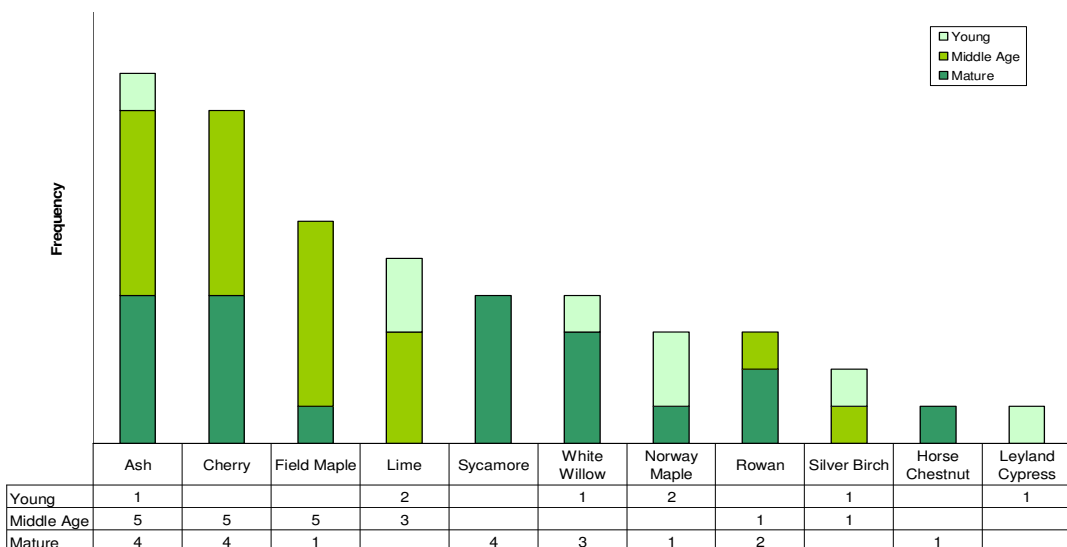


Chart 5 – Tree species distribution by age class within Open Spaces

- 4.26 The planting in the Open Spaces is ornamental, with a good proportion of native species. Ash comprises 20% of the surveyed trees, with cherry close behind at 19%, field maple at 12% and lime at 10%. Of the top four species in the open spaces, more than half are middle aged, and will provide some stability and maturity to the developing landscape.
- 4.27 The remaining mature willow and sycamore may cause problems. It is recommended that they be removed and replaced with more appropriate species now that there is an established treescape.

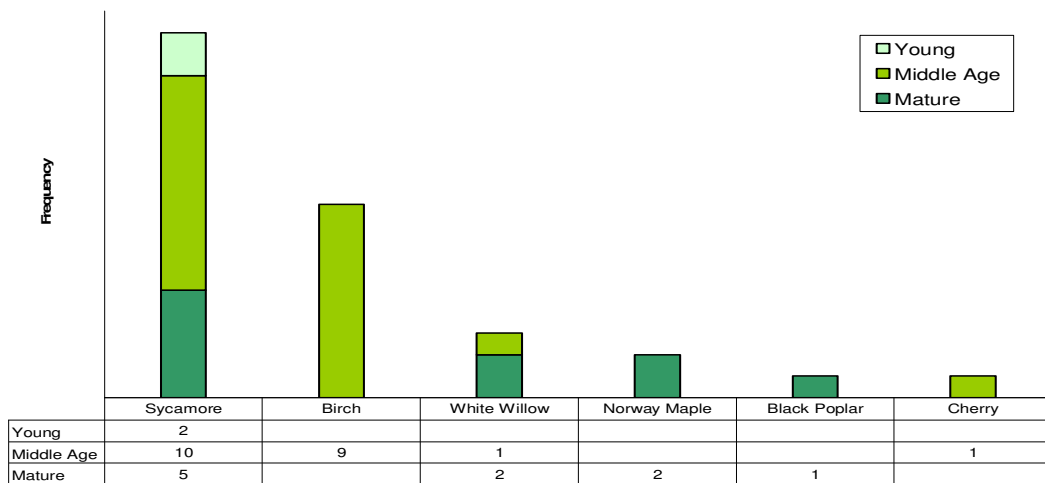


Chart 6 – Tree species distribution by age class within Play Areas

- 4.28 Over half of the trees in the Play Areas are sycamore, with birch making up over a quarter. The low diversity of tree species is as a result of the high pressure from users of the area meaning that only resilient species survive.
- 4.29 Sycamore is reasonably suited in this landscape typology due to its resilience to vandalism and less than ideal growing conditions, but it should not be the sole species present.

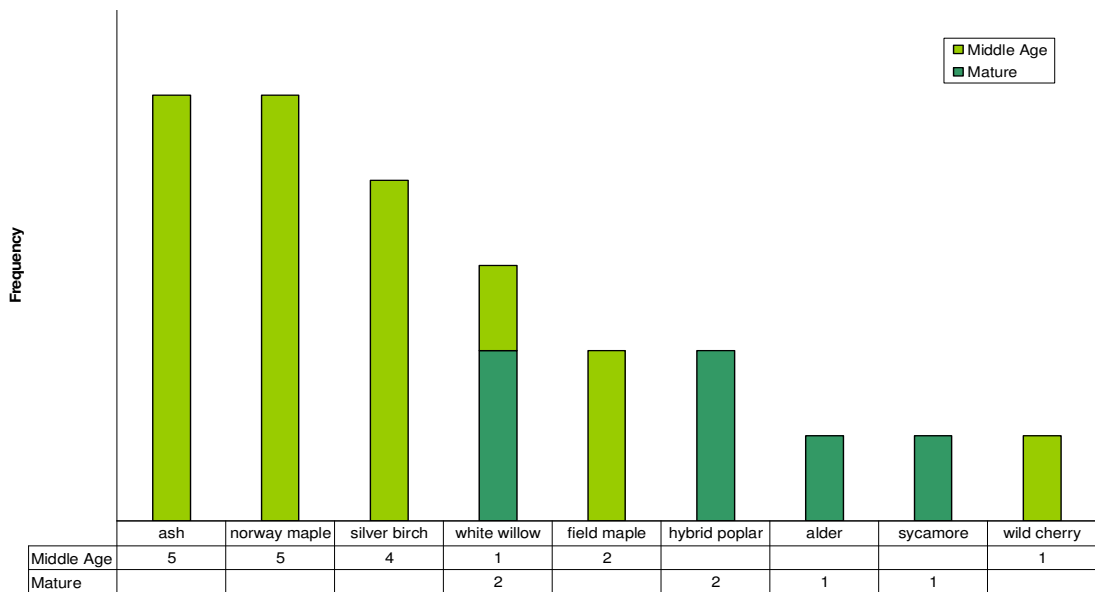


Chart 7 – Tree species distribution by age class within the ‘Pocket Park’

4.30 There is a reasonable mix of tree species in the ‘Pocket Park’, with ash and Norway maple dominating. Although the small number of larger mature willow and poplar add a feeling of maturity whilst the landscape develops, they should be replaced in the future with more suitable species.

Formal Parkland

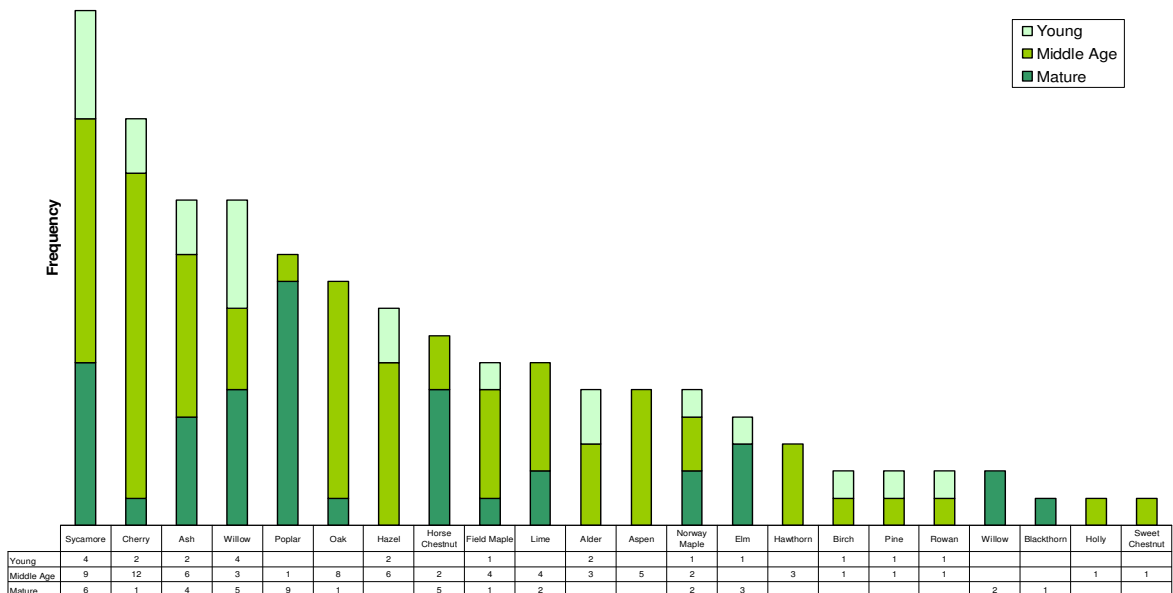


Chart 8 – Tree species distribution by age class within the Formal Parkland

4.31 Twenty-two tree species were identified in the Formal Parkland. Around 50% are native, which provides a good mix. Ash, oak and lime are in the top 10, although sycamore is the most frequent. Poplar and willow make up 16%, and provide maturity to the landscape through their size.

- 4.32 The species distribution shown in Chart 8 is not fully representative, as much of the data available was for groups of trees and does not specifically give proportions of individual species. From a general walkthrough, it would appear that the faster growing poplar and willow would make up a larger proportion similar to that of sycamore, otherwise the chart would remain the same.

Informal Parkland

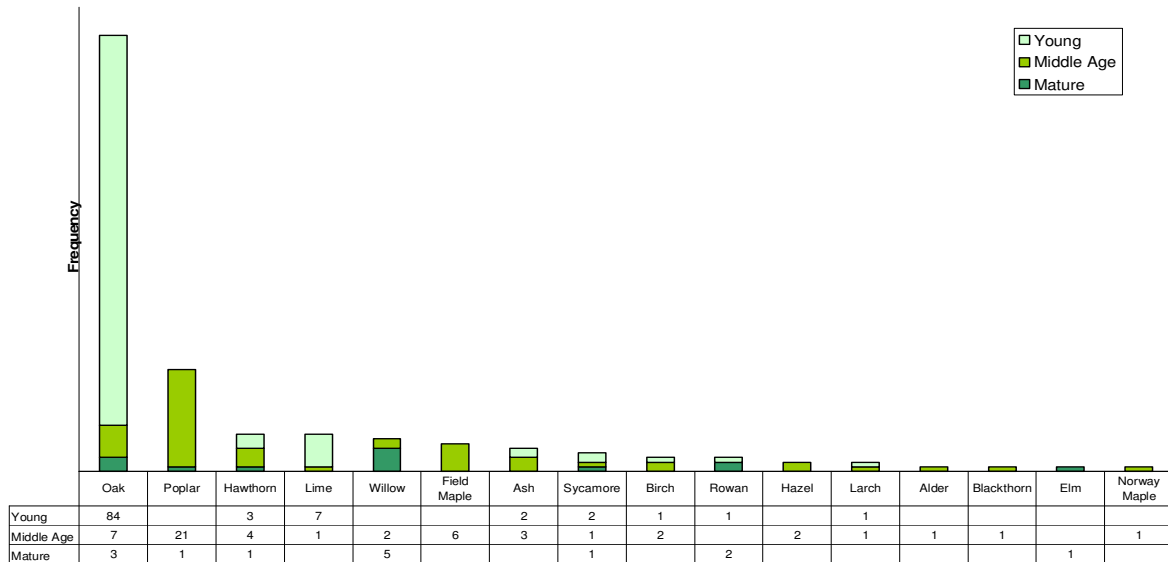


Chart 9 – Tree species distribution by age class within the Informal Parkland

- 4.33 Young oak constitutes more than 50% of the tree stock in the informal parkland. There is a good mix of species, including native trees which make up the established structure planting. This is likely to be similar in character to the areas along the canal side.
- 4.34 The graph is not proportionally representative as most of the survey information for this area was collected for groups of trees, and no numbers of species within the groups were recorded. A general increase of the proportion of all species is envisaged were data on the number or proportion of individuals collected.

Woodland

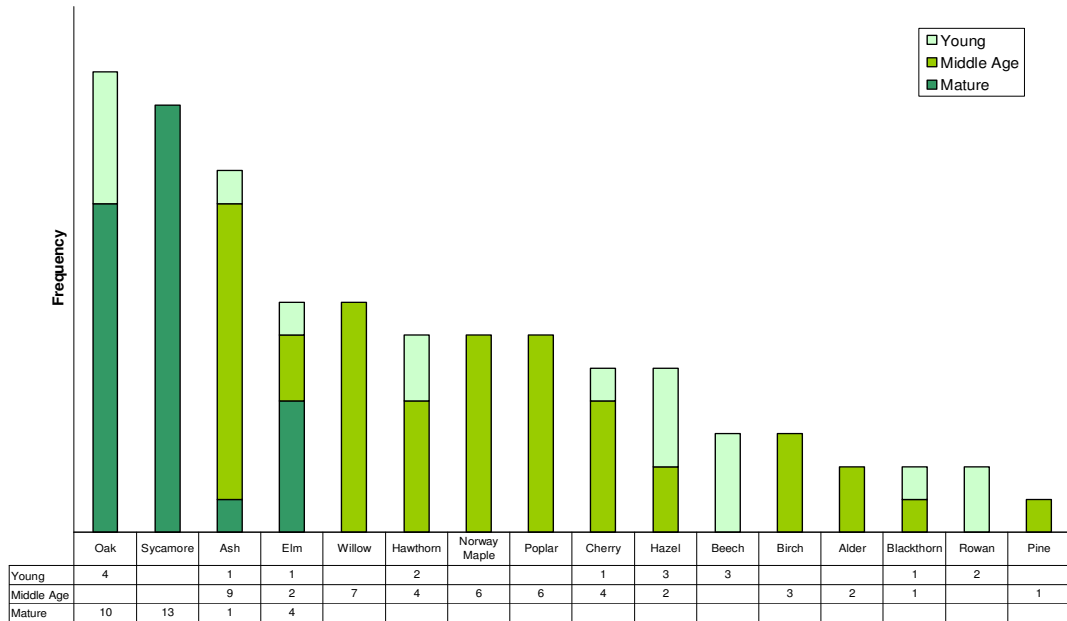


Chart 10 – Tree species distribution by age class within the Woodland Areas

- 4.35 The species distribution for the woodland was targeted in the survey sampling. The dominant woodland trees are mature oak and sycamore, with a good proportion of ash situated in the mature woodland areas to the north. The remaining species are found in wooded screen plantings that were mostly part of the original new town planting, generally to the south and west of the area.
- 4.36 The wooded areas along the canal to the northwest were not surveyed, but are expected to have a similar composition to the wooded screen planting areas in the south.

Schools

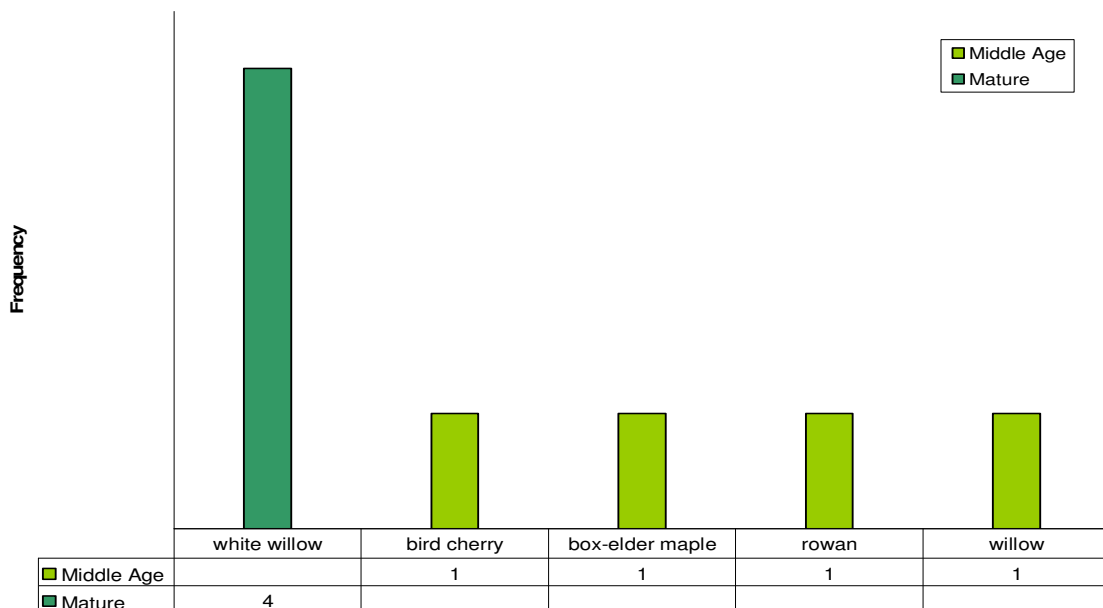


Chart 11 – Tree species distribution by age class around the Schools

- 4.37 The data is very limited for the schools, and essentially comprises a sample of data taken from around the boundary of one school. Fast growing species dominate, with a mix of smaller ornamental trees.
-

Tree Management in Castlefields

- 4.38 The three landowners are responsible for the maintenance and management of the existing landscape in accordance with their policies and requests and expectations of the residents to have a pleasant setting in which to live.
- 4.39 Trees form an important part of the green infrastructure within Castlefields, a result of the New Towns landscape planning which was targeted to create a strong landscape infrastructure. Although the high planting densities used to achieve the initial impact soon became problematic, and a high level of management has since been required.

Issues

- 4.40 An Ecological Baseline Audit of Castlefields (ref: TEP.620.023), carried out in July 2002, identified the main concerns of the community about the landscape and open space resources. The key points in relation to trees are as follows.
- i) *Overgrown trees and shrubs create an enclosed and intimidating atmosphere, particularly when in proximity to footpaths, causing sightlines to become considerably restricted.*
 - ii) *Car parking areas are often enclosed by planting, and are therefore subject to high levels of car crime.*
- 4.41 The main issues with the management of trees in Castlefields identified the housing associations and local authority are listed in Table 2 in order of importance.

Ref:	Management Challenge	Comments
MC1	Loss of trees to development	The British Standard recommendations for trees on development sites (BS5837) have not been followed in many of the re-development schemes, resulting in unwarranted loss of trees.
MC2	Pressure from residents to carry out inappropriate tree work or remove trees	Isolated trees have been poorly pruned (topped), resulting in visually undesirable trees that are more likely to have future structural failures. This type of work is inconsistent with the British Standard BS3998 for tree works. Where tree removals are requested, they must be justified using an agreed assessment procedure.
MC3	Obscuring branches	Branches block views, resulting in enclosed spaces and a feeling of insecurity among residents. There are also branches overhanging footpaths and street lights.
MC4	Inappropriate locations and species	Trees close to windows reduce daylight interception. Trees that will grow to a large size are planted close to buildings or in areas with restricted growth space. Some species are prone to structural weakness, and therefore should not be planted near targets.
MC5	Vandalism	Newly planted trees often have branches or the main stem broken, and some trees in high use areas have had bark removed.
MC6	Personal injury claims and damage claims	Surface roots cause trip hazards on footpaths and in gardens, roots block drains, falling branches, and leaves on footpaths cause slip hazard.
MC7	Fast growing conifers	Planted in gardens by residents for quick screening causing a nuisance.
MC8	Honeydew on cars	This is particularly a problem with species that are close to parking areas and near conservatories.
MC9	Satellite/TV reception	Residents unable to get a satellite TV signal.
MC10	Leaves in autumn	Leaves block drains and gutters and cause slip hazards on footpaths.

Table 2 – Tree Management Issues

Past Management

- 4.42 The general recommendations from the ecological baseline audit were to undertake regular targeted thinning and coppicing to reduce the tree and shrub density and enhance the landscape structure.
- 4.43 Information from CDS indicates that on average 120 trees were removed annually between 1991 and 1997 on their estate (including areas outside of the Castlefields study area). The main species targeted were those that were inappropriate for their location and caused problems such as poplar and willow. (Given the consistent nature of the tree stock in the housing areas it is envisaged that LHT undertook similar tree removals).

- 4.44 The main tree work operations undertaken around the housing areas are.
- i) removal of dead, dangerous or diseased trees
 - ii) crown lifting and crown thinning to increase light availability
 - iii) thinning of tree groups to open areas up.
- 4.45 Tree management by the housing associations in Castlefields has been proactive, and has been informed by surveys in addition to dealing with complaints. However, recent management practices of have been affected by the impending re-development and uncertainty over which trees will be retained in the long term. This means that the general policy that is currently being implemented by both LHT and CDS is reactive, with tree management being triggered solely to complaints.
- 4.46 The Ecological Baseline Audit (ref: TEP.620.023) highlighted the occurrence of excessive and poor tree pruning, which was reported by some of the residents. During the data sampling exercise to supplement the available tree survey information, a number of trees were encountered that had been severely pruned to control their size or to provide light under the canopy. These works were not carried out to current best practice guidelines, such as British Standard BS3998. It is unclear as to whether such pruning was undertaken in angst by the residents themselves or to avoid felling the tree. These practices do not set good examples.

Tree Surveys

- 4.47 Halton Borough Council has a tree survey system in place that uses Ezytreev, a computer based GIS linked database that records and generates a survey programme and tree work specification from the inputted data. Most of the trees in the parkland and open spaces have been inputted onto the system (Figure 2) and are part of a rolling survey programme.
- 4.48 LHT uses GIS with at least 50% of the trees inputted (Figure 2). The routine tree surveys have been based on a 5-year rolling programme that is determined by the location of the tree.
- 4.49 CDS have mapped all of their trees on paper, and have associated survey sheets. Routine monthly inspections of the managed landscape are carried out that also highlight tree problems.
- 4.50 The basis of an integrated system for managing the trees in Castlefields is already present. By sharing the information and resources already available a comprehensive dataset could be compiled to assist ongoing management.

SUMMARY – OVERVIEW OF CASTLEFIELDS TREE COVERAGE & MANAGEMENT

- 4.51 The analysis of the pre-regeneration tree coverage has been compiled from fragmented data from each partner organisation, each of which has their own management policy. Figure 2 shows the spatial distribution of the data. The sample surveys taken as part of the study indicate that the compiled data is representative of the tree stock in Castlefields before re-development.
- 4.52 Castlefields has a substantial tree stock that makes a significant contribution to local amenity and defines the character of the area. The multifunctional benefit that trees bring to the urban environment is well documented. The publication 'Trees Matter!' from the National Urban Forestry Unit provides a good level of detail. Generally, trees are good for urban areas providing shade, absorbing carbon dioxide, filtering airborne pollutants and providing shelter for wildlife, amongst others, their additional importance in countering the effects of climate change is increasingly being recognised.
- 4.53 Before the regeneration programme began in 2003, it is estimated that there were approximately 6500 established trees in the Castlefields study area. However, it is acknowledged that such a large amount of trees can cause problems requiring high management input, this is a significant challenge for the Council, housing associations and local residents.
- 4.54 In general the trees of Castlefields are in good condition. The best trees are in the parkland, where there is less pressure on the growing environment.
- 4.55 Many of the surveyed trees are middle age, and there is only a small proportion of young trees. This may be due to under-recording in the available survey data. A higher proportion of young trees is desirable to provide for future trees as middle age and mature trees are lost naturally or due to human pressures.
- 4.56 There is a variety of tree species in Castlefields, with the most diverse areas being the Formal Parkland and Woodland. Sycamore is the dominant tree species, possibly due to its resilience in the urban environment and ability to successfully establish through self-seeding. Sycamore will always form a significant part of the urban tree fabric, and should be valued as such.
- 4.57 The past approaches to tree management of all three landowners involved in Castlefields have been similar with the thinning of densely planted areas forming the main operation to maintain the open feeling of the estate. In addition, willow and poplar have been targeted for removal due to the management problems that they cause. The remaining willow and poplar now form only a small proportion of the tree stock around the housing areas.
- 4.58 The majority of the trees in the housing area have been maintained to an acceptable standard, but there are a few isolated examples of works carried out that are contrary to good practice and have a negative impact on the amenity of the area. These practices should be resisted in the future to demonstrate best practice tree pruning and management.

- 4.59 The policy of thinning the areas of structure planting and opening up views along footpaths and around car parks should be continued, because this reduces the feeling of enclosed and intimidating spaces for residents and visitors, as reported in previous study documents.
- 4.60 The challenges of tree management in Castlefields need be addressed through action plans to fulfil the strategy principles. It is important to engage with local residents to ensure that what is being delivered is wanted. There will be a need to devise cooperative working methods for the action plans to ensure they are implemented consistently by all stakeholders across Castlefields.
- 4.61 It is important to have a comprehensive record of the tree stock in Castlefields. This should be regularly updated to enable management decisions on a local and area-wide basis. The data can then be used to spot positive and negative trends and provide a base point from which the effectiveness of management decisions can be measured.
- 4.62 The use of a Geographic Information System (GIS) or specific tree management software programme, will facilitate future data capture and management and allow the easy transfer of data between all parties. The data compiled for this strategy can be fed directly into a GIS for immediate use.

CHAPTER 5

IMPLICATION OF CASTLEFIELDS MASTERPLAN ON EXISTING TREES

- 5.1 The Masterplan produced in 2004 (Figure 5) sets out over 50 individual projects that need to be delivered to achieve the holistic regeneration aims set for Castlefields. The projects vary from the construction of short footpaths to the demolition and replacement of poor quality housing stock. The projects that have had, and will in some cases continue to have, an impact on the tree stock are summarised in Tables 3 and 4.

Demolition and Replacement of Existing Deck Access Flats

- 5.2 Of the three types of properties within Castlefields (bungalows, houses and deck access flats) the flats were identified as the biggest problem for the area. Their sheer scale and grey concrete appearance (Photo 2) made them unattractive to people. Consequently with no long-term demand, the blocks could only serve transient populations, which compounded the socio-economic problems on the estate.



Photo 2 – Deck Access Flats Dominate the Skyline

- 5.3 The decision was made by the Regeneration Partnership to demolish the deck access flats where feasible and replace them with a more desirable and sustainable mix of traditional houses and modern apartments. This activity is constrained to short windows of government funding regimes, and is being carried out in three phases (Figure 6). Each phase is further subdivided according to which block is being tackled. Phase 1, highlighted in Blue on Figure 6 was started in 1999 and is due to be completed 2006/07. This will be followed by phase 2 (shown in Green) during 2006-2008 and Phase 3 (shown in brown) during 2008-2011.
- 5.4 To vacate the blocks to be demolished, car parks and some open spaces were used as sites for new homes for existing tenants. Due to the restricted space available, this has resulted in some unavoidable tree loss. In a few cases, some mature trees of high amenity value have had to be scheduled for removal.

New Infrastructure – Demolition of Busway and Removal of Subways

- 5.5 A key feature of the Runcorn New Town is its segregated busway system, a section of which passes through Castlefields. Although a unique feature, the Regeneration Partnership took the decision to remove an elevated section of the busway (Photo 3) and replace it with an at-level, shared use road, that provides direct access to the local centre for private cars, pedestrians and cyclists.
- 5.6 Due to its elevated position, the demolished section of busway was flanked on either side with steep tree-covered embankments that had to be cleared (Photo 4). Elsewhere, the removal of unwanted subways and certain other highway improvements necessitated further tree loss.



Photo 3 – Busway present in 2000

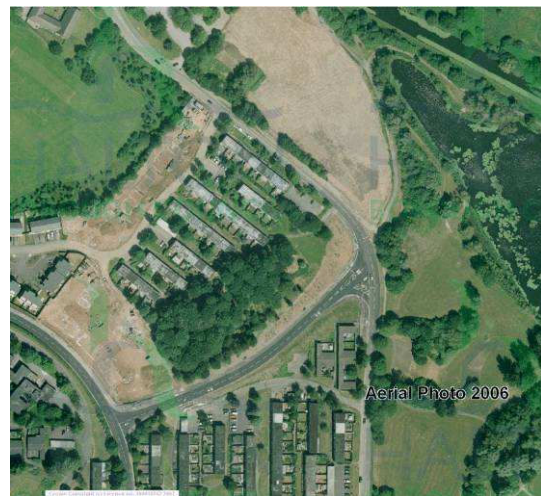


Photo 4 – Busway demolished in 2006

The Creation of Phoenix Park – Youth Activity Park

- 5.7 Another key project in the programme has been the creation of Phoenix Park (Photo 6), which was completed in July 2006. The park is an 8 ha state of the art Youth Activity Park comprising new park pavilion, young persons' play areas, skate park, climbing boulder and multi-use games area (Figure 1).

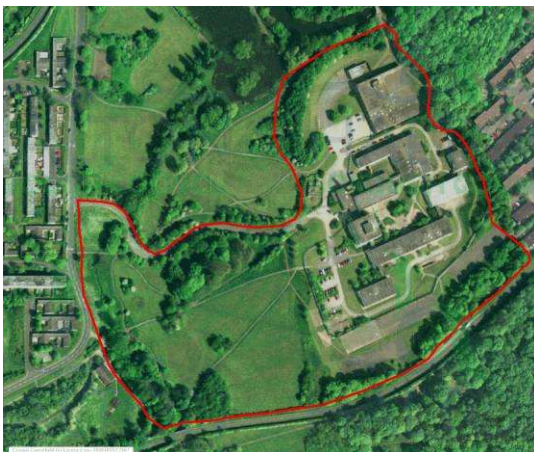


Photo 5 – Norton Priory School 2000



Photo 6 – New Phoenix Park

- 5.8 The park was created on the site of Norton Priory Secondary School (Photo 5) which had closed and was in a derelict state for many years. In order to build the

park the old school buildings had to be demolished and the whole site remediated before it could be reclaimed.

- 5.9 Although this process included the felling of a considerable number of trees, replacement planting on the site will provide more than adequate compensation, and the net effect on the environment will be positive.

Private Sector Housing Sites

- 5.10 In addition to the renewal of the existing housing stock, several greenfield sites will also be released for private sector housing. These are sites 26 (Lakeside) in Phase 2 and site 33 (Canalside) in Phase 3, as marked on Figure 6. These sites are currently being assembled for disposal and are untouched at present.
- 5.11 Photos 7 and 8 below show that there are many existing trees that could potentially be affected by these proposals. Although outline permission has been secured for the housing developments, the layout submitted as part of the planning application is for indicative purposes only. At the detailed planning stage, the Council will endeavour to ensure that as many of the better quality trees as possible can be retained as each of the sites is developed.



Photo 7 – Lakeside Development Area



Photo 8 – Canalside Development Area

- 5.12 In preparation for the development of site 33, the Council intends to translocate some of the semi-mature trees from this site to an adjacent site, where they will help form a nature conservation area (see Figure 7). This area will also act as a Sustainable Urban Drainage System for the new housing development, thereby creating a valuable semi-wetland habitat.



Figure 6 - Canalside Development Plan & Conservation Area

Estimated Tree Coverage of Key Development Sites Before Redevelopment

- 5.13 Only a few of the planning applications for development sites have so far been accompanied by full tree surveys. The information presented in Tables 3 and 4 have been interpreted from available survey data, local knowledge and aerial photographs. The table is split into the key development sites referenced on Figure 6.
- 5.14 For consistency and to allow comparison with Table 1, Table 3 converts the wooded areas that have been affected by the regeneration sites into a representative number of trees that they would be expected to contain at maturity (180 per hectare). This is an underestimation of the actual number, because in most cases the trees were semi-mature and at a much closer spacing.

Table 3 – Estimated Tree Coverage & Impact from Regeneration to Date

Development	Detail	Plan ref – Fig 5	Approx Date	Landscape typologies	Size of site (Ha)	Estimated number of original trees	Est. loss of trees
Housing Renewal P1	Conway Court	1	1999	Housing	0.2	7	7
	Conway Court	2	1999	Housing	0.2	20	13
	Nigel Walk 1	3	2000	Housing	0.08	10	10
	Nigel Walk 2	4	2000	Housing	0.08	10	10
	Waterbridge Mews	5	2005	Green- space	0.9	60	60
	Delacy & Fitzwilliam	6	2006	Housing	0.5	18	18
	Rolands & Princess	7	1999	Housing	0.8	35	15
	Rolands & Caernarvon	8	2003	Housing	1.2	18	8
	The Butts	9	2007	Housing	0.6	6	6
	Achillies Court	10	1999	Housing	0.3	16	16
	Chester Road	11	1999	Housing	1.7	30	25
	Ferryview, Rothsay	12	2001	Housing	1.2	49	40
New Infra- structure	Busway Demo, New Road Con	13	2004	Woodland	1.6	100	100
	Astmoor Subway	27	2005	Woodland	0.1	35	30
Phoenix Park	Norton Bus Stop improvements	14	2004	Woodland	0.1	100	50
	Sightline to lake and canal	14	2003	Woodland	0.1	72	18
						200	40
Total estimated no. of trees on development sites						748	466

Table 4 – Future Projects in the Programme – Estimated Tree Coverage of Sites

Development	Detail	Plan ref – Fig 5	Approx Date	Landscape typologies	Size of site (Ha)	Estimated number of original trees	Est. loss of trees
Social Housing Renewal P2	Caesars and Roman Close	16	2007	Housing	0.7	54	40
	Kingshead Close	17	2009	Housing	0.5	23	20
	Shepherds Row	18	2009	Housing	0.5	13	10
	Keepers Walk	19	2009	Housing	0.5	60	50
	Hedge Hey Car Park	20	2007	Housing	0.4	40	30
	Hedge Hey Flats	21	2008	Housing	0.3	20	20
	Spinney	22	2007	Housing	0.2	6	0
	Meadow	23	2007	Housing	0.2	60	50
	Youth Centre Site	24	2008	Housing	0.9	150	150
	Richards Close	25	2009	Housing	0.2	12	0
Private Sector Housing Sites P2	Lakeside	26	2009	Park	5.8	424	220
Housing Renewal P3	Village Square	27	2009	Housing	0.7	75	50
	Plantation	28	2010	Housing	0.2	21	21
	Plantation Car Park	28	2009	Housing	0.3	36	30
	Woodlands, Merlin	29	2011	Housing	0.6	25	22
	Woodlands Arthurs	30	2011	Housing	0.7	44	40
	Rupert Row	31	2011	Housing	0.2	16	15
	Bretherton	32	2011	Housing	0.2	13	12
	Opportunity Sites	34	2011	Housing	0.2	120	0
Private Sector Housing P3	Canalside	33	2011	Park	5.5	220	120
Total estimated no. of trees on development sites						2267	900

- 5.15 Of the estimated 6,462 trees in the study area (Table 1), the regeneration project has had or will have the potential to affect around 33%. The actual representative loss of trees so far (Table 3) has been estimated at 466 (7%). However, the ongoing regeneration programme has the potential to affect a further 900 trees (Table 4).

Proposals for Replacement Tree Planting

- 5.16 The regeneration projects have provided for some replacement tree planting, although the species used are generally more ornamental, with a shorter life and a smaller size than the original trees. The new planting has not been quantified, but it is likely to be insufficient to provide a sustainable environment.
- 5.17 Guided by this strategy, the objective should aim to allow for the planting of at least two, and where feasible three, new trees for each tree lost. There is therefore a need to identify suitable locations for the planting of around 3,000 trees (based on their spacing at maturity), to replace the forecasted 1366 potential tree losses at the completion of the regeneration programme. Figure 4 indicates several sites totalling 4.9ha across Castlefields that will be investigated for this purpose.
- 5.18 Future surveys can be used to identify newly planted trees that require management.

SUMMARY – IMPLICATIONS of CASTLEFIELDS MASTERPLAN on EXISTING TREES

- 5.19 The individual regeneration projects making up the Castlefields Regeneration Programme have had or will continue to have an impact on the local environment in general, and trees in particular. A number of complex factors are driving the regeneration programme, some of which inevitably conflict with other interests, but the ultimate goal is to deliver the strategic aims of the project. Tree coverage has been adversely affected by several of the larger projects, and in particular by the demolition of the social housing and replacement with the new housing.
- 5.20 The loss of trees to date and in the future as a result of development is not easy to quantify due to the scarcity of the data. The best estimate is that the equivalent of about 466 mature trees have been lost due to the regeneration programme so far, representing around 7%. However, potentially 900 more trees could still be lost through the regeneration projects still to be implemented.
- 5.21 Whilst there have been some regrettable losses, it should be noted that some of the trees removed were not of good quality and may have had to be felled anyway as part of routine management. Some opportunities for new planting have been created, such as at Phoenix Park, and these can be extended to other areas.
- 5.22 The main challenges in the future will be those sites that have been confirmed for development in the regeneration programme, such as the Private Sector Housing sites, but have yet to be designed in detail. Appropriate surveys to BS5837 should inform the development process. The aim should be to develop around and retain the more valuable specimens in situ.
- 5.23 In the interests of sustainability, a balance should be achieved between retaining the best of the existing trees and planting suitable replacements for those that are felled.
- 5.24 The development of Site 33 (Figure 6) will unfortunately affect a significant number of middle aged oak trees. A translocation programme to move some of these trees will be undertaken by the council before development commences. The trees will be moved to a new nature conservation area which incorporates a Sustainable Urban Drainage System (Figure 7).
- 5.25 Where trees have to be removed to realise the wider objectives of the regeneration programme, they should be replaced using appropriate species at a minimum planting ratio of 2 to 1, and where feasible 3 to 1, to account for establishment failures, and result in a net increase in the number of trees in Castlefields at the completion of the regeneration programme. Further details of Halton's policy on tree removals and replacement planting can be found in the Natural Assets Strategy.
- 5.26 The species composition is likely to change as smaller ornamental trees are preferred to be planted around new developments. Additional sites thus need to be identified where there is sufficient space for the establishment of large-growing native trees to compensate for any large trees that are removed. Figure 4 shows potential areas that will be considered for this purpose. A high standard of aftercare will be essential to give the newly planted trees a good chance of survival.

PART II – *Tree Management*
'A Vision for the Future'

CHAPTER 6

CASTLEFIELDS TREE STRATEGY PRINCIPLES

6.1 Four Strategic Principles set out the framework for sustainable tree management in Castlefields. Each principle has several Action Plans for stakeholders to deliver.

SP1) To promote the value and benefits of trees to the local community.

The trees of Castlefields are under threat from development pressure. They are a valuable asset and contribute greatly to the green infrastructure of the area. They provide wildlife habitat, visual amenity, screening and recreation value, but require appropriate management to ensure sustainability and to avoid creating oppressive environments with enclosed and intimidating spaces. Involving and informing local residents will give them a sense of ownership and provide them with opportunities to gain wider benefit from their local environment.

Action Plans

- i) Use the existing lines of communication with the housing associations tenants (e.g. newsletter) to.
 - (a.) report on the persistent vandalism of trees,
 - (b.) promote the environmental value of trees and
 - (c.) promote events involving trees.
- ii) Investigate the feasibility of creating a Castlefields Tree Warden Scheme (see <http://www.treecouncil.org.uk/tws/what.htm>).
- iii) Create lines of communication to promote trees within the stakeholder organisations, especially with regard to future development schemes.
- iv) Establish a dialogue with the Mersey Forest and Groundwork groups with the aim of encouraging participation in community planting schemes.

SP2) To ensure that trees are managed in accordance with good arboricultural practice.

The active management of the tree stock informed by a survey programme will result in a well maintained and balanced tree stock of good condition. It will also allow the better control and forecasting of budgets. Good tree management will confer high amenity value to the local area.

Action Plans

- i) Specify that all tree surgery be carried out in accordance with recognised best practice standards for tree works (BS3998) to maintain the amenity value and structural integrity of the trees.
- ii) Use appropriately qualified and insured professional tree surgeons that have a proven track record of quality tree work, possibly through the creation of a co-operative select list.
- iii) Undertake a programme of proactive tree maintenance operations informed by historic trends and site surveys for cost-effective management.
- iv) Provide a measured assessment of all tree complaints that takes a wider view of the long-term tree management aims.
 - (a) Undertake site visits to assess the issues reported,
 - (b) Resist the removal of trees without just cause,
 - (c) Assess species suitability for each location.
- v) Maintain records of all tree survey, tree works and complaints in a consistent format between all parties.

SP3) To ensure that the tree and woodland coverage is sustained for future generations.

The challenge for the future is to sustainably manage the existing tree stock by maintaining an appropriate number of trees for each locality with a diverse age range. This diversity will provide both local interest and ecological benefit. The pressures of the regeneration programme will increase this challenge, but this should also be viewed as an opportunity to set the future structure of tree management at an exemplary level within the Castlefields area.

Action Plans

- i) Identify and remove, or undertake remedial pruning on, all hazardous, poorly pruned and mismanaged trees.
- ii) Compile a detailed digital dataset of trees in Castlefields within a 5-year period to guide tree management decisions.
- iii) Maintain existing trees in good health and condition, only undertaking tree works that conform to best practice techniques to ensure that visual amenity is maintained.
- iv) Sustainably manage the wooded areas to maintain and improve multi-functional uses for local residents.
- v) Set benchmarks for a sustained tree population in Castlefields for the various landscape typologies to be maintained through appropriate management.
- vi) Compile a tree planting strategy and identify areas for planting and guidelines for the establishment and maintenance of new trees, including measures to reduce acts of vandalism on new tree planting.
- vii) Maintain and enhance biodiversity where appropriate in line with local, regional and national Biodiversity Action Plans (BAP's).
- viii) Regularly review the tree strategy and tree population of Castlefields against the benchmarks set by all partners.

SP4) Ensure that new development schemes make provision for retaining the best of the existing trees, and provide for new tree planting to compensate for any that have to be felled.

The primary objective of delivering the regeneration programme has impacted on existing trees. Through informed decision making, established trees must be given due regard so that the most important of them are retained within new development sites as far as is practicable. To facilitate this approach, detailed tree surveys and arboricultural implication studies, in accordance with best practice BS5837, should be carried out at the earliest stage of the design process.

Action Plans

- i) Provide detailed tree surveys and arboricultural implication assessments to BS5837:2005 at the earliest stage of the design process for all development proposals.
- ii) Mitigate the impact of the re-development on the tree stock by identifying new sites and implementing appropriate planting schemes.
- iii) Ensure that high-quality landscaping schemes are devised for each development site as a planning condition.
- iv) Choose species suitable for each site guided by the tree planting strategy, such that new planting is incorporate into the existing tree landscape.

CHAPTER 7

TREE PLANTING GUIDELINES

7.1 Halton Borough Council's Trees & Woodlands Leaflet No.2 details good planting practice and maintenance. Guidance is also given in Halton's 'Natural Assets Strategy' at section 3.5. As these documents provide sufficient detail, the information will not be duplicated in this document.

7.2 Nursery stock should be sourced from local nurseries that can provide native trees of local provenance.

Replacement Planting

7.3 In cases where tree felling is unavoidable, suitable replacement planting should take place at a minimum rate of two for one. Table 5 lists appropriate native tree species for the Castlefields area as identified by the Biodiversity Appraisal (ref: TEP1058.04.001).

Opportunities

7.4 The regeneration of Castlefields will provide opportunities for new planting in areas that have been reclaimed following demolition and regeneration. Areas such as the former Norton Priory High School site have some new planting but have capacity for more (Photo 5).

7.5 Around the new development areas, some tree planting may be secured through planning conditions. An appraisal of the suitability of the area, should be undertaken following completion of each stage of the demolition and development works to determine the opportunities for tree planting.

7.6 New potential planting areas should be assessed for suitability using a standard protocol. The protocol should be used by all stakeholders to rank the planting opportunities and benefits of the identified sites. This will provide consistency and contribute toward a cohesive landscape.

Schools

7.7 Of the four schools within the study area (Figure 1), three have few trees. Opportunities exist to involve the schools in tree planting and aftercare to improve their environment. Partnership with the Mersey Forest is a potential avenue to pursue for funding and education programmes (Appendix 10).

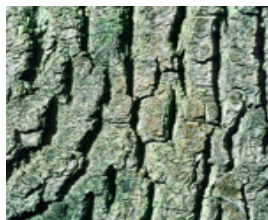
Table 5 – Recommended native tree species from the Biodiversity Appraisal

Ilex aquifolium
holly



Betula pendula
silver birch

Quercus robur
English oak



Alnus glutinosa
alder

Crataegus monogyna
hawthorn



Corylus avellana
hazel

Betula pubescens
downy birch



Fraxinus excelsior
ash

Salix caprea
goat willow



Salix cinerea
grey willow



Salix viminalis
osier



Prunus spinosa
blackthorn



Quercus petraea
sessile oak

Sambucus nigra
elder



Prunus avium
wild cherry

Ulmus glabra
wych elm



Tilia cordata
small leaf lime

Salix alba
white willow



Populus nigra
black poplar

- 7.8 The nature of urban areas often requires the planting of more ornamental species to compliment or emphasise a particular attribute of the surrounding built environment. In these circumstances, appropriate ornamental species should be chosen.
- 7.9 Table 6 is taken from the Biodiversity Appraisal (ref: TEP1058.04.001), and recommends 'wildlife friendly' ornamental tree species. Some additional ornamental tree species for urban areas, also taken from the Castlefields Design Palette (2005) and recommended for diversity, are listed in Table 7.

Table 6 - 'Wildlife friendly' ornamental tree species from the Biodiversity Appraisal

<i>Carpinus betulus</i> hornbeam			<i>Amelanchier lamarkii</i> juneberry
<i>Larix decidua</i> European larch			
<i>Pinus sylvestris</i> Scots pine			
<i>Malus pupurea</i> purple crab apple	<i>Sorbus aria</i> Lutescens whitebeam	<i>Malus domestica</i> domestic apple	

Table 7 - Other recommended ornamental tree species

Corylus colurna
Turkish hazel



Crataegus x lavalleyi
hybrid cockspur thorn

Populus tremula
aspen

Alnus cordata
Italian alder



Prunus padus
bird cherry



Prunus subhirtella
'Autumnalis'
autumn cherry



Tilia tomentosa
silver lime

Acer campestre
field maple



Crataegus prunifolia
broadleaved cockspur thorn

Acer pseudoplatanus
sycamore



Sorbus aucuparia
mountain ash

7.10 The tree species lists in Tables 5, 6, and 7 will form the basis of the Castlefields Tree Planting Palette. The following section looks at each of the defined landscape typologies from this study and lists the appropriate species for each area taking into account the requirements and variation of their characteristics.

CHAPTER 8

CASTELFIELDS TREE PLANTING PALETTE

- 8.1 Using the available tree data for Castlefields, the following guidelines have been brought together with the previous section to form a Tree Planting Palette to be used those responsible for planting and managing trees in Castlefields.
- 8.2 The average number of trees found in the housing area, as calculated from this study, is 40 per hectare. Due to the changed nature of the housing areas, detailed in section 1, this density may not be achievable without encouraging planting in private gardens. Working with the community will therefore be important.

HOUSING AREAS		Notes
Small Trees		
<i>Amelanchier lamarkii</i>	juneberry	Showy flowers in spring
<i>Crataegus monogyna</i>	hawthorn	Hardy small tree
<i>Crataegus x lavalleyi</i>	hybrid cockspur thorn	Plant away from paths because of fruit
<i>Crataegus prunifolia</i>	broadleaved cockspur thorn	Plant away from paths because of fruit
<i>Malus domestica</i>	domestic apple	Plant away from paths because of fruit
<i>Malus pupurea</i>	purple crab apple	Plant away from paths because of fruit
<i>Sorbus aucuparia</i>	mountain ash	Numerous varieties available
<i>Sorbus hupehensis</i>	hupeh rowan	Showy berries
Medium Trees		
<i>Betula pendula</i>	silver birch	
<i>Betula pubescens</i>	downy birch	
<i>Carpinus betulus</i>	hornbeam	Fastigiated form available but can be wide spreading
<i>Corylus colurna</i>	Turkish hazel	Good architectural form
<i>Prunus padus</i>	bird cherry	
<i>Prunus subhirtella</i> 'Autumnalis'	autumn cherry	Late flowering
Large Trees		
<i>Acer pseudoplatanus</i>	sycamore	Some ornamental varieties available, resilient urban tree
<i>Pinus sylvestris</i>	Scots pine	

- 8.3 Planting within existing and new woodland areas will require a higher density of trees. The target density for established woodlands at maturity is around 180 trees per hectare. New woodland areas should be planted at 2200 trees per hectare.

WOODLAND AREAS		Notes
Small Trees		
<i>Corylus avellana</i>	hazel	
<i>Crataegus monogyna</i>	hawthorn	
<i>Ilex aquifolium</i>	holly	
<i>Prunus spinosa</i>	blackthorn	
Medium Trees		
<i>Acer campestre</i>	field maple	
<i>Populus tremula</i>	aspen	
<i>Prunus avium</i>	wild cherry	
<i>Prunus padus</i>	bird cherry	
<i>Sorbus aucuparia</i>	mountain ash	
Large Trees		
<i>Fraxinus excelsior</i>	ash	
<i>Quercus petraea</i>	sessile oak	
<i>Quercus robur</i>	oak	
<i>Tilia cordata</i>	small leaf lime	

- 8.4 The informal nature of the parkland areas should reflect the process of natural regeneration with a mosaic of habitats. The survey found that there was an average of 57 trees per hectare, but this could be increased with the re-development to concentrate habitats in particular areas.

INFORMAL PARKLAND AREAS		Notes
Small Trees		
<i>Corylus avellana</i>	hazel	
<i>Ilex aquifolium</i>	holly	
<i>Malus domestica</i>	domestic apple	
<i>Prunus spinosa</i>	blackthorn	
<i>Salix caprea</i>	goat willow	
<i>Salix cinerea</i>	grey willow	
Medium Trees		
<i>Acer campestre</i>	field maple	
<i>Alnus glutinosa</i>	alder	
<i>Betula pendula</i>	silver birch	
<i>Betula pubescens</i>	downy birch	
<i>Prunus avium</i>	wild cherry	
<i>Prunus padus</i>	bird cherry	
<i>Sorbus aucuparia</i>	mountain ash	

INFORMAL PARKLAND AREAS		Notes
Large Trees		
<i>Fraxinus excelsior</i>	ash	
<i>Populus nigra</i>	black poplar	Becoming scarce
<i>Quercus petraea</i>	sessile oak	
<i>Quercus robur</i>	oak	
<i>Salix alba</i>	white willow	

- 8.5 The formal parkland has a more structured landscape, with the number of trees per hectare similar to the informal parkland at 53. Tree planting should be used to frame the sweeping open grassland areas.

FORMAL PARKLAND AREAS		Notes
Small Trees		
<i>Amelanchier lamarkii</i>	juneberry	Showy flowers in spring
<i>Ilex aquifolium</i>	holly	
<i>Malus domestica</i>	domestic apple	
<i>Malus purpurea</i>	purple crab apple	
Medium Trees		
<i>Alnus cordata</i>	Italian alder	
<i>Carpinus betulus</i>	hornbeam	
<i>Corylus colurna</i>	Turkish hazel	Good architectural form
<i>Prunus avium</i>	wild cherry	Variety 'Plena' is very floral
<i>Salix viminalis</i>	osier	
Large Trees		
<i>Castanea sativa</i>	sweet chestnut	
<i>Fraxinus excelsior</i>	ash	Ornamental varieties with coloured stems
<i>Pinus sylvestris</i>	Scots pine	
<i>Populus nigra</i>	black poplar	
<i>Quercus petraea</i>	sessile oak	
<i>Quercus robur</i>	oak	
<i>Salix alba</i>	white willow	
<i>Tilia cordata</i>	small leaf lime	
<i>Tilia tomentosa</i>	silver lime	Resistant to aphids

- 8.6 As the 'pocket park' is a compact area, there is a high tree density of 101 trees per hectare. This can be maintained with the appropriate choice of species in the appropriate location to minimise conflict with the land uses of the surrounding areas.

'POCKET PARK' AREA		Notes
Small Trees		
<i>Amelanchier lamarkii</i>	juneberry	Showy flowers in spring
<i>Crataegus x lavalleyi</i>	hybrid cockspur thorn	Plant away from paths because of fruit
<i>Crataegus prunifolia</i>	broadleaved cockspur Thorn	Plant away from paths because of fruit
<i>Ilex aquifolium</i>	holly	
<i>Malus domestica</i>	domestic apple	Plant away from paths because of fruit
<i>Sorbus aria</i>	whitebeam	Plant away from paths because of fruit
<i>Sorbus hupehensis</i>	hupeh rowan	Showy fruit
Medium Trees		
<i>Acer campestre</i>	field maple	
<i>Betula pendula</i>	silver birch	
<i>Betula pubescens</i>	downy birch	
<i>Carpinus betulus</i>	hornbeam	Fastigiated form available but can be wide spreading
<i>Corylus colurna</i>	Turkish hazel	Good architectural form
<i>Prunus padus</i>	bird cherry	
<i>Prunus subhirtella</i> 'Autumnalis'	autumn cherry	
Large Trees		
<i>Fraxinus excelsior</i>	ash	
<i>Pinus sylvestris</i>	Scots pine	
<i>Tilia cordata</i>	lime	

- 8.7 The open spaces and play areas have been combined, as they provide similar functions and are subject to similar pressures from the local community. The survey information is sparse for these landscape typologies so the figures for tree densities may not be fully representative.
- 8.8 The open spaces had a tree density of 75 trees per hectare and the play areas 26 trees per hectare. This difference reflects the uses of the spaces and the psychological aspects that users associate with enclosed spaces. The lower figure is therefore more appropriate.

OPEN SPACE & PLAY AREAS		Notes
Small Trees		
<i>Crataegus monogyna</i>	hawthorn	Hardy small tree
<i>Crataegus x lavalleyi</i>	hybrid cockspur thorn	Plant away from paths because of fruit
<i>Crataegus prunifolia</i>	broadleaved cockspur thorn	Plant away from paths because of fruit
<i>Ilex aquifolium</i>	holly	
<i>Malus domestica</i>	domestic apple	Plant away from paths because of fruit
<i>Malus pupurea</i>	purple crab apple	
<i>Sorbus aria</i>	whitebeam	
Medium Trees		
<i>Betula pendula</i>	silver birch	
<i>Betula pubescens</i>	downy birch	
<i>Carpinus betulus</i>	hornbeam	Fastigate form available but can be wide spreading
<i>Prunus padus</i>	bird cherry	
<i>Prunus subhirtella</i> 'Autumnalis'	autumn cherry	
Large Trees		
<i>Acer pseudoplatanus</i>	sycamore	
<i>Fraxinus excelsior</i>	ash	
<i>Pinus sylvestris</i>	Scots pine	
<i>Tilia cordata</i>	lime	

CONCLUSIONS

- 9.1 Castlefields has an extensive landscaped setting that contributes greatly to the local environment. This study has estimated the tree population in Castlefields to be around 6500 established trees.
- 9.2 In 2003, the Castlefields Regeneration Programme was initiated, to address the problems that have contributed to the area's decline. The overarching priorities of the programme are to improve the housing, economic, social and environmental well-being of the area.
- 9.3 Unfortunately, these improvements have resulted in the unavoidable loss of a significant number of trees. Some of the losses were trees of poor condition or unsuitable location. This study estimates this loss to currently be around 7% of the pre-regeneration tree stock, although there is potential to have a greater effect.
- 9.4 Although the regeneration projects are providing some replacement planting, it will not be sufficient to mitigate for the unfortunate losses. In order to ensure the creation of a sustainable tree population each tree removed should have at least two, and where feasible three, trees planted as replacement. This will result in a net gain in the number of trees in Castlefields associated with the Regeneration Programme.
- 9.5 A key aspect of the replacement planting will be the identification of suitable areas and resources for tree planting to integrate with the new developments.
- 9.6 The need for a tree strategy to work alongside and beyond the regeneration programme is identified. This tree strategy highlights the main issues and provides a framework for future management.
- 9.7 The four guiding management principles of this Tree Strategy are as follows.
1. *To promote the value and benefits of trees to the local community.*
 2. *To ensure that trees are managed in accordance with good arboricultural practice.*
 3. *To ensure that the tree and woodland coverage is sustained for future generations.*
 4. *To ensure that new development schemes make provision for retaining the best of the existing trees, and provide for new planting to compensate for any trees that have to be felled.*
- 9.8 With the support of all of the stakeholders and input from the regeneration project, the delivered strategy will improve the landscape in conjunction with the regeneration project in Castlefields, and will ensure its sustainability into the future.

APPENDICES

- Appendix 1 Data sources table
- Appendix 2 Data extrapolation of tree cover table
- Appendix 3 Detail of landscape typologies analysis
- Appendix 4 Health of surveyed trees by landscape typology
- Appendix 5 Species list of trees surveyed at Castlefields
- Appendix 6 CDS summary of tree species in Castlefields - report extract
- Appendix 7 LHT Tree Policy Statement 2006
- Appendix 8 CDS Tree Policy Statement 1997 – report extract
- Appendix 9 HBC 'Trees & Woodlands' Leaflets No1 – No5
- Appendix 10 Potential Funding Opportunities for Tree Planting

Tree Survey Data Sources

Data Source	Original Format	Date of Data	No. of Trees or Groups	NOTES
(Tree Survey RB) for SINC & develop(HBC)	MapInfo	2005	98 Trees	Qualitative data attached for analysis
(Tree Survey RB) for SINC & develop(HBC)	MapInfo	2005	8 Groups	Data attached not very specific
LHT Trees Layer 1 to 6	MapInfo	2001/ 2002	681 Trees	Qualitative data attached for analysis
Youth Activity Park & development (HBC)	CAD	2004	45 Trees	Qualitative data now attached for analysis
Youth Activity Park & development (HBC)	CAD	2004	20 Groups	Data attached not very specific, 63 groups in data tables unable to allocate all to shapes
TEP Sample Survey Data	GIS	2006	150 Trees, 8 Groups, & 4 Woods	Qualitative tree data, less specific for groups and woods
CDS data analysis information	Paper	1991	1331 Trees	Data not specific but gives overview, covers some areas outside of study boundary
TOTAL			974 Trees 36 Groups	With usable data for analysis

The usefulness of the tree group survey data is likely to be limited because the data does not have sufficient qualitative detail for analysis. However, the information can be used to compile species lists and general condition of the tree groups.

Extrapolation of Tree Coverage in the Housing Areas

Reference	Area (ha)	No. of Trees	Est. No. of Trees per Ha
LHT Sample 1	4.8	190	40
LHT Sample 2	3.9	170	44
CDS from data analysis	18.8	714	38
Housing Area with No Tree Survey Data	18.1	724 (extrapolated)	(40 used as the average)
Remaining Housing Area with Tree Survey Data	10	300	
TOTAL No. of Trees around Housing Areas (excluding groups)	55	2098 (estimated)	

To estimate the number of trees along streets and in gardens surrounding housing, two samples of the LHT data have been used as a template. The results were extrapolated across the areas with similar characteristics for which no tree survey data is available (Figure 2).

Extrapolation of Tree Coverage in the Schools, Churches, PH

Schools, Churches, PH	Area (ha)	Est. No. of Trees	Extrapolated No. of Trees per ha
Day Care Centre	0.43	20	47
PH (adj. to Astmoor Lane)	0.13	5	38
Astmoor Bridge	0.9	25	28
Astmoor School	2.88	40	14
Castlefields Local Centre	0.44	10	22
Church	0.18	5	28
St Augustines School	2.36	15	7
St Augustines Church	0.3	10	33
PH (adj. to canal)	0.85	30	35
The Park County Primary	1.53	60	40
St Marys CE Primary	1.17	20	17
TOTAL for Schools, Churches, PH etc...	9	240	

Extrapolation of Tree Coverage in the Greenspaces

Greenspaces	Area (ha)	Est. No. of Trees	Extrapolated No. of Trees per ha
Pocket Park	0.83	84	101
Play Area	1.13	30	26
Open Space	2.0	150	75
TOTAL for Greenspaces	3.96	264	

Extrapolation of Tree Coverage in the Parkland and Woodland

Landscape Typology	Area (ha)	Est. No. of Trees	Extrapolated No. of Trees per Ha
Wooded Areas	10.8	1944	180
Formal Parkland	17.9	947	53
Informal Parkland	17	969	57

Health of Surveyed Trees by Landscape Typology

Landscape Typology	Health of Surveyed Trees (%)		
	Good	Fair	Poor
Open Spaces	47	36	17
Housing	47	42	11
Play Areas	48	49	3
'Pocket Park'	71	21	8
Informal Parkland	89	10	1
Formal Parkland	99	1	0
Schools, Churches, PH	Insufficient Data		
Wooded Areas	Insufficient Data		

List of Tree Species Surveyed by Frequency

Species	Frequency	Percentage
Sycamore	629	28.93%
Birch	412	18.95%
Lime	190	8.74%
Ash	157	7.22%
Oak	118	5.43%
Field maple	100	4.60%
Norway Maple	88	4.05%
Alder	76	3.50%
Willow	73	3.36%
Cherry	59	2.71%
Poplar	52	2.39%
elm	50	2.30%
Rowan	40	1.84%
Pine	23	1.06%
Hornbeam	22	1.01%
Hawthorn	19	0.87%
Hazel	15	0.69%
Horse Chestnut	11	0.51%
Aspen	5	0.23%
Blackthorn	4	0.18%
Leyland Cypress	4	0.18%
London Plane	4	0.18%
Pear	4	0.18%
Wych Elm	4	0.18%
Apple	3	0.14%
Beech	3	0.14%
Larch	2	0.09%
Laburnum	2	0.09%
Black Poplar	1	0.05%
box-elder maple	1	0.05%
Holly	1	0.05%
Sweet Chestnut	1	0.05%
Wild service tree	1	0.05%
Grand Total	2174	100.00%

The table includes species occurrences in groups, which have been recorded as one occurrence for each group and are therefore not fully representative.

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CDS-HOUSING

003

APPENDIX 5

PERCENTAGES OF TREE SPECIES ON THE ESTATES

CASTLEFIELDS

<u>0-5%</u>	<u>6-10%</u>	<u>11-20%</u>	<u>over 20%</u>
Apple	Maple	Willow	Birch
Alder			Sycamore
Cherry			
Elm			
Hawthorn			
Hornbeam			
Lime			
Oak			
Pine			
Poplar			
Rowan			

No	Species	Height																								
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
2	Apple/Crab Apple					1	1																			
50	Alder				4	11	12	12	5	4	2															
64	Ash						7	12	21	16	8															
329	Birch	4	15	43	57	41	53	61	38	13	2	1			1											
25	Cherry			4	6	4	4	5	2																	
2	Cotoneaster			2																						
33	Elm						1			2	3		5	3	3	4		1	1		9		1			
2	Hawthorn				1	1																				
14	Hornbeam					8	5	1																		
2	Laburnum					2																				
70	Lime				1	9	8	10	14	14	13	1														
117	Maple		1	3	10	28	38	24	10	1	1	1														
1	Oak						1																			
26	Pine	21	5																							
24	Poplar							2		1	2			1	3					1		8		5		1
26	Rowan/Sorbus	2		3	2	15	1	3																		
2	Staghorn				1	1																				
397	Sycamore		2	11	31	56	85	87	62	55	3	5														
3	Whitbeam					1	2																			
142	Willow			3	1	2	5	8	8	40	5	21	13	8	8	7	2	1	2	8						
1331		23	9	27	75	151	167	229	222	155	137	12	33	16	12	16	7	3	3	2	25	0	6	0	0	1

Please note, 132 Trees to Delacy Wood not included in above analysis.

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CDS-HOUSING

SUMMARY OF TREE SPECIES ON CASTLEFIELDS

APPENDIX 4
002

LHT - TREE POLICY 2006

Background

The New Town landscape was designed to create a woodland setting throughout the estate for the purpose of:

- Providing an aesthetic backdrop and link way between residential, commercial, industrial and open space areas
- To aid in replacing the wildlife habitat lost through property development.
- Provide opportunities for adventure play.

This approach requires careful management if the new towns objectives are to be upheld. This means carrying out programmed works with plans for long term sustainability

Demand

Members of the Environmental Services team are under constant pressure from residents to carry out tree felling/pruning by request usually due to 'light condition' or satellite TV 'poor reception'. Conflict arises when some requests for one reason or another are denied.

All residents' requests are entered onto a database. An initial letter is generated informing the resident that a member of the team will be out within 14 days to inspect the tree, following the inspection a further letter is sent out stating what or if work is to be carried out.

The majority of requests arise over the summer months but unless work is urgent, all pruning forms part of a contract which is carried out in autumn/winter

Policy

We recommend that the criteria stated in the following table are used to enable LHT to manage the landscape effectively. See table on following page.

Expectations

Area Regeneration projects and car park improvement schemes require tree work to be carried out to form part of an overall objective.

The same criteria will apply and in some schemes new stock may be introduced to replace areas where tree loss has occurred

Summary

There are many benefits to be gained from the new town landscape. Managed effectively and residents will enjoy a green attractive place to live, with areas suitable for children to play and wildlife to flourish

LHT will benefit by attracting new residents to the area as well as retaining existing communities. Furthermore, by programming works they will cost effectively create a healthy sustainable habitat.

Residents are to follow normal grievance procedure if they disagree with the outcome of inspection.

Recommendations

It would be unethical, destructive and financially unsound for LHT to expect all residents' requests for tree work and felling to be carried adhoc. All work must be carried out at the correct time of year, using the correct methods and skilled labour, (Tree Surgeons), professional name Arborists.

By following this policy all residents will receive appropriate tree maintenance in their area.

Policy

Type of Work	Conditions Apply	Under Programme	Upon Request	Effect
Crown Lifting	The lowest branches of a tree may be removed if in any way they obstruct a pedestrian or vehicular part, or touch fencing or property	✓	✓	A safe path for Pedestrians and vehicles and clears access.
Crown Thinning	If the tree canopy is full and blocking light into a property. (NB. This excludes part of a partially shaded garden).	✓		Improves light conditions
Fell	If a tree has been diseased and decay has set in, subsequently dying or has died. If the tree is hazardous, i.e. Leaning 45 degrees towards a property following storm damage or severe ground movement. Causing Structural damage.	✓ ✓ ✓	✓ ✓	Can reduce the risk of disease spreading and aesthetically improves the landscape Creates a safe environment Halts further damage occurring, (existing damage made good).

Selective fell	If there is a large grouping of trees forming a dense canopy and their individual health is suffering due to competition for water, light and nutrients	✓		Trees remaining will be allowed to develop to full potential.
Coppicing	Thinning out groups of trees to establish a well balanced shrub boarder or canopy	✓		Creates a woodland habitat, 'naturalistic planting belt'.

Co-operative Development Services Tree Policy - Castlefields & The Brow, Runcorn.

- Other Points to Consider

It will be noted from the previous section on pests and disease that stressed trees are more liable to attack by species such as *Pitythivaria regalis* (scale insect). Several *Tilia* species and *Acer pseudoplatanus* on site are heavily infested by this pest.

Preventative treatment is difficult, especially given the close proximity of residential properties, but the following practical measures may be considered for particularly important specimens:-

- ◆ A tar-oil winter wash may be considered as a means of killing overwintering pests, for trees which can be temporarily isolated from public usage whilst spraying is taking place.
- ◆ Improving current conditions by relieving soil compaction. The use of specialist machines which inject high pressure air into the soil to a depth of up to one metre may be considered. It is claimed that the soil fissures which are produced can act as channels for healthy root growth.
- ◆ Ensuring that future compaction, changes in surface water run off (e.g. through new paving or bitmac covered areas) and root severance are minimised. Thus trenching for services should be avoided beneath existing canopies of high quality trees on site. If such trenching is deemed essential then this should only be carried out by hand to prevent unnecessary root severance which may not only stress the tree affected but also affect its long term stability.

POLICY STATEMENT

This report has identified the following objectives:

1. Trees of high landscape importance should be retained wherever possible, not only for their own inherent value but for the contribution which individual and group specimens make to landscape character in any particular area.
2. Trees of outstanding merit may be considered for special protection, (i.e. Tree Preservations Orders)
3. Trees of low landscape importance should be removed.
4. Trees which may present a hazard to public safety or property should be removed or remedial works should be undertaken as soon as possible, having due regard to the effect such removals might have upon landscape character.
5. Longer term structural implications should be considered when selecting species for replanting.
6. The preservation and enhancement of landscape character and quality should be considered when selecting species for replanting within specific areas.

ACTION PLAN

This report has set out the way in which the above objectives can be achieved by:-

- Identifying trees which are of low landscape importance and/or present a hazard to public safety or property, for removal.
- Identifying trees of high and outstanding landscape importance to ensure retention and protection.
- Providing a framework policy for replanting, based upon local landscape character, to ensure opportunities for long term improvement to the landscape of the estate can be achieved.

Halton Borough Council Tree Leaflets

- i) Trees on Development Sites
- ii) Tree Planting and Maintenance
- iii) The Care of Mature Trees
- iv) Tree Work Contractors
- v) Managing Trees owned by the Council

Trees on Development Sites

Trees & Woodlands Leaflet No. 1





Established trees are generally of great value to the environment and usually held in high regard by the majority of nearby residents. Because of their size, shape and colour, trees are often prominent features in the local landscape and reflect the changing seasons in a familiar and pleasing way. They bring nature into the urban environment and add to the quality of life. It is therefore not surprising that controversy can arise when trees appear to be threatened by a development proposal.

The careful retention of healthy trees can give a sense of maturity to a new development and can be a significant asset when selling new properties. However, there is no point in trying to keep trees which are overmature or defective and which could soon become dangerous in their new surroundings.

Where there are trees on a potential development site, pre-application consultation with the Council is advisable at an early stage of the planning process. Where the trees are a critical issue, developers are advised to engage a specialist consultant to prepare a detailed report about the arboricultural implications of the development. Such a commitment may be necessary to show that all the factors relating to trees have been properly considered and that the granting of planning permission will not result in a net loss to the environment.

The Council's policies regarding trees on development sites are contained in the UNITARY DEVELOPMENT PLAN and the NATURAL ASSETS STRATEGY. In summary, these policies aim to protect the most important trees from development, to replace any which are unavoidably lost, and overall to increase the number and quality of trees in the Borough.

In determining planning applications, the Council will seek to retain trees wherever this is appropriate in the interests of public amenity. Trees can be afforded legal protection in a number of ways:

- When included in a Tree Preservation Order,
- When situated within a designated conservation area,
- When subject to a planning condition,
- When subject to felling licence requirements.

Without due thought and consideration, trees on development sites can be threatened in a number of ways, including:

- Felling to create more space for construction works,
- Careless use of machinery, causing damage to roots, trunk or branches,
- Ground compaction or contamination,
- Alterations to the existing soil level or water table,
- Excavation of service trenches.

It is strongly recommended that landowners or developers consult with the Council before undertaking any tree work. Otherwise, any unauthorised work may lead to prosecution.

BRITISH STANDARD 5837

British Standard 5837 "TREES IN RELATION TO CONSTRUCTION" should be regarded as an essential reference for all those concerned with the development of sites containing trees. It gives valuable guidance, following a logical sequence from the initial survey through the design period to the protection of retained trees from site works by the provision of temporary fencing. All developers of land in Halton where trees are present are expected to adopt these principles when submitting applications for planning permission.





An essential first stage of planning a development should be to carry out a thorough survey of existing natural features. Such a survey should plot all trees accurately and record details of species, size, approximate age and physical condition. The trees should then be categorised in accordance with the BS5837 guidelines, such as:

1. *Trees whose retention is essential or most desirable (e.g. vigorous healthy trees of good form which would be in harmony with the sympathetic development of the site).*
2. *Trees whose retention is desirable (e.g. trees in a reasonable condition but not quite so important as the top category, perhaps because of abundant numbers or slightly impaired condition).*
3. *Trees which could be retained (e.g. trees in a reasonable condition but of no particular merit and not worthy of inclusion in the first two categories).*
4. *Trees which should be removed (e.g. trees which are dead, diseased or dangerous).*

The information gathered from the tree survey should be taken into account when designing possible layouts for the site. The trees which are worthy of retention should be clearly marked on the plan, with the full branch spread shown to scale. Wherever possible, any roads, access drives, footpaths or service trenches should be routed so as not to trespass beneath the branches of trees to be retained. This area is where the majority (but not all) of the roots will be located close to the surface, and so should not be disturbed if the trees are to survive.

Buildings should be positioned a reasonable distance away from any trees, bearing in mind nuisance factors to future occupants such as light obstruction and leaf fall, as well as safety factors such as the possibility of falling branches in adverse weather conditions.

Distance allocated between trees and buildings is of great importance and should depend on the size, species and condition of the each tree. Only by ensuring that the tree has adequate space, including allowance for future growth, can a satisfactory juxtaposition be achieved. The architect should always seek guidance from an experienced arboriculturalist in this respect.

ARBORICULTURAL METHOD STATEMENT

Damage is usually unnecessary and can be avoided if the importance of trees is recognised and appreciated from the start by all concerned. An arboricultural method statement is a useful means of describing all the measures to be taken to ensure the protection and continued healthy existence of all trees shown to be retained on the approved plan.

In particular, before any site works begin, all trees to be retained should be protected by robust temporary fencing. The minimum distance between the tree and fence should be determined by a qualified arboriculturalist, with reference to British Standard 5837.

The protective fencing must remain in place for the duration of the development and no activity whatsoever should take place within the enclosed area, unless the advice of an arboriculturalist is first sought.

There may be other special ways of working which need to be taken on some sites and these should also form part of the arboricultural method statement. For example, the installation of underground services could be proposed if carried out in accordance with NJUG 10 (National Joint Utilities Group, Publication 10), or the provision of some hard surfacing could be proposed if carried out in accordance with APN 1 (Arboricultural Practice Note 1, "Driveways close to trees").

It may be appropriate to carry out surgery on some trees which are retained on development sites. This should only be carried out by a specialist contractor, with the consent of the Council and in accordance with British Standard 3998 (see Leaflets 3 & 4 of this series).



When building in the vicinity of trees, special precautions may be necessary to ensure that the roots do not cause damage in the future. This is particularly important where the soil has a clay content. By extracting water, trees can in some cases influence the moisture content (and therefore the volume) of shrinkable soils, leading to subsidence.

Foundations need to be provided to a depth that is below the level of any likely soil movement. The depth of foundation for all new buildings should comply with current building regulations, usually as determined by reference to NHBC Standards, Chapter 4.2 "BUILDING NEAR TREES". Further advice is available from the Council's Building Control Officers.



After site work has been completed, an approved landscaping plan should be implemented during the first available planting season. This should include the planting of suitable trees:

- To enhance the new development,
- To compensate for any trees which have been felled,
- To complement those trees which have been retained, and
- To ensure continuity of tree cover in the future.

Large-growing trees should be sited wherever there is room for unrestricted growth, such as wide verges or public open spaces. Species of more modest ultimate size should be used on narrow verges or in small front gardens.



The series of "Trees & Woodlands" Leaflets:

- **No. 1 – TREES ON DEVELOPMENT SITES**
- **No. 2 – TREE PLANTING & MAINTENANCE**
- **No. 3 – THE CARE OF MATURE TREES**
- **No. 4 – TREE WORK CONTRACTORS**
- **No. 5 - MANAGING TREES OWNED BY THE COUNCIL**

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One of the policies contained in the Natural Assets Strategy is:

"The Council recognises the important contribution made by trees and woodlands to the environment and is committed to the responsible and sustainable custodianship of this resource on any land which it owns or influences."

For further information, contact:

John White (Trees & Woodlands Officer)
Regeneration and Neighbourhood Services Directorate
Landscape Services Department
Picow Farm Depot
Picow Farm Road
Runcorn WA7 4UB

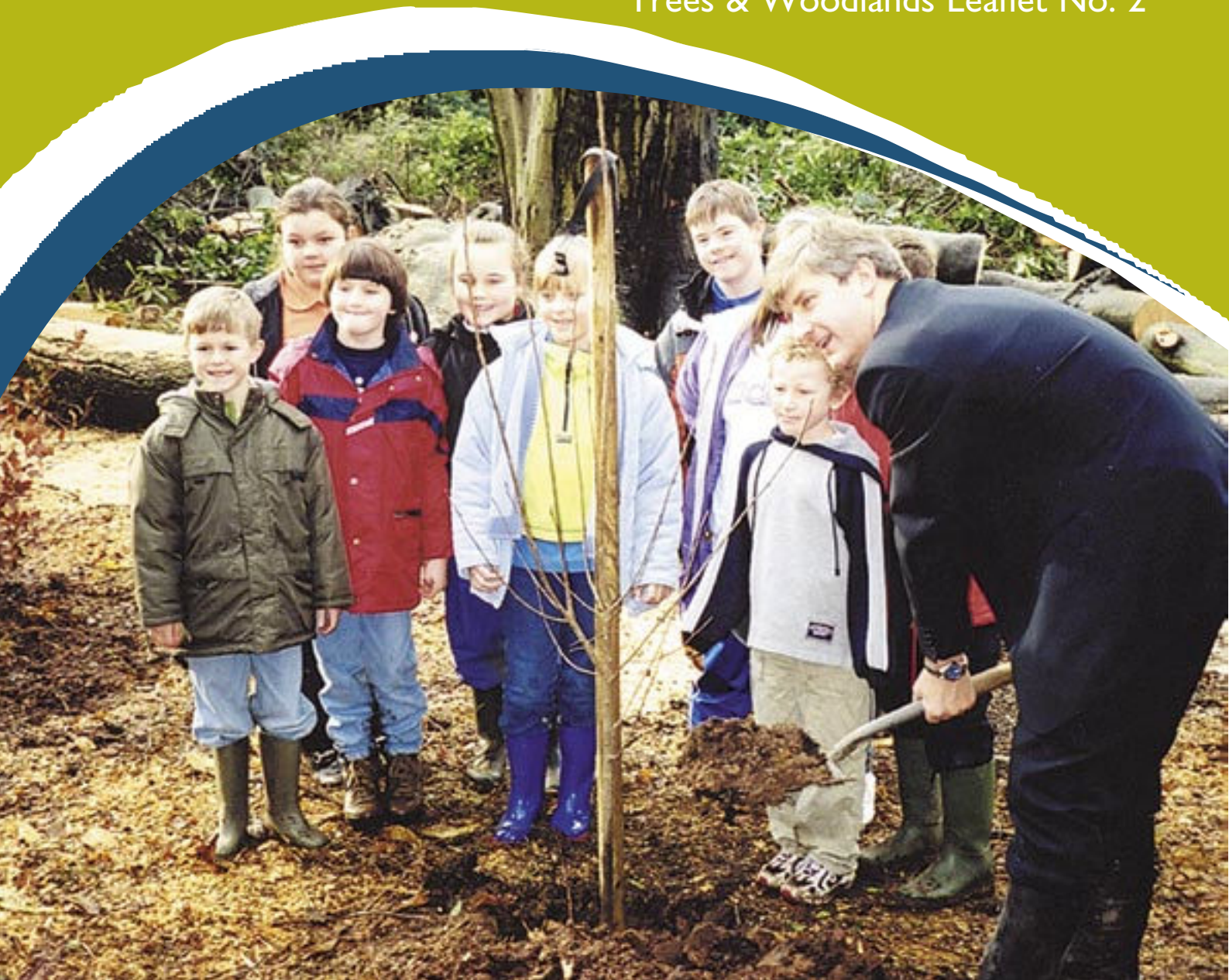
Telephone: 01928 583918

E-mail: john.white@halton.gov.uk



Tree Planting & Maintenance

Trees & Woodlands Leaflet No. 2



THE IMPORTANCE OF PLANTING TREES

Trees are a cherished but vulnerable part of our landscape heritage. Although long-lived, trees do not last forever and some are inevitably lost each year for one reason or another. A sustained programme of planting is therefore needed just to maintain the number of trees at the present level.

Trees enhance the quality of life and it is our duty to ensure that future generations are also able to enjoy the many benefits that trees bring to the environment. If properly planned, planting trees can achieve a combination of objectives and make a valuable contribution to the landscape of the future.

WHERE TO PLANT TREES

With the permission of the landowner, trees can be planted anywhere that they have space to grow without detriment to other uses of the land, for example on playing fields, open spaces, highway verges, industrial estates and derelict land. Planting within private gardens can also be of value to local amenity when visible to the public.

However, there is nothing to be gained from planting a tree which will have to be cut down or mutilated in the future because it has been poorly sited. Trees should only be planted where there is room for them to grow to maturity without becoming a nuisance. Locations which should be avoided include road junctions where visibility must be maintained and places which are too close to buildings, retaining walls, overhead wires or underground services.

Some sites such as wildflower meadows, wetland and heathland may be valuable to nature conservation in their current state and could be spoilt rather than improved by tree planting. A register of sites known to be of importance for nature conservation is maintained and the Council's Nature Conservation Officer can offer appropriate advice.

WHEN TO PLANT TREES

Generally, trees can be planted at any time between the beginning of November and the end of March, excluding periods when the ground is frozen or waterlogged. If there is a wide choice of planting dates, it is preferable to plant deciduous trees during November or early December when there is still some warmth in the soil. There is some reason to believe that trees planted at this time, rather than later in the season, may be less susceptible to a possible drought period in the following Spring.

The planting season can be extended by using container-grown trees but special design, ground preparation and maintenance requirements must then be considered. In particular, it is essential to ensure that a regular supply of water is available to the roots.



CHOOSING THE RIGHT SPECIES

When planting trees, the species selected should:

- have the potential to fulfil the main objectives for planting, e.g. for timber, habitat creation or visual amenity,
- be suited to the conditions of the site, e.g. soil type or degree of exposure, and
- be of an ultimate size that is not too large for the site.

The use of native species is of most value to wildlife but non-native trees can be used with good effect on sites which are not sensitive for nature conservation reasons. With a wide variety of species and cultivars to choose from, all with different characteristics of size, shape, colour and site requirements, it is important to ensure that any tree planted will be suited to its location in the future. General advice is available from a number of local sources or the Council's Tree Officer.

CHOOSING THE RIGHT SIZE

Trees can be purchased from nurseries in a variety of sizes as bare-rooted, container-grown or root-balled specimens. Bare-rooted stock is cheaper, easier to handle and often gives the best results. A disadvantage with some containerised plants can be the tendency for roots to remain within the original growing medium after planting, especially on heavy or inhospitable soils. Irrespective of size or type, all plants must be vigorous and healthy at the time of planting with a well developed root system giving a favourable root to shoot ratio.

There are four main size classifications, with variations within each category:

Seedlings, transplants or cell-grown

These are small trees, usually up to three years old and up to 90 cm. in height. They are relatively cheap to purchase, easy to establish and (with good maintenance) make rapid early growth.

Feathered whips (bare-root or container-grown)

These are slightly older and larger, usually between 90 and 150 cm. tall. They can combine ease of establishment with some early impact.

Standards (bare-root or container-grown)

These are usually between 2 and 4 metres tall, having been pruned to give a branch-free stem of at least 150 cm. They are classified according to the circumference of the stem at 1 metre above ground (6-8 cm. = light standard, 8-10 cm. = standard, 10-12 cm. = selected standard, 12-14 cm. = heavy standard, 14-16 cm. = extra heavy standard).

Semi-mature

Advanced nursery stock can be obtained for sites where specimen trees are required to give an immediate visual impact. Planting this type of tree is expensive and specialist techniques need to be used.

TRANSPORT AND HANDLING OF BARE-ROOTED PLANTS

Between lifting in the nursery and planting on site, the roots must never be allowed to dry out. Exposure for even an hour or so can be harmful, especially when windy. The roots must therefore be placed in bags or covered with tarpaulin when in transit. On receipt of the plants, they should be planted straight away or stored (with the roots still covered) for up to two days in an outbuilding which is not heated but free from frost. If planting is not to be carried out immediately, the trees must be "heeled in" (that is, stored in trenches with all the roots covered with soil). Plants can be kept safely in this way throughout the dormant season.

METHODS OF PLANTING

Ground preparation

Before planting, some preparation of the ground may be needed. This is essential when the planting is scheduled to follow earth-moving operations. In such cases, it is important to provide a sufficient depth of suitable rooting medium and to ensure adequate drainage, particularly by relieving any compaction. Where trees are to be planted on an undisturbed site with reasonable soil conditions, the removal of competing vegetation (by cutting, screening or herbicide application) will aid early establishment.

Notch planting

This method is only suitable for bare-rooted transplants and smaller whips with a compact root system.

- Cut two deep notches into the ground at right angles, creating an "L" shape and leaving the spade in the second slit.
- Lift up a flap of earth with a twisting action, while carefully inserting and pushing down all of the roots behind the spade.
- Gently pull the plant up slightly until the root collar is at ground level in the corner of the notch.
- Withdraw the spade and close the notch by treading firmly, ensuring that the plant remains in a vertical position.



Planting

This method is suitable for all sizes and types of trees.

- Dig a hole which is substantially bigger than the volume of roots to be accommodated.
- Break up and loosen the bottom and sides of the hole, to improve drainage and to encourage future root development. This is especially important on heavy soils.
- If support is necessary, drive a stake (or stakes) into the base of the pit as appropriate.
- Position the tree so that the ground level at the base of the stem will correspond to that at which it was growing in the nursery.
- Back fill the pit in stages, whilst firming up the soil around the roots by treading, until the original ground level is restored.
- If support is necessary, fasten the stem to the stake(s) using cushioned ties in a way which will ensure that no chafing occurs.

Staking

Small trees (up to about 120 cm. tall) do not usually need staking. With larger trees, the root system needs to be held in place until it can become established. In many cases, this can be achieved by using a short stake extending out of the ground no higher than one third of the height of the tree. If the tree has a large root ball, more than one stake may be needed or a specialist underground anchorage system can be used. Stakes can usually be removed at the beginning of the second or third growing season.



PROTECTION

In many situations, newly planted trees need to be protected against browsing animals and one or more of the following methods are commonly used:

Tree shelters

A tree shelter is a translucent tube which is placed over the young tree and held in position by a stake. It has the added advantage of acting like a mini-greenhouse, thereby enhancing the growth of the tree inside. Shelters which are 0.6m. high will protect against rabbits, 0.75m. high against hares, and 1.2m. high against sheep.

Spiral rabbit guards

These are loosely coiled plastic tubes which are easily fitted around the base of the stem. A cane may be needed if the tree is not sturdy enough to support the guard without bending.

Fencing

Animals such as horses, cattle and sheep must be excluded from newly planted areas by appropriate fencing. In urban areas, some forms of fencing can be used to deter vandalism or to limit the degree of soil compaction around the roots.

The successful establishment of young trees today will help to shape the landscape of tomorrow, but establishment is not the same as planting. Even those trees planted to the best possible specification rarely grow well if they are neglected afterwards. Maintenance should be regarded as an essential, not just desirable, part of establishment.

TREE ESTABLISHMENT = PLANTING PLUS MAINTENANCE

Firming up

Between the time of planting and the following April, the trees should be checked after any periods of frost, snow, wind or heavy rain. If there has been any disturbance to the ground conditions, this should be remedied and any cracks in the soil closed by treading firmly.

Weed control

Perhaps more than any other single factor, the survival and early growth rate is affected by the type and extent of the surrounding vegetation. This will compete with the trees for the available moisture and nutrients in the soil. Some weed control is therefore usually necessary to promote healthy tree growth. To allow the proper development of tree roots, an area of at least 0.5 metre radius around the base of the stem should be kept as weed-free as possible for at least three years. Mowing or cutting close to the tree is not recommended, as this only stimulates more vigorous weed growth. There is also a real danger that the cutting machine will damage the tree itself.

Frequent manual weeding is an option in a few situations, such as individual trees in gardens. However, on a larger scale, the careful use of an approved herbicide is usually the most effective, reliable and economical method. The application of herbicide should be carried out only by trained personnel and in accordance with the manufacturer's instructions.

Mulching

In some cases, the provision of a mulch can be an alternative to using chemical methods of weed control. This can be in the form of a layer of organic material such as wood chips, or a manufactured mulch mat. This should cover the ground for a minimum radius of 0.5 metre around the tree.

Replacing failed trees

Any trees which have failed to establish should be replaced in the following planting season. Before doing this, the likely causes of failure should be investigated to see if the original specification needs to be modified to give the replacements a better chance of success.

Removing stakes and ties

It is essential that these are not left indefinitely, as they can cause serious damage to the tree as it grows.



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 Landscape Services Department
 Picow Farm Depot
 Picow Farm Road
 Runcorn WA7 4UB

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The Care of Mature Trees

Trees & Woodlands Leaflet No. 3



THE IMPORTANCE OF TREES & WOODLANDS

Trees and woodlands are of vital importance in maintaining and improving the quality of life for those who live or work within the Borough. Trees are the most obvious of our natural assets, by virtue of their size and prominence, but they do not last for ever and are vulnerable to changes in their surroundings. The many benefits that trees bring to the environment have been well documented and it is our duty to ensure that, as well as ourselves, future generations are also able to enjoy these benefits.

Trees have great visual amenity value which can significantly enhance the appearance of the locality. They provide contrasts of size, colour and texture to the urban landscape and effectively reflect the changing seasons, bringing nature into towns. Prominent trees become accepted as landmarks and are often held in high regard by local residents.



Of increasing value to modern living is the contribution that trees make to improving the quality of the air that we breathe. As well as removing carbon dioxide from the atmosphere and releasing oxygen, trees also improve air quality by filtering out harmful pollutants (such as ozone, ammonia, sulphur dioxide, nitrous oxides and dust particles). A number of scientific studies have demonstrated these properties, which are of benefit to us all but are of particular importance to the growing numbers of people with respiratory ailments.

Trees in towns can screen unsightly structures and activities. They can give privacy and help to reduce noise from traffic and industry. They can have a limiting effect on the extremes of weather by providing shelter from wind and shade from the sun. They are effective in intercepting rainfall, thus reducing problems of rapid water run-off from hard surfaces.

lands, and parklands which contain trees, provide essential space for quiet, informal recreation activities such as walking, jogging and cycling. The opportunity to escape into these areas from the hustle and bustle of modern life is very important and should not be taken for granted. Woodlands are also important for landscape and wildlife reasons, and for the production of timber, a renewable resource.

This leaflet is designed to give some initial guidance to the owners of trees and woodlands. However, it is not a substitute for seeking professional advice and it is strongly recommended that this is obtained if there is any cause for concern.

PROBLEMS CAUSED BY TREES

Some of the common problems associated with trees can be summarised as follows:

Health and safety

Trees are living, changing entities that can sometimes develop into potentially dangerous structures. Trunk, branches or roots can be weakened in a number of ways, including fungal disease, decay, insect infestation, storm damage and vandalism. Although it is not possible to guarantee the absolute safety of any tree, the relative risk associated with it can be assessed by an experienced arboriculturalist. A tree which is in such a poor condition that it is likely to collapse should obviously be removed, but there would be no justification in trying to eliminate all risk by felling healthy trees in good condition.

Nuisance

Trees can be regarded as a nuisance, particularly by those who occupy houses in close proximity to them. Trees can obstruct light and views, interfere with television reception and generally become troublesome because of honeydew drip and falling leaves. However, the positive benefits of each tree should always be considered before deciding what action, if any, would be appropriate.

Direct damage

Cracks can appear when an expanding trunk or root comes into contact with a hard surface (such as tarmac or concrete) or a lightly-loaded structure (such as a low wall). This type of damage is relatively common but can often be repaired without having to fell the tree.

Indirect damage

Some types of soil shrink when water is lost during dry weather and this can cause subsidence in buildings which have inadequate foundations. The presence of tree roots can have a significant influence on the moisture content of such soils, with serious consequences. This type of damage is, fortunately, not common in the Halton area due to the higher rainfall and lower incidence of vulnerable soils than found in areas further south and east.

TREES & THE LAW

Important note

Although believed to be a reasonable summary of some of the legislation affecting trees, the information given below is brief and therefore limited in extent. This leaflet is offered for preliminary guidance only and the Council disclaims any responsibility arising from its use. For more detailed advice on legal matters, a suitably qualified person such as a solicitor should be consulted.

Tree Preservation Orders

Under the Town and Country Planning Act 1990, the Council has the power to protect trees in the interests of amenity by making tree preservation orders (TPOs). A new TPO is made by serving a notice on all affected persons and any objections are considered before it is confirmed (i.e. made permanent). The effect of a TPO is to prohibit the felling or pruning of the trees concerned without the permission of the Council. If a protected tree is cut down without consent, anyone found guilty of this offence is liable to a maximum fine of £20,000 if convicted in the magistrates' court. Application forms to carry out work on protected trees are available from the Council and the Tree Officer can offer further advice.

Trees in Conservation Areas

Trees in conservation areas which are not protected by TPOs are subject to other controls. Generally, anyone who proposes to fell or prune a tree (over 7.5 cm. in diameter) which is situated within a conservation area must give the Council six weeks notice of their intention (under section 211 of the Town & Country Planning Act 1990). The Council then has that period of time to consider whether it would be in the public interest to make a new TPO. Anyone who damages or carries out work on a tree in a conservation area without giving a section 211 notice is liable to prosecution and the penalties are the same as those for contravening a TPO. Notification forms to carry out work on trees within a conservation area are available from the Council and the Tree Officer can offer further advice.

Felling Licences

Under the Forestry Act 1967 (as amended), a landowner must have a licence to fell growing trees if the volume of timber exceeds 5 cubic metres (or 2 cubic metres if sold) in any calendar quarter. Some types of felling are exempt from the requirement to obtain a licence and further advice is available from the local office of the Forestry Commission (Linmere, Delamere, Northwich, CW8 2JD, tel. 01606 889912). Felling licence applications can be made by completing the appropriate form and sending it to the Forestry Commission for determination.



Dangerous Trees

In circumstances where a tree can be classified as imminently dangerous, or where a tree is causing an obstruction to the highway, the Council has powers to serve notice on the landowner to remove the danger or obstruction under the Local Government (Miscellaneous Provisions) Act 1974 or the Highways Act 1980.

Common Law

In addition to the statute law made by the various Acts of Parliament, common law is based on judgements made by the courts. It has developed over hundreds of years and is still evolving as new decisions are made or earlier ones are clarified. Some of the principles that have been established are:

- *A tree normally belongs to the owner of the land on which it is growing, regardless of how it got there. It is the position of the centre of the trunk (not the branches) that determines ownership.*
- *The owner of a tree has a duty of care, to take reasonable steps to minimise the risk of injury to people or damage to property (where the threat is foreseeable).*
- *The owner of a tree may be held liable for any damage caused as a result of failing to exercise the duty of care. For example, failure to remove a badly decayed branch overhanging a public path could be regarded as negligence in the event of the branch falling and a claim being made by an injured party.*
- *A neighbouring landowner has the right to cut back to the boundary any branches which overhang from a tree on an adjacent property. However, there is no right to enter the property to carry out the work, no right to cut beyond the legal boundary and no right to reduce the height of the tree concerned. In the case of a tree which is protected by statute law, the Council's consent may also be necessary before the right can be exercised.*

Arboriculture can be described as “the establishment and management of trees for amenity purposes, such that trees and people can co-exist in a sustainable environment”.

Tree inspection

It is advisable that all owners of trees make arrangements for them to be inspected on a regular basis in order to demonstrate that their duty of care is being met. If the owner is not sufficiently knowledgeable about what to look for, an arboricultural consultant can be asked to provide a report with recommendations.

Tree surgery

From time to time during the life of a tree, it may be appropriate to carry out certain pruning works. An up to date working knowledge of pruning techniques and the characteristics of different tree species is needed to decide what is required and when. Operations which may be beneficial in some situations include:

- *Formative pruning of young and semi-mature trees.*
- *Selective removal of dead or defective branches.*
- *Crown lifting (removing low branches to a specified height).*
- *Crown thinning (removing a specified proportion of secondary branches).*

All work should comply with British Standard 3998 (Recommendations for Tree Work) and should seek to retain the general shape and character of the tree.

The series of “Trees & Woodlands” Leaflets:

- **No. 1 – TREES ON DEVELOPMENT SITES**
- **No. 2 – TREE PLANTING & MAINTENANCE**
- **No. 3 – THE CARE OF MATURE TREES**
- **No. 4 – TREE WORK CONTRACTORS**
- **No. 5 - MANAGING TREES OWNED BY THE COUNCIL**

These information leaflets have been produced as a part of the action programme set out in the Council's NATURAL ASSETS STRATEGY, which was given full approval in September 2000.

One of the policies contained in the Natural Assets Strategy is:

“The Council recognises the important contribution made by trees and woodlands to the environment and is committed to the responsible and sustainable custodianship of this resource on any land which it owns or influences.”

For further information, contact:

John White (Trees & Woodlands Officer)
Regeneration and Neighbourhood Services Directorate
Landscape Services Department
Picow Farm Depot
Picow Farm Road
Runcorn WA7 4UB

Telephone: 01928 583918

E-mail: john.white@halton.gov.uk

For advice about choosing a contractor, see Leaflet 4 of this series.

WOODLAND MANAGEMENT

Forestry Operations

Most woodlands require attention at times to meet the objectives of management. Thinning (the removal of a proportion of the trees) may be needed to allow the better trees more room for growth and this may also have benefits for landscape, recreation and nature conservation. The production of timber is an aim which can be compatible with environmental considerations.

Ancient Woodlands

Sites which have been continuously wooded since at least the year 1600 are a precious natural asset deserving particular attention. They contain flora and fauna that have evolved over centuries in a continuous woodland environment. Once the continuity is broken, it can never be regained. All known ancient woodlands in Halton are protected from development by the Unitary Development Plan.

Grants

The Woodland Grant Scheme can provide grant aid towards the costs of carrying out woodland operations in compliance with an approved plan. The regional office of the Forestry Commission (tel. 01606 889912), or staff at The Mersey Forest (tel. 01925 816217) can offer advice about the current grants available to landowners.



Tree Work Contractors

Trees & Woodlands Leaflet No. 4



WHY CHOOSING A CONTRACTOR IS IMPORTANT

Choosing a reliable contractor is very important. Trees which have taken many years to grow can soon be irrevocably damaged through ill-advised and badly executed operations. Anyone can call themselves a tree surgeon and place an advert in Yellow Pages or the local newspaper. That alone is no guarantee that the contractor is capable of carrying out works safely to an acceptable standard.

Tree felling and tree surgery are skilled operations which require a high level of technical knowledge, supported by training and experience. Other essential requirements are the provision of safety equipment and sufficient insurance cover for both employers and public liability.

HOW TO CHOOSE A CONTRACTOR

The following characteristics describe a company that would be considered suitable for carrying out tree works. A reputable contractor should be able to respond positively to any questions about these issues.

- Will have insurance cover (recommended minimum £5 million) for Employers Liability and Public Liability and be prepared to provide evidence of this if requested.
- Will carry out works to British Standard 3998 and be knowledgeable about the latest research and methods of good arboricultural practice.
- Will have full safety equipment and be aware of Health and Safety legislation.
- Will have certificates to prove that operatives are competent in using chain saws.
- Will be a member of a professional organisation.
- Will be able to provide references about the standard of previous work carried out.

WHAT TO EXPECT IN A WRITTEN QUOTATION

A reputable contractor should be willing to provide a written quotation without any obligation. The quotation should ideally include the following.

- A clear and full description of the work to be undertaken.
- The total cost of the operation, and whether VAT is included.
- What will happen to the resulting wood debris.
- Who will be responsible for obtaining permission (if the trees are legally protected in some way).
- What measures will be taken to ensure that no damage will be caused to persons or property.

ACQUISITION OF COMPETENCE BY PROFESSIONAL ORGANISATIONS

The Arboricultural Association publishes a DIRECTORY OF REGISTERED CONSULTANTS AND APPROVED CONTRACTORS. The contractors included in this directory have met high standards of technical competence, safety procedures and insurance protection. They are regularly assessed to ensure that these standards are maintained. The directory is available from The Arboricultural Association, Ampfield House, Romsey, Hants, SO51 9PA (Tel. 01794 368717, web site www.trees.org.uk).



Individual arborists may be certified by the International Society of Arboriculture. Displaying the logo indicates that the individual has been assessed for their technical knowledge and ability and found to be competent.



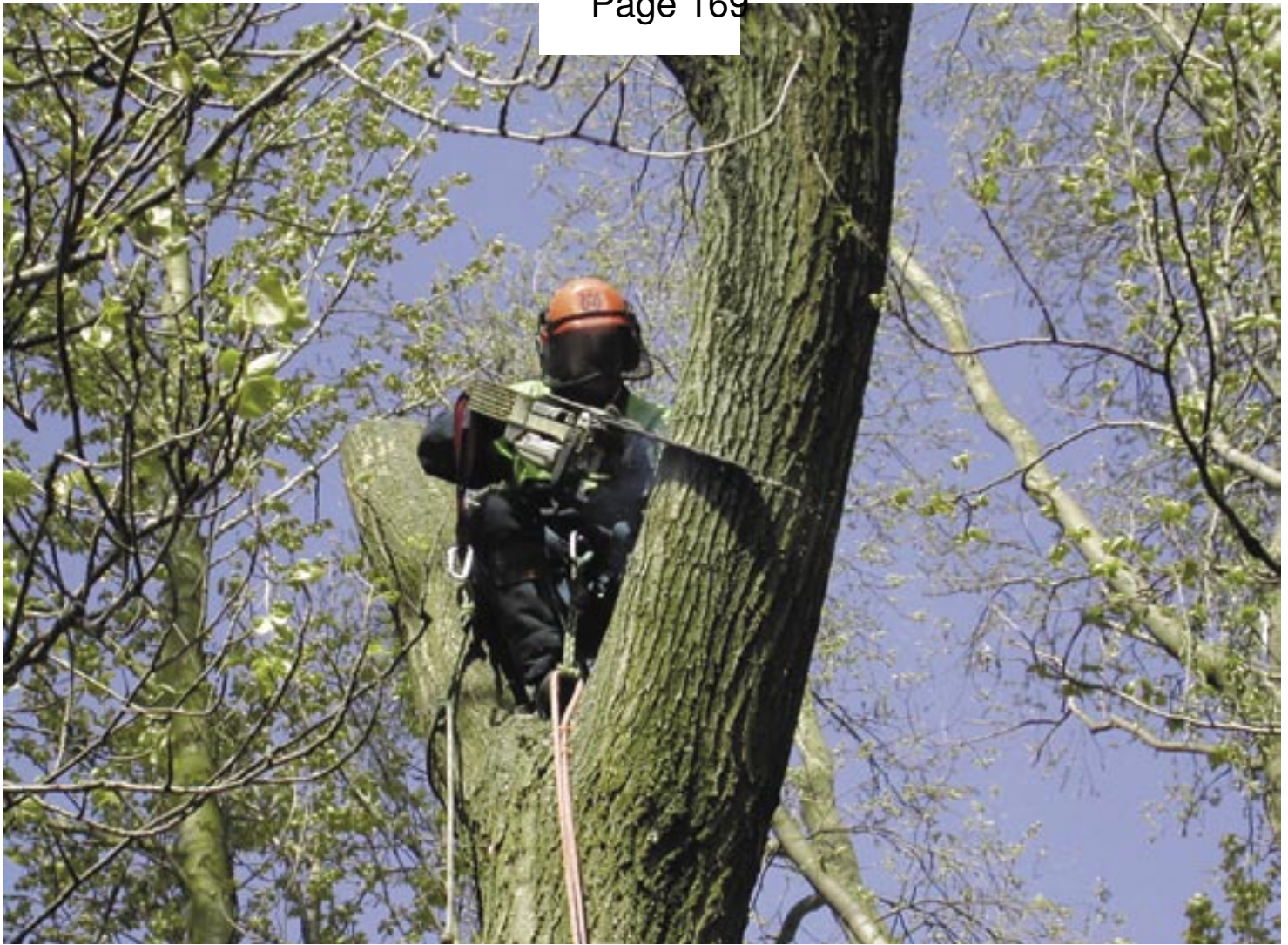
TREES AND THE LAW

Tree owners are reminded that, in certain circumstances, permission from the local authority or the Forestry Commission will be necessary before any tree work can be legally carried out. It is strongly advised that the relevant authority is consulted before work commences, or prosecution may result. Further information is given in Leaflet No. 3 of this series.



- **The Council does not approve or recommend any tree work contractors.** This list of local contractors is made available to the public for general information purposes only.
- The listed contractors have in the past carried out tree works to an acceptable standard, but the Council cannot guarantee the current quality of service given by them and cannot confirm that their insurance cover is up to date.
- Tree owners should still apply the principles of this leaflet before employing anyone from this list.
- The list below was compiled in November 2004, but some details may have changed since that date. A copy of the latest version of the list can be viewed on the Council's web site, www.halton.gov.uk/trees

Name	Address	Telephone
A. J. LANDSCAPES (A. J. O'Donnell)	4 Canberra Square, Orford, Warrington, WA2 0DY	01925 240203
AMENITY TREE CARE (S. Brain)	WillowHill Cottage, School Lane, Burwardsley, Chester, CH3 9NX	0808 108 0909
BARTLETT TREE EXPERTS	The Saddle Room, Capesthorne Hall, Siddington, Macclesfield, SK11 9JY	01625 890150
BORDER TREE CARE (D. Hindley)	29 Cemetery Road, Weston, Crewe, CW2 5LH	01270 252625
CANOPY TREE CARE (B. Kearsley)	Olympus House, High Street, Tattenhall, Chester, CH3 9PX	01829 771724
CHESHIRE TREE SURGEONS (D. Lloyd Jones)	9 Lowland Way, Knutsford, WA16 9AG	01565 621234 or 01928 787613
EURO TREE SERVICE (S. Walton)	Caxton Lodge Farm, Lodge Lane, Cronton, Widnes, WA8 9QA	0151 424 0333 or 01928 740289
HOLLY OAK TREE SERVICES (R. Haslam)	Holly Hedge Farm, Holly Hedge Lane, Higher Walton, Warrington, WA4 5QP	01925 266368 or 07719 746998
NORTH WEST TREE SERVICES (G. Hopson)	10 Addingham Avenue, Widnes, WA8 8YB	0151 423 4517
OLD VICARAGE TREE SURGERY (M. Munday)	8 Moss Drive, Manley, Frodsham, WA6 9JJ	01928 740877
JOHN OLIVER	The Bungalow, Peck Mill Farm, Chelford, Macclesfield, SK11 9BD	01625 861663
ROGER PARKER	Heath Cottage, New Road, Rostherne, Knutsford, WA16 6RU	01565 832867 or 07813 762588
SHADES OF GREEN (J. Griffiths & G. Bowden)	5 Horseshoe Crescent, Houghton Green, Warrington, WA2 0LB	01925 740995
KEITH THELWALL TREE CARE	Oak Leigh, Childs Lane, Brownlow, Congleton, CW12 5TG	01270 811561
WIRRAL LANDSCAPE GARDENERS	"The Willows", 110 Chester Road, Childer Thornton, South Wirral, L66 1QL	0151 339 3490



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Picow Farm Road
Runcorn WA7 4UB
Telephone: 01928 583918*

E-mail: john.white@halton.gov.uk





Managing Trees Owned by the Council

Trees & Woodlands Leaflet No. 5



“The Council will manage its own stock of trees in a sustainable manner which takes into account both safety and amenity issues, and encourage other landowners to do likewise.”

Policy 5 of the Halton Borough Council Natural Assets Strategy



Trees and woodlands are of vital importance in maintaining and improving the quality of life for those who live or work within the Borough. However, trees can also be a nuisance in some situations and become the subject of complaints from nearby residents.

Leaflet 3 of this series describes both the benefits and the problems that are associated with trees. The Council has a responsibility to care for the trees which are growing on its land and will aspire to demonstrate the principles of good forestry and arboriculture.

This leaflet is designed to give some initial guidance to residents who are concerned about trees which are owned by the Council. It outlines how to raise these concerns, how the Council will consider whether any action would be appropriate and how the Council will prioritise and carry out its programme of tree work.



Felling

Trees are completely removed when the Council considers that they are in a poor condition, suppressing the growth of better trees nearby, or are unsuitable for their location in some way. In the interests of sustainability, replacement planting somewhere in the vicinity will be considered when significant trees have to be felled for a justifiable reason.

Tree surgery

Trees are not pruned for the sake of it, but when appropriate to benefit the tree or to alleviate a problem. An up to date working knowledge of pruning techniques and the characteristics of different tree species is needed to decide what and when action is needed. Operations which are sometimes undertaken by the Council include:

- *Formative pruning of young and semi-mature trees.*
- *Selective removal of dead or defective branches.*
- *Crown lifting (removing low branches to a specified height).*
- *Crown thinning (removing a specified proportion of secondary branches).*



Reducing the height of a tree is only carried out in a few circumstances as, in most cases, it only gives rise to prolific regrowth and can be detrimental to the long-term health of the tree.

Management of woodlands and groups of trees

Thinning (or the removal of a proportion of the trees) may be carried out to allow the remaining trees more room for growth and this may also have benefits for landscape, recreation and nature conservation.

HOW TO CONTACT THE COUNCIL ABOUT TREE PROBLEMS

If you have any complaints or concerns about trees which you think are owned by the Council, you can request that this is looked into by:

- *visiting a Halton Direct Link office,*
- *ringing the Neighbourhood Services Help Desk direct on 0151 471 7595, or*
- *writing to the Head of Landscape Services, Picow Farm Depot, Picow Farm Road, Runcorn, WA7 4UB.*



HOW THE COUNCIL WILL CONSIDER REQUESTS FOR TREE WORK

A representative of Landscape Services will normally inspect the tree(s) concerned within a few working days and will decide what action, if any, would be reasonable. The representative will seek to accommodate the wishes of individual residents, but will also bear in mind:

- *the positive benefits of the tree(s) to the environment and to the wider general public,*
- *the Council's policies for managing trees, as detailed in the Natural Assets Strategy,*
- *the timing and priority that should be assigned to any suggested work, and*
- *the budget and resources available to Landscape Services.*

In some instances, particularly when a tree has an amenity value which outweighs the nuisance problems, the Council may not be able to accede to the wishes of the complainant. Indeed, there is a presumption against felling trees which are owned by the Council without good justification. It is possible for residents to meet an officer on site to explain the decision, if a mutually convenient time can be arranged. If the resident is still not satisfied, the Council's complaints procedure can be used and the case reviewed by a senior manager.

WHY THE COUNCIL WILL PRIORITISE TREE WORK

When a tree has been inspected and action recommended, the proposed work will be entered into a scheduled programme of arboricultural works. Each task will be given a target date for completion and this will reflect the urgency of the situation, the degree of nuisance being caused, and the best time of year for the work to be done. Trees which are considered to be in a hazardous condition will always be given priority and made safe as soon as practical. Genuine emergencies will receive an immediate response.



It should be recognised that tree work can be of a seasonal nature. Some operations are best carried out at certain times of the year, whilst all major works (except for emergencies) are best avoided during the Spring and early Summer, when birds are nesting. It is not therefore always possible to give a commitment that the work will be completed within a specified time period. Depending on when the enquiry is made, any agreed work may be completed within a few weeks or may have to be delayed for several months.



Felling or pruning large trees can only be carried out safely by skilled, trained operatives. Landscape Services has a specialist team of employees who are well equipped and capable of achieving high standards of arboricultural practice. Occasionally, fully insured professional contractors may be used.

All work carried out by the Council will comply with British Standard 3998 (Recommendations for Tree Work). When tree surgery is undertaken, every effort will be made to retain the general shape and character of each tree.



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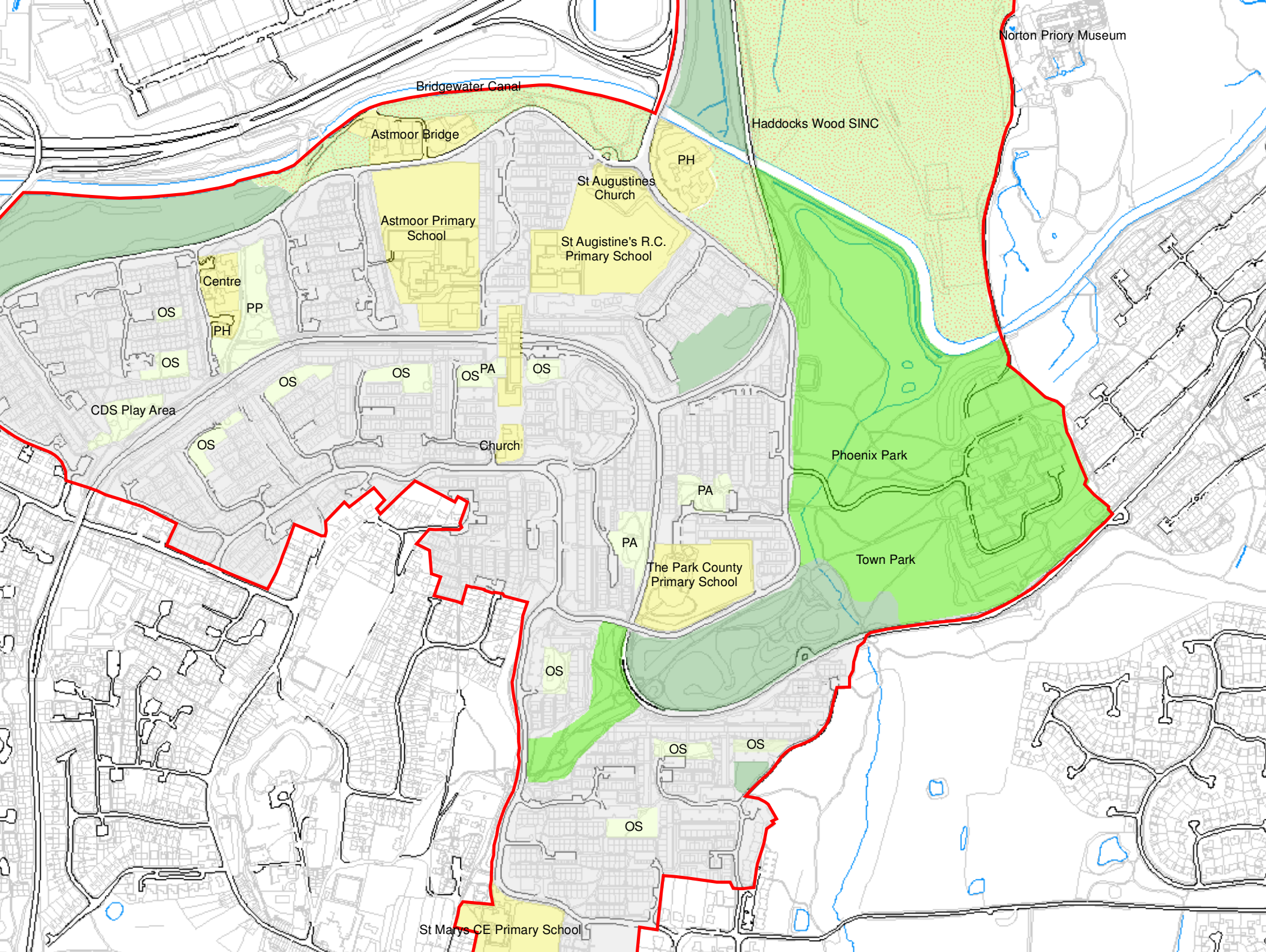
POTENTIAL FUNDING OPPORTUNITIES for TREE PLANTING

The Royal Forestry Society publishes a booklet entitled 'Grants for Trees' that comprehensively lists potential funding opportunities for tree planting and establishment, (see <http://www.rfs.org.uk/grantsfortrees.asp> for details). The most relevant are as follows.

- i) Forestry Commission Grants - Aimed mainly at woodlands, there is now more emphasis on improving access to woods in and around urban areas.
- ii) UK National Lottery – Given for projects that deliver public good (see <http://www.nlcb.org.uk>).
- iii) Community Forest Grants – Castlefields is within The Mersey Forest (see <http://www.merseyforest.org.uk>).
- iv) Tree Council – can provide funding for organised events that involve tree planting; such as National Tree Week, especially where schools are involved (see <http://www.treesforcities.org/html/newscampaign/pr/>).
- v) Woodland Trust – Trees for All scheme aims to increase the number of trees planted around the country (see <http://www.treeforall.org.uk>).
- vi) Shell Better Britain Campaign – Targets projects that improve the environment at a local level (see <http://www.sbbc.co.uk>).
- vii) Groundwork engages in projects that aim to improve the local environment in poor areas (see <http://www.groundwork.org.uk>).
- viii) The Landfill Tax Credit Scheme – provides funding for tree planting through a variety of schemes (see www.entrust.org.uk).
- ix) International Tree Foundation – provides grants for planting trees in the UK (see <http://www.internationaltreefoundation.org>).

FIGURES

- Figure 1 – Study Area Boundary and Landscape Typologies
- Figure 2 – Age Class Distribution of Surveyed Trees in the Study Area with Landownership
- Figure 3 – Species Distribution of Surveyed Trees (Sycamore, Willow, Poplar)
- Figure 4 – Areas of Potential for New Tree & Woodland Planting
- Figure 5 – Housing Renewal Programme
- Figure 6 – Castlefields Masterplan
- Figure 7 – Canalside Development Plan and Conservation Area



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- Yellow

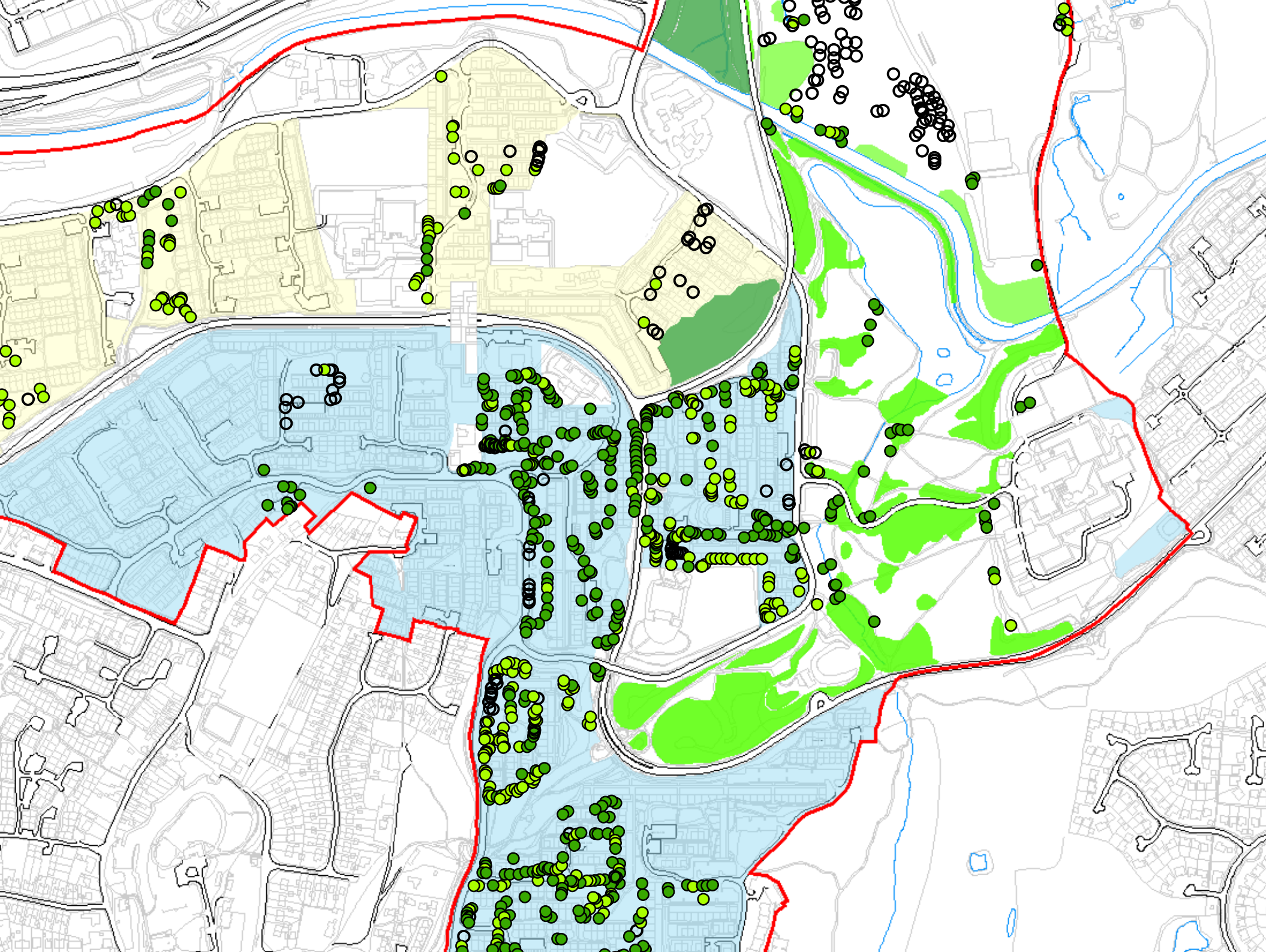
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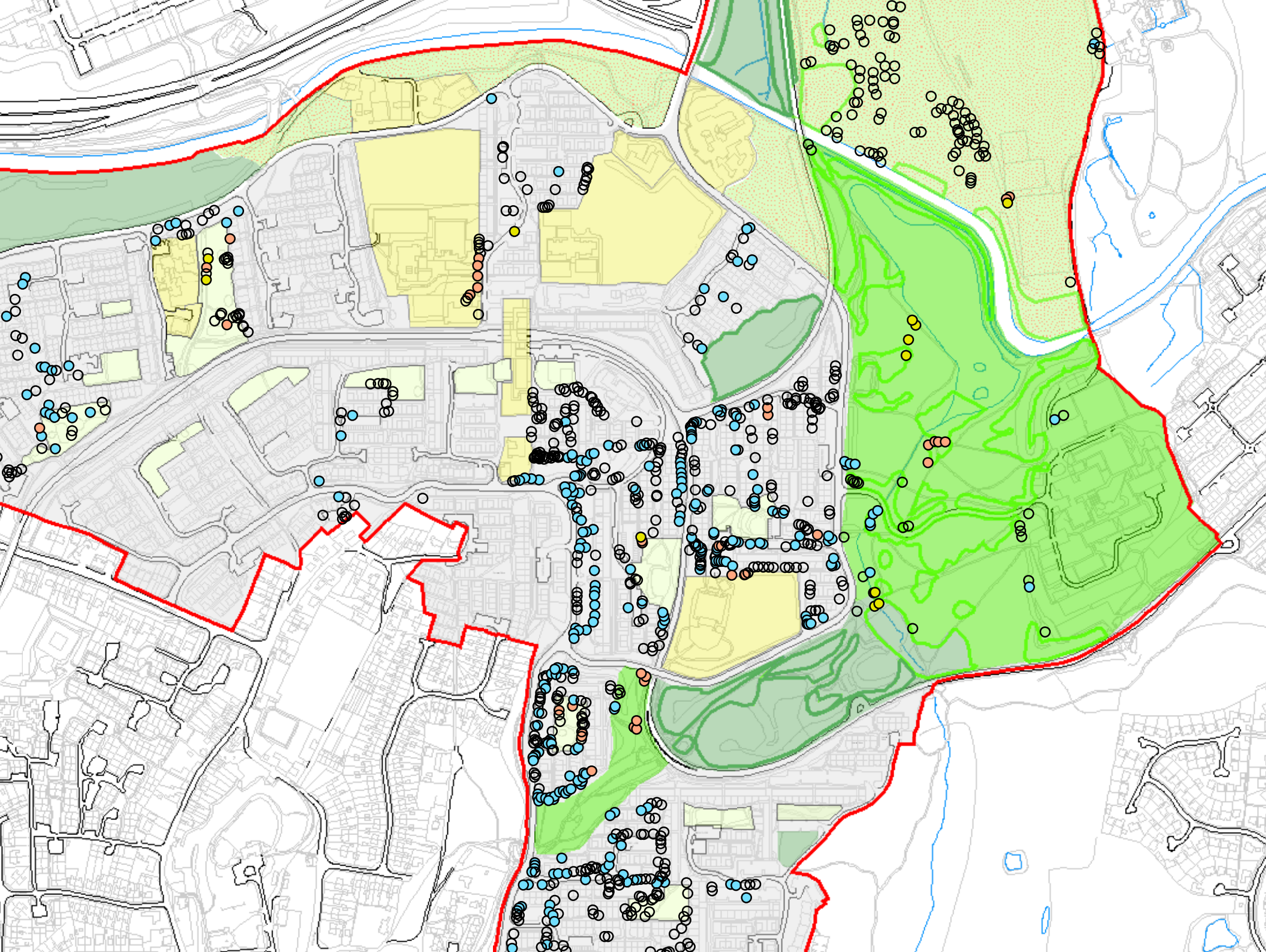
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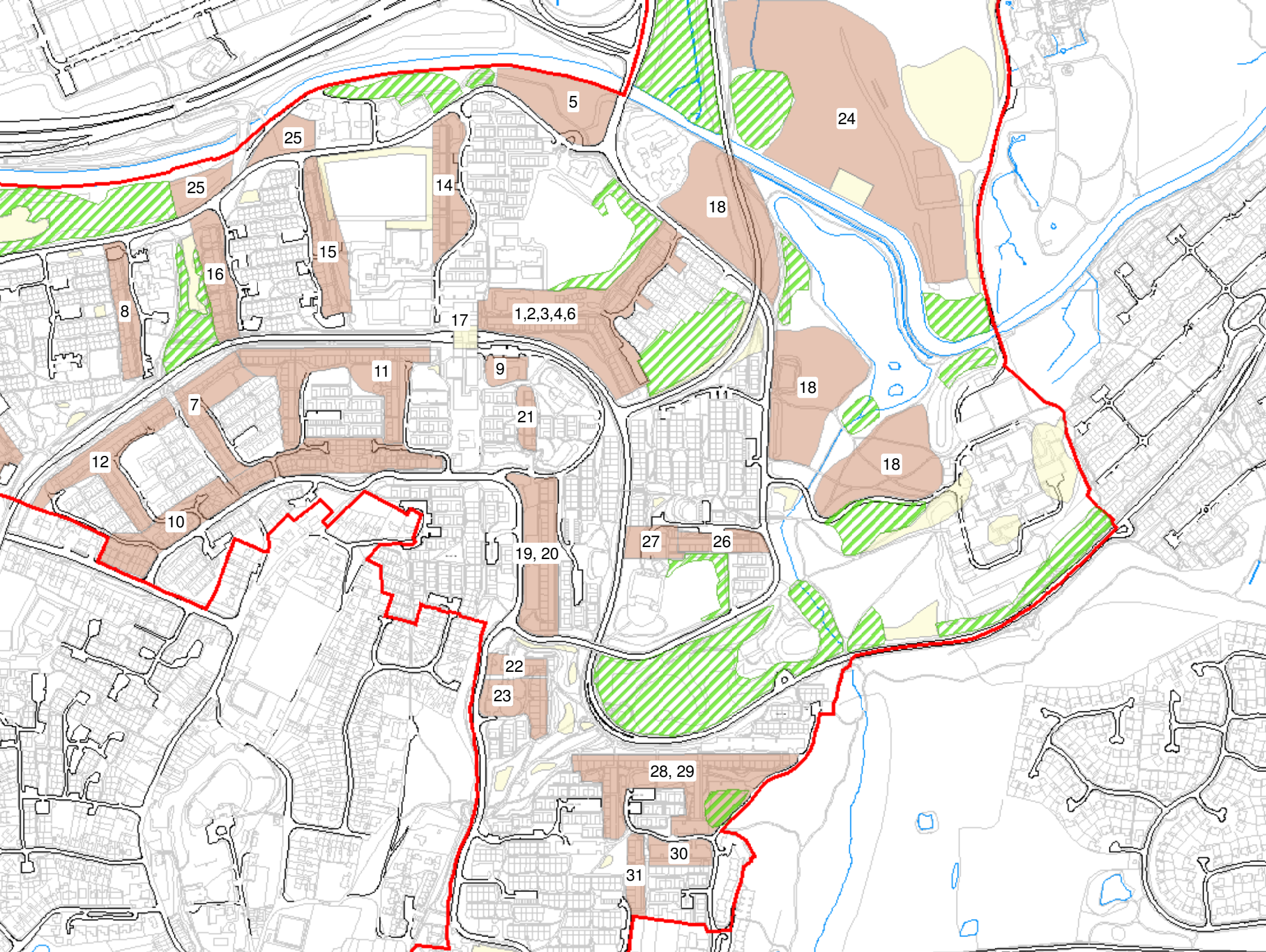
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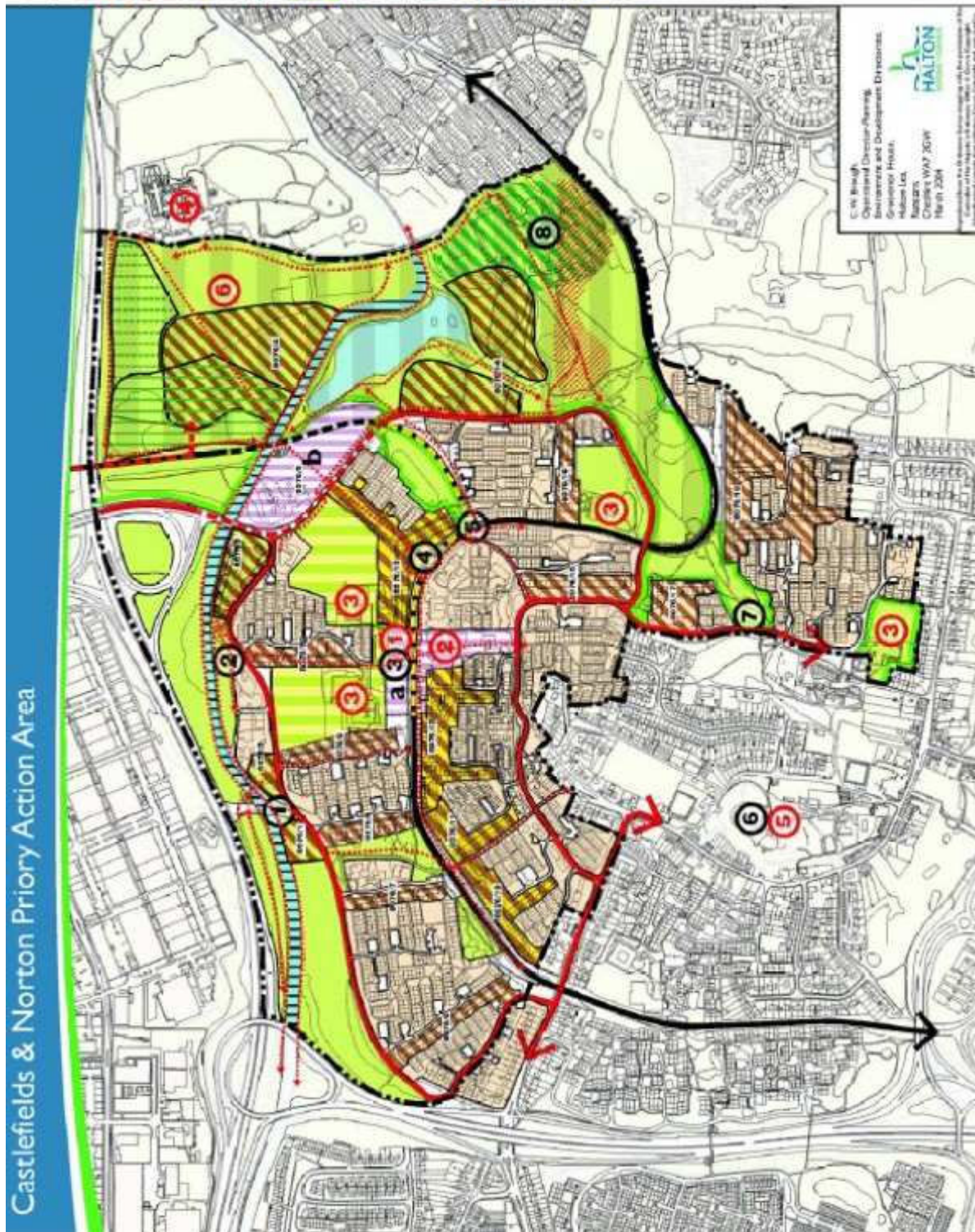
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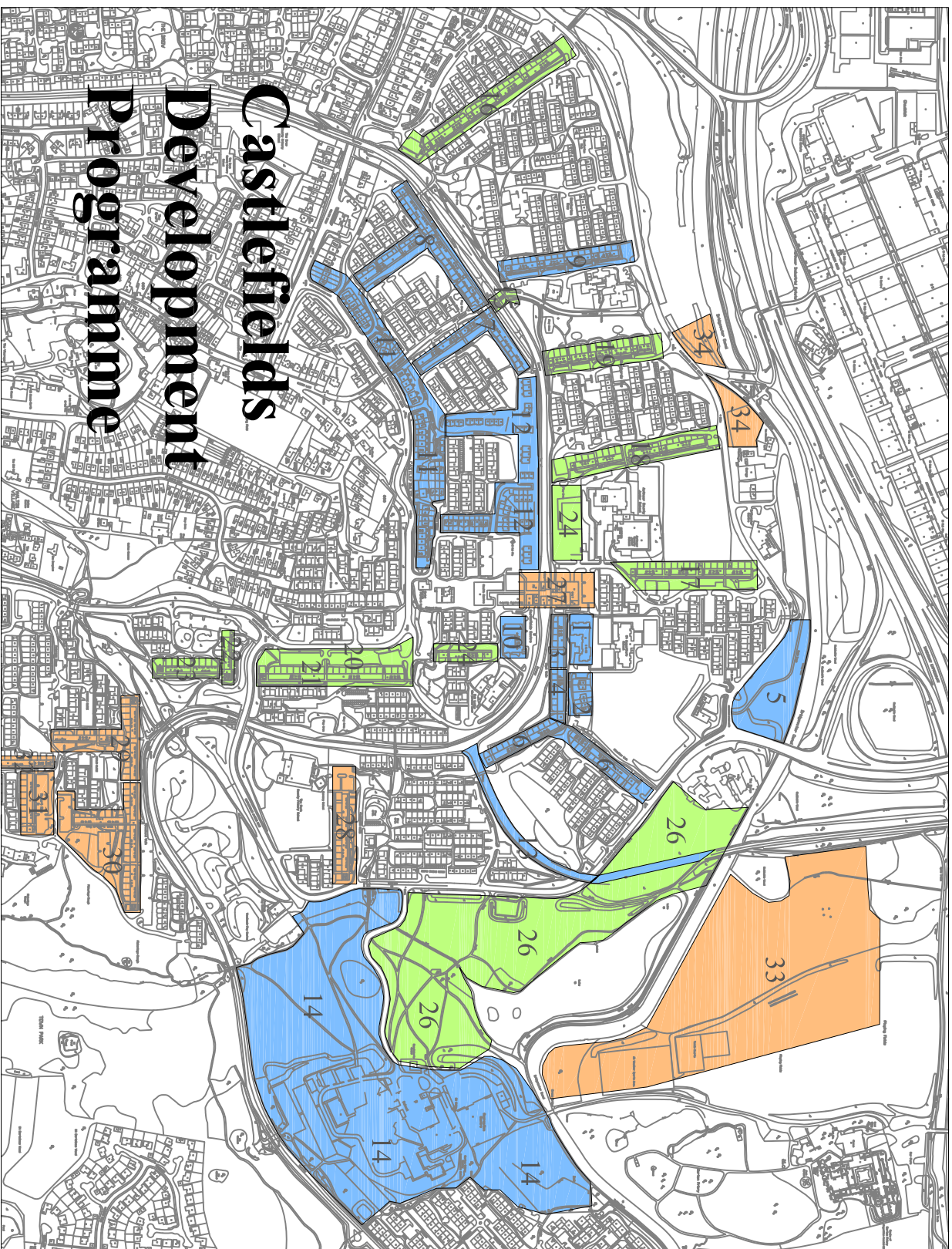
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Castlefields & Norton Priory Action Area

Map 1
Proposed Land
Use Allocations

- Transport**
- High Road
 - Local Roads
 - Local Access Paths
 - Public Road Improvements (IPAC/20)
 - Busway
 - Strand use of Footway
 - Revised of Safety
 - Revised Access Points
 - Indigenous Canal
 - Reinforcement
- Conservation**
- Conservation
 - Proposed Openings
 - Conservation System (C/S)
 - Site of Importance for Nature Conservation (SINAC)
 - Proposed Location for Replacement SINAC
 - Important Landmarks Features
 - Areas of Special Landscape Value
 - Life
- Housing**
- Proposed Housing Development Site (H1)
 - Proposed Housing Replacement Site (H1)
 - Proposed Openings Site (Open Areas) (H1)
 - Proposed Replacement Area (H1)
- Regeneration**
- Accession Boundary
 - Management Campus
 - Major Access
 - New 200' Corridor
 - Work Activity Area
- Facilities**
- 1 Local Centres
 - 2 Community Centres
 - 3 Primary Schools
 - 4 Adult Community Centres
 - 5 Public Open Space
 - 6 Play Areas
 - 7 Access Points
 - 8 Proposed B1/B2
 - 9 Employment
 - 10 Village Square
 - 11 The Green
 - 12 New Open Spaces
 - 13 New Open Spaces
 - 14 Public Open Space
 - 15 Employment
 - 16 Employment





Castlefields Development Programme

For reference purposes only. No further copies may be made.

PHASE 1 99-06	
1	Conway Court 1
2	Conway Court 2
3	Nigel Walk 1
4	Nigel Walk 2
5	Waterbridge Mews
6	Delacy & Fitzwilliam
7	Rolands & Princess
8	Rolands & Caernarvon
9	The Butts
10	Achilles Court
11	Chester Close
12	Ferryview & Rothsay
13	Busway Demolition
14	Phoenix Park / Norton Bus
PHASE 2 06-08	
15	Astmoor Subway Demo
16	Caesars & Romans
17	Kingshead Close
18	Shepherds Row
19	Keepers Row
20	Hedge Hey 1 Car Parks
21	Hedge Hey 2
22	Spimey
23	Meadow
24	Youth Centre Site
25	Richards Close
26	Lakeside
PHASE 3 06-11	
27	Village Square
28	Plantation Close
29	Woodlands & Merlin
30	Woodlands & Arthurs
31	Ruperts
32	Brereton
33	Canalside
34	Opportunity Sites



Castlefields Development Programme

Scale: _____

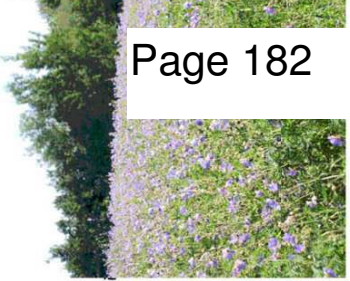
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Plan No: _____

Rev: _____



Improved structurally aesthetically as new pedestrian route...

Canal-side treatment and footpath to be done as part of proposed housing development.

Proposed ditch to take surface-water run-off from housing area.

Circular footpath route.

PROPOSED AREA FOR HOUSING (NOTIONAL BOUNDARIES)

Proposed spring meadow

Proposed woodland

Proposed summer meadow

Proposed summer meadow

NORTON PRIORY MUSEUM

Woodland planting belt along boundary with Norton Priory

Footpath / cycleway link to Phoenix Park

Drainage ditch

Pond

Lake

Drain

Drain

Drain

For more information please contact Halton Borough Council



Halton Borough Council
Major Projects Department
Castlefield Regeneration Programme
Municipal Building
Kingsway
Widnes
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WA8 7QF



Tel: 0151 907 7347



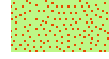


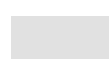



Fax: 0151 471 7418



Email: info@castlefields.info

KEY

-  Study Area Boundary
-  Formal Parkland
-  Informal Parkland
-  Wooded Areas
-  Greenspaces
 - Pocket Park (PP)
 - Open Spaces (OS)
 - Play Areas (PA)
-  Housing
-  School, Church, Other

The landscape typologies have been interpreted from aerial photographs and OS mapping

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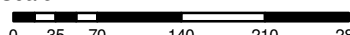


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Project:
Castlefields Tree Strategy

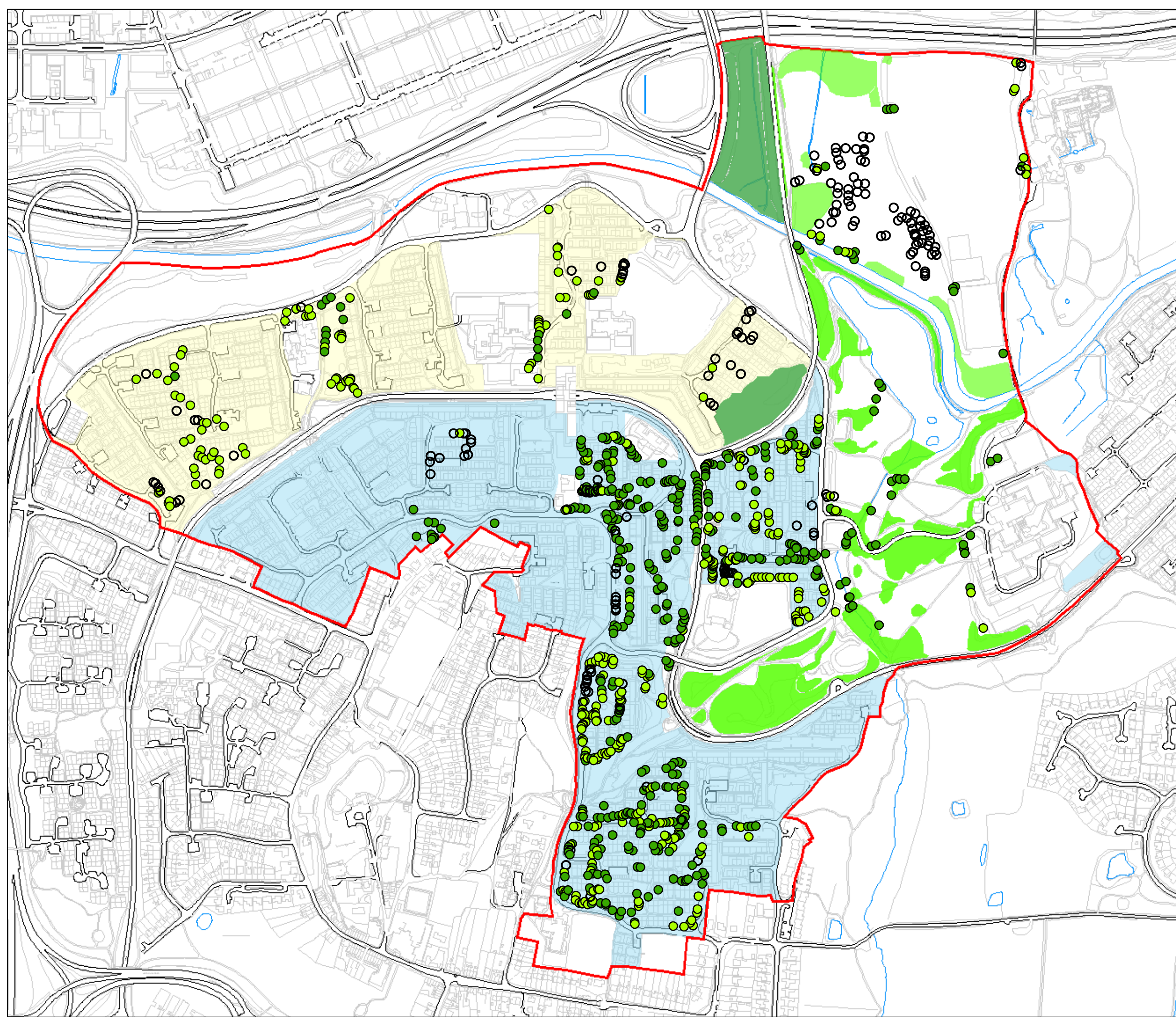
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Study Area Boundary
and Landscape Typologies

Fig. No. **Figure 1**

Scale:  Date: 21/12/06

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KEY

- Study Area Boundary
- Young Tree
- Middle Age Tree
- Mature Tree
- Group of Trees
- Wooded Copse
- LHT Ownership
- CDS Ownership

NOTE:
The trees shown on this map are from available survey data and do not represent the total tree coverage of Castlefields.

Specific age class data was not avail for groups of trees or wooded cop they are shown here for compl

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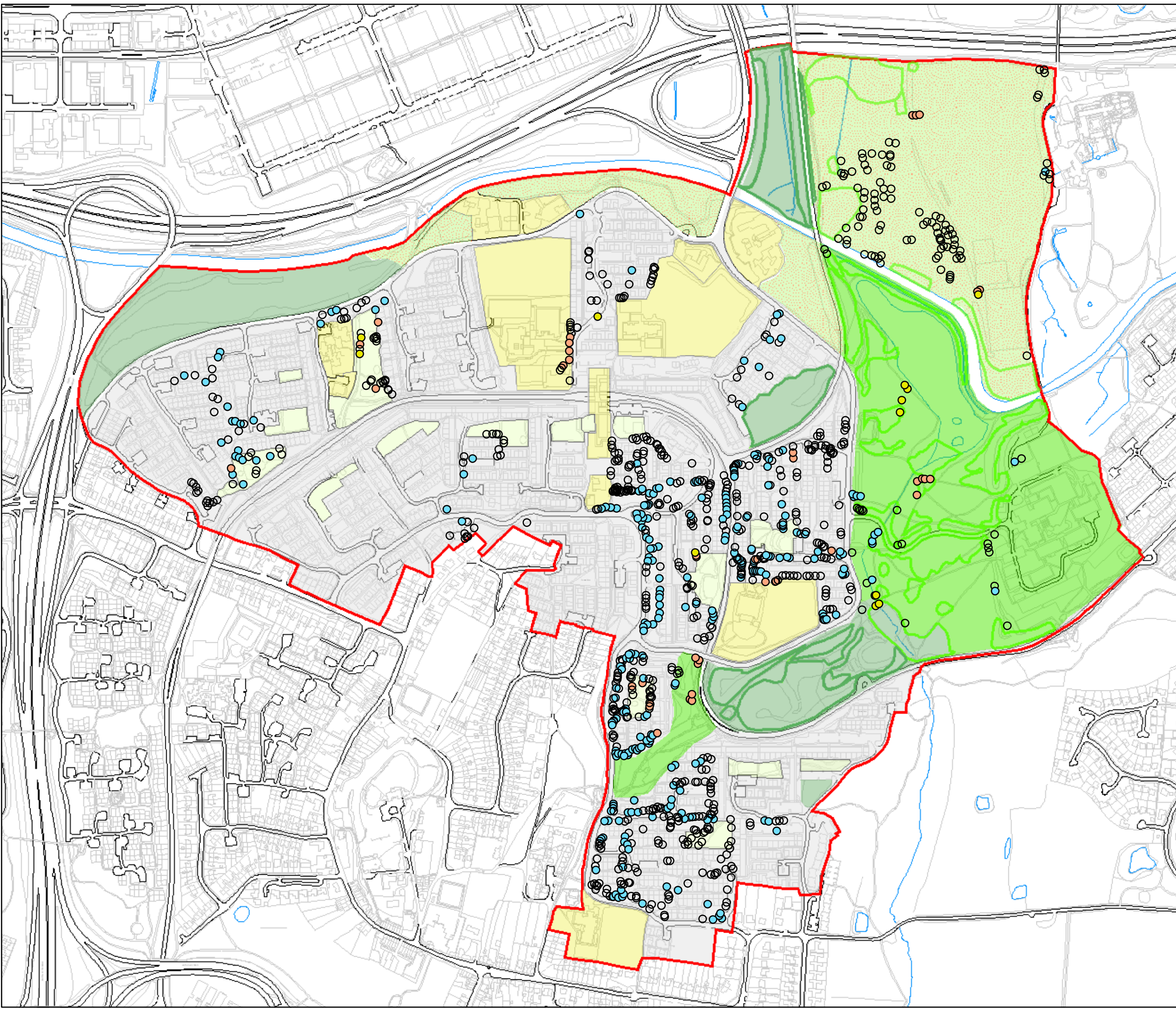
Title:
Age Class Distribution of Surveyed Trees in the Study Area with Landownership

Fig. No. **Figure 2**

Scale: Meters Date: 25/07/06

Drawn: RR Checked: PM Approved: RR





KEY

- Study Area Boundary
- Formal Parkland
- Informal Parkland
- Wooded Copses
- Greenspaces
- Housing
- School, Church, Other
- Group of Trees
- Wooded Copse
- Sycamore
- Willow
- Poplar
- Other Species

NOTE: The trees shown on this map are from available survey data and do not represent the total tree coverage of Castlefields.

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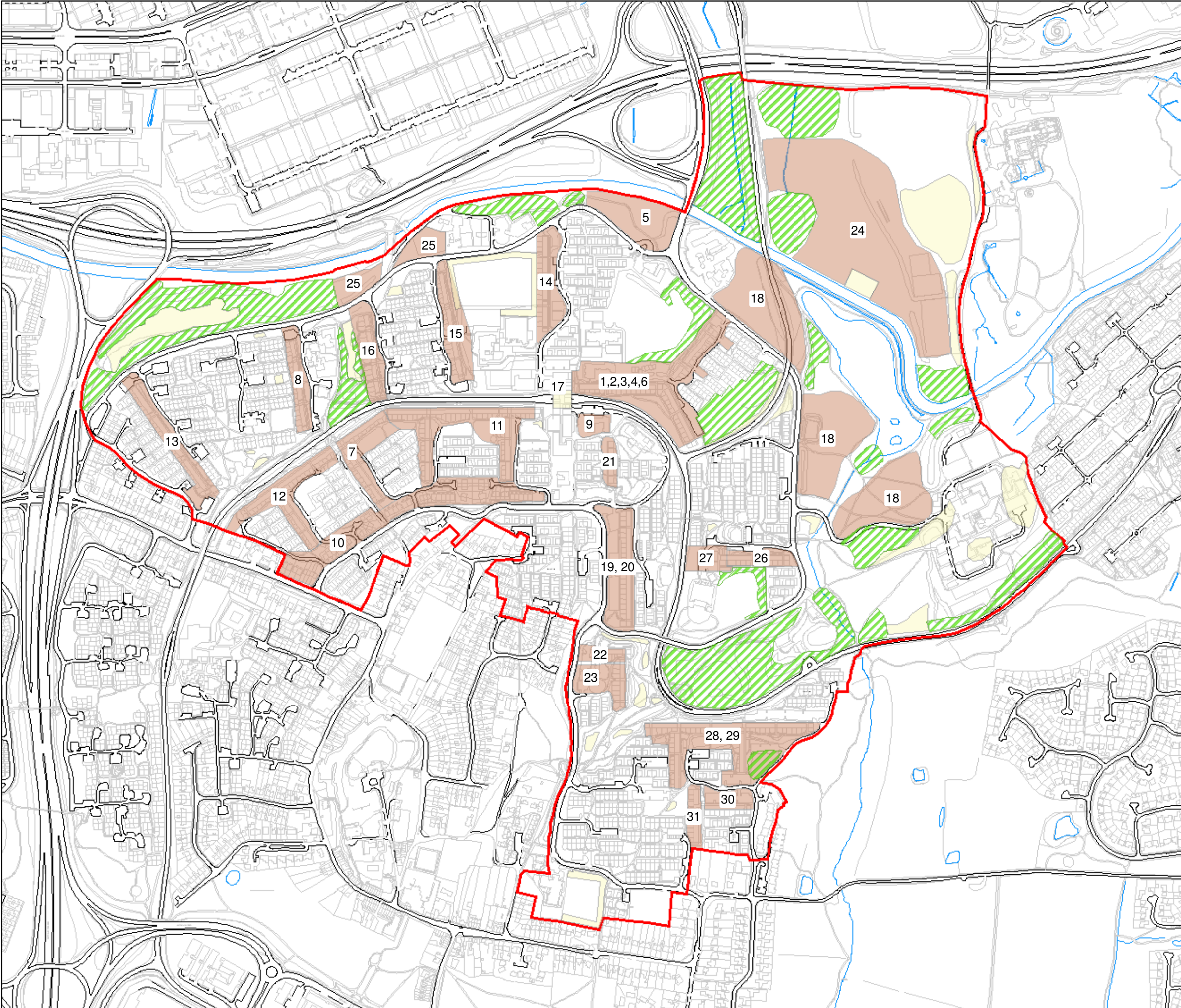
Project:
 Castlefields Tree Strategy

Title:
 Species Distribution of Surveyed Trees in the Study Area by Landscape Typology

Fig. No. **Figure 3**

Scale: Meters Date: 25/07/06

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KEY

- Study Area Boundary
- Development Areas (27Ha)
- Planting Opportunities (4.9ha)
- Opportunities to Manage Existing Planting (13Ha)

The numbered development areas relate to the masterplan key

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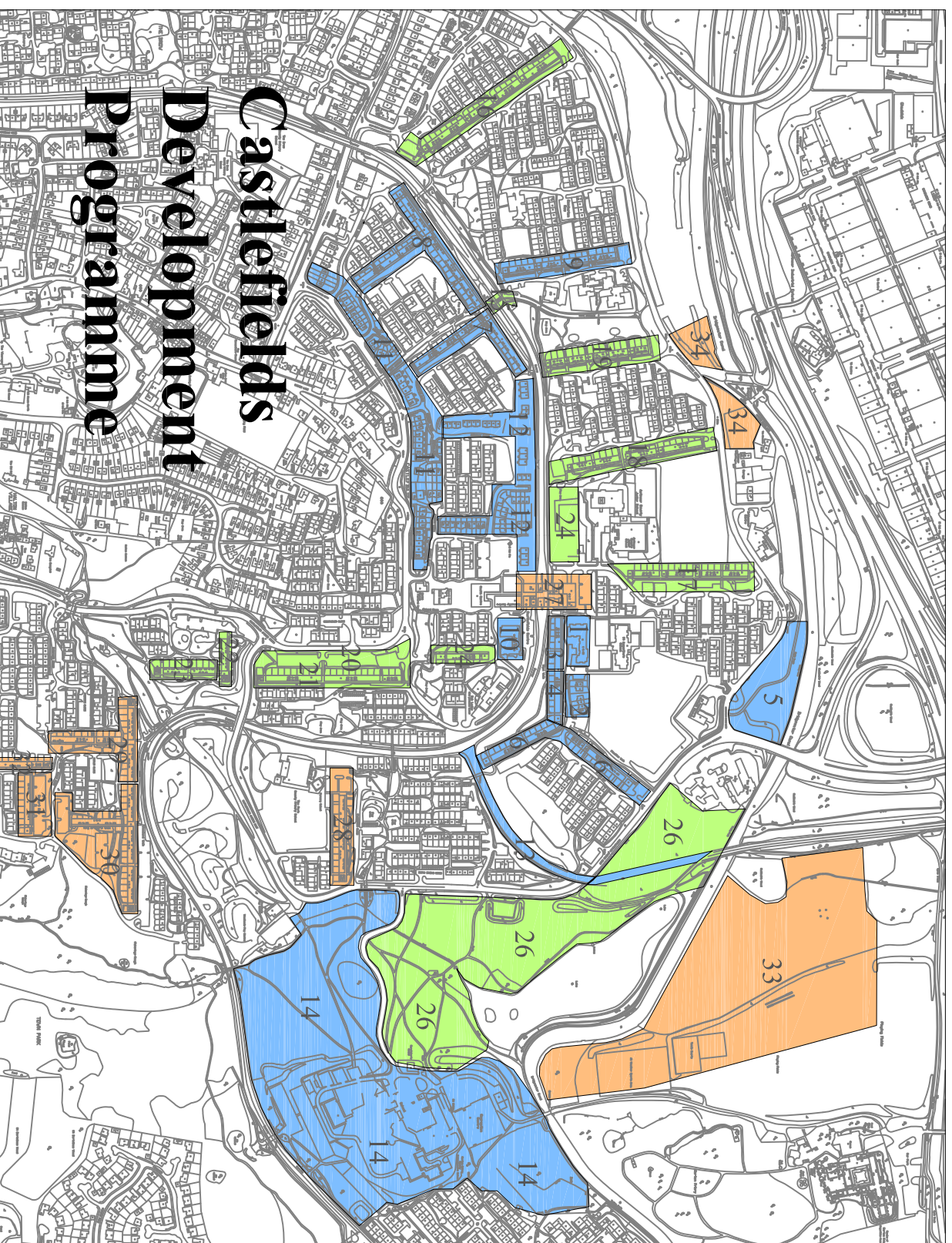
Project:
 Castlefields Tree Strategy

Title: Study Area Tree Planting and Tree Management Opportunities with Indicative Development Areas

Fig. No. **Figure 4**

Scale: Meters Date: 15/12/06

Drawn: RR Checked: CMN Approved: -



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PHASE 1 99-06	
1	Conway Court 1
2	Conway Court 2
3	Nigel Walk 1
4	Nigel Walk 2
5	Waterbridge Mews
6	Delacy & Fitzwilliam
7	Rolands & Princess
8	Rolands & Caerharvon
9	The Butts
10	Achilles Court
11	Chester Close
12	Ferryview & Rothcay
13	Busway Demolition
14	Phoenix Park / Norton Bus
PHASE 2 06-08	
15	Asmoor Subway Demo
16	Caesars & Romans
17	Kingshead Close
18	Shepherds Row
19	Keepers Row
20	Hedge Hey 1 Car Parks
21	Hedge Hey 2
22	Spinney
23	Meadow
24	Youth Centre Site
25	Richards Close
26	Lakeside
PHASE 3 06-11	
27	Village Square
28	Plantation Close
29	Woodlands & Merlin
30	Woodlands & Arthurs
31	Ruperts
32	Brereton
33	Canalside
34	Opportunity Sites



Castlefields Regeneration Programme

Scale:	Date:
Drawn by:	DATE
Checked by:	
Plan No:	Rev:

REPORT TO: Urban Renewal Policy and Performance Board

DATE: 23 January 2008

REPORTING OFFICER: Strategic Director - Environment

SUBJECT: Sandymoor Supplementary Planning Document (SPD) approval for statutory period of public consultation.

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 The purpose of this report is to inform Members of the recent approval by Executive Sub Committee for the publication of the draft Sandymoor Supplementary Planning Document (SPD) for the purposes of a statutory period of public consultation.

2.0 RECOMMENDATION: That the contents of the report be noted and detailed comments concerning the detail of the draft SPD be submitted as representations during the forthcoming consultation exercise.

3.0 SUPPORTING INFORMATION

3.1 The Sandymoor area of east Runcorn has been allocated for housing development for a number of years, most recently being confirmed as Phase 2 housing allocations in the Halton UDP. The area is expected to make a significant contribution to new house-building within the borough over coming years and Members may be aware that an innovative planning obligations legal agreement has already been put in place to secure funding for necessary off site highways and infrastructure improvements.

3.2 The development of the Sandymoor area is to be guided by a comprehensive Masterplan that is to be incorporated into the Council's planning policy framework by way of the Sandymoor SPD (**Appendix 1**). The draft of this has been produced by collaborative working between numerous departments of the Council, English Partnerships and their consultants.

3.3 The production of the SPD has been delayed due to the need to resolve unexpected technical issues. These technical issues have lead to the requirement for English Partnerships to secure planning permissions covering portions of the site in advance of the SPD process, including an outline planning consent for residential development and revised access arrangements for the southern portion of the site.

- 3.4 It is the intention that the SPD should be completed and formally adopted in time to inform the determination of all further applications, including the forthcoming reserved matters planning applications in relation to the extant outline consents.
- 3.5 Executive Sub Committee (10th January) granted approval for the document to be progressed to a period of statutory public consultation, subject to final pre-publication amendments principally regarding the inter-relationships with emerging proposals for surrounding sites at Daresbury Science and Innovation Campus and Wharford Farm. The public consultation period is expected to commence during February and run for a period of 6 weeks.
- 3.6 In addition to the SPD document itself, the new planning system requires that we prepare and publish a list of those consulted, comments received and how these were taken into account during preceding stages in the form of a Statement of Consultation (**Appendix 2**).
- 3.7 Another requirement is that a scoping exercise must be undertaken to assess whether a Strategic Environment Assessment (SEA) is required, and that a Sustainability Appraisal (SA) is produced. The purpose of the SA is to independently assess the contribution that the Sandymoor SPD will make to achieve the social, economic and environmental objectives of sustainable development. The SA also refers back to the conclusion and responses received in relation to the Scoping Report. The SA Report (**Appendix 3**) is will be consulted upon at the same time as the Draft Sandymoor SPD.
- 3.8 Once the formal public consultation exercise has been conducted, the responses will be recorded and taken into account. It is intended that a further report will be taken to Executive Board, seeking formal adoption of the Sandymoor SPD.

****All appendices are available in the Members Room****

4.0 POLICY IMPLICATIONS

- 4.1 The SPD when adopted will form part of the Local Planning Framework for Halton and will be a material consideration in the consideration of any applicable planning applications.

5.0 OTHER IMPLICATIONS

- 5.1 No other implications

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

The SPD continues to reserve a site for a new primary school, should it be required and seeks to create an attractive and safe hierarchy of

pedestrian and cycle routes, bridleways and a hierarchy of play spaces to accommodate the needs of children and young people within the area.

6.2 Employment, Learning and Skills in Halton

The SPD continues to reserve a site for a new primary school, should it be required and will seek to make appropriate connections, including by sustainable transport options, to surrounding educational and employment opportunities.

6.3 A Healthy Halton

The SPD is intended to facilitate the development of a safe, attractive and healthy community that incorporates opportunities for recreation and for healthy travel options.

6.4 A Safer Halton

The SPD is intended to facilitate the development of a safe, attractive and healthy community that incorporates opportunities for recreation and for healthy travel options incorporating the principles of Designing for Community Safety.

6.5 Halton’s Urban Renewal

The SPD is intended to facilitate the development of a safe, attractive community incorporating a number and range of housing sizes and styles under-represented in the local market, boosting Halton’s housing offer and attractiveness to existing and in-migrating families.

7.0 RISK ANALYSIS

7.1 Incorporating the detailed design principles as set out in the SPD into the adopted planning framework for the Borough will increase certainty for developers, the local community and should assist in the determination of future planning applications for development of this site.

7.2 Risks associated by not enshrining these principals in planning policy are likely to be minimal as many elements will be covered to varying degrees by standard English Partnerships site disposal contractual requirements, however this relies on third party actions and removes the opportunity for engagement with, and input from, the existing residential community.

8.0 EQUALITY AND DIVERSITY ISSUES

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

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

Document	Place of Inspection	Contact Officer
Draft Sandymoor SPD	Rutland House	Alasdair Cross
Sandymoor SPD Draft Statement of Consultation	Rutland House	Alasdair Cross

Sandymoor SPD Draft Sustainability Appraisal Report	Rutland House	Alasdair Cross
---	---------------	----------------



Draft

Sandymoor Supplementary Planning Document

Public Consultation Draft

December 2007



Presented 13 December 2007 for formal responses within six weeks to:

Operational Director
Environmental Health and Planning

Environment Directorate
Halton Borough Council
Rutland House
Halton Lea
Runcorn
WA7 2GW

Operational Director
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Environment Directorate,
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This guidance note should be read in
conjunction with the relevant policies of the
Halton Development Plan.

Prepared for Halton Borough Council by:

GVA Grimley
Jon Rowland Urban Design
RSK ENSR
ATKINS
Urban Graphics



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Purpose

- 1.1** The purpose of this Supplementary Planning Document (SPD) is to complement the Halton Unitary Development Plan (UDP), providing additional practical guidance and support for those involved in the planning of future development at Sandymoor, in East Runcorn. The key aims of development of Sandymoor are to:
- Ensure that strategic housing numbers are met through the delivery of development at Sandymoor;
 - Create a mixed and inclusive community that offers a choice of housing and lifestyle through comprehensive development;
 - Promote high-quality design to create an attractive built environment within woodland and open space, and a sense of place and community;
 - Give priority where possible to pedestrians and cyclists rather than vehicles to promote sustainable travel;
 - Maximise the opportunities for access to public transport services;
 - Make the most appropriate and effective use of land available by applying best practice sustainable principles;
 - Work in partnership to achieve a lasting quality and form of development, working collaboratively with public, private, voluntary and community groups and organisations to add value to the SPD.

-
- 1.2** By stating this purpose, the Council will seek to improve through its function as a Local Planning Authority any development proposal that does not provide for, or meet the principles encouraged and required within this SPD and the Halton UDP.
- 1.3** This SPD includes:
- An overview of the Sandymoor development, its context and history;
 - The key design influences, constraints and opportunities;
 - A set of generic design codes and guiding principles which build upon the policies set out in the Halton UDP.
- 1.4** The SPD is also accompanied by a number of statutory documents prepared to be read in conjunction with the policy guidance. These include: Sustainability Appraisal, Statement of Community Involvement and the Appropriate Assessment (a requirement of the Habitats Directive).

PLANNING HISTORY

- 2.1** The principle of development at Sandymoor was established when Section 7.1 Approval for residential development, under the New Towns Act 1981, was granted by the Secretary of State for the Environment on 21 June 1988 covering an overall gross area of circa 147 hectares.
- 2.2** Phase 1 of development at Sandymoor was undertaken during the late 1980's and early 1990's, whereby 890 residential units were built across 37 hectares of land. In 1999, the Commission for New Towns (now English Partnerships) and Halton Borough Council jointly prepared a Masterplan that considered the development potential for the remainder of the site.
- 2.3** This Masterplan subsequently informed the allocation of sites within the 2005 Halton Unitary Development Plan (UDP), which allocates some 40.66 hectares for residential development. 37.4 hectares of that 40.66 hectares presently remains available for residential development, with the capacity to deliver up to 1,423 new dwellings during Phase 2 of the UDP housing release. Phase 2 residential development was programmed to commence from May 2007, subject to sites allocated in Phase 1 being developed, and provided the number of dwellings completed on windfall sites was not substantially higher than allocated for in Phase 1.



Figure 2.1 Sandymoor Masterplan boundary

LOCAL CONTEXT

- 2.6** In the 1960's and 1970's, the Runcorn Development Corporation established development plans for Runcorn New Town. Several villages were at the time built as 'satellites' to the main centre of development.
- 2.7** Sandymoor was a later addition to the urban area, with its development beginning in the 1990's, situated to the east of the original New Town residential areas of Windmill Hill and Castlefields. Sandymoor clearly has several different characteristics to these older areas, reflecting more speculative suburban housing styles. These predominantly comprise two storey detached dwellings with private gardens.

SITE DESCRIPTION

- 2.8** The Sandymoor development site comprises 78.1 hectares of land, of which some 37 hectares have already been developed. A further 18 hectares of land is currently subject to extant planning permissions. The Sandymoor development site comprises around 25-30 hectares (net) of land available for future development in accordance with the Masterplan.
- 2.9** The Masterplan area primarily comprises open land, paddocks and woodland. The sites' topography is relatively flat, but slopes gradually to the north, rising more steeply alongside the Bridgewater Canal towards the western boundary of the site.

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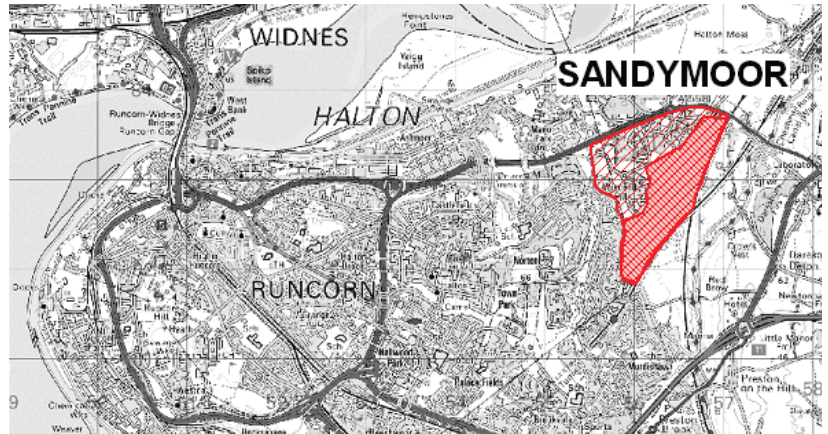


Figure 2.3 Sandymoor Location Plan

SITE LOCATION

- 2.10** The Sandymoor development site is situated on the eastern edge of the Cheshire town of Runcorn (See Figure 2.3). The area is bound to the north by the Daresbury Expressway (A558), the primary access point to existing residential development at Sandymoor. The West Coast Main Line (WCML) and Manchester-Chester railway lines lie immediately to the east, whilst the Bridgewater Canal runs along the western and southern edges of the site.
- 2.11** In regional terms, Sandymoor is well connected via the M56, A56 and A558 road network, connecting the site directly with Runcorn, Manchester and Chester, in addition to the M6 corridor. Runcorn East train station lies approximately 1.5km to the south of the site, providing a link with rail services to Warrington, Manchester, Chester, The Wirral and North Wales.

Design Influences

constraints &
opportunities

- 3.1** This SPD is subject to a number of development constraints that need to be considered during the preparation of new development proposals, and in the subsequent determination of planning applications by Halton Borough Council. Details of these constraints and potential development opportunities are set out below:

a) INFRASTRUCTURE

Railway Lines and Noise Attenuation

- 3.2** One of the planning conditions attached to the original 1988 Sandymoor Section 7.1 Approval was the requirement to maintain a buffer zone of circa 100m along the eastern boundary of the site adjacent to the WCML and Manchester to Chester railway line. However, this separation distance has been reviewed during the preparation of this SPD and Masterplan based on latest noise assessments.
- 3.3** PPG24 'Planning and Noise' (1994) provides explicit advice to Local Planning Authorities when considering residential development proposals near to railways. Surveys should assign whole sites or parts of sites to one of four Noise Exposure Categories (NEC's). In Category A areas noise need not be a factor in granting planning permission. However within Category D areas, planning permission should normally be refused.

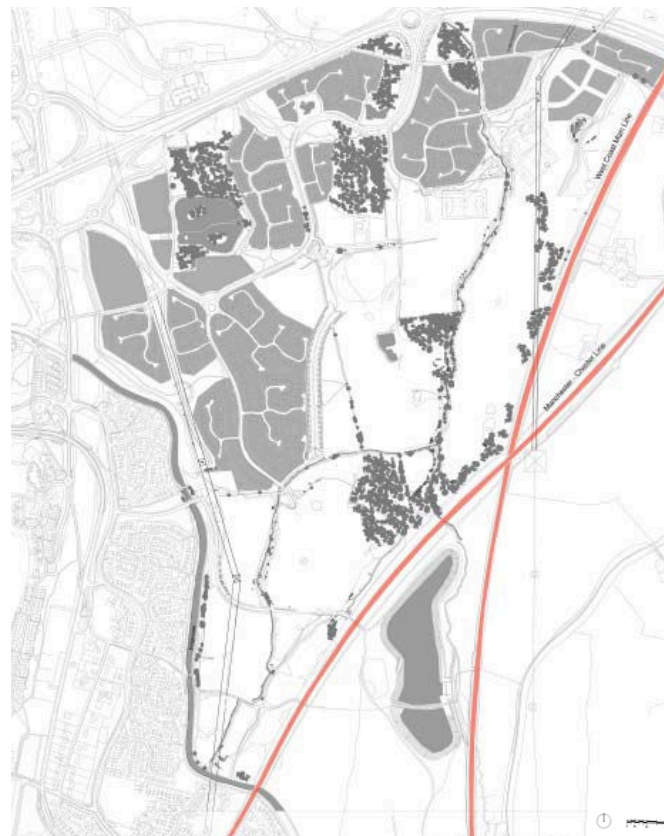


Figure 3.1 Existing railway lines

- 3.4** The latest noise model indicates that the majority of the development plots at Sandymoor fall within NEC B, with a stand-off distance to the NEC B/C boundary from the West Coast Main Line of approximately 50m. This reduces to circa 30m for the Manchester to Chester railway line due to fewer vehicle movements along this route. It should be noted that sections along the eastern boundary of the site are located close to the NEC B/C boundary.
- 3.5** NEC B advises that noise issues should be taken into account during the determination of planning applications and, where appropriate, conditions be imposed to ensure an adequate level of mitigation against noise. The model does not include proposed residential buildings, however it is anticipated that the acoustic shadows behind houses fronting onto the track may fall within NEC A.
- 3.6** The above findings are based on a comprehensive record of actual rolling stock and operations along the West Coast Main Line and Manchester to Chester railway line adjacent to the Sandymoor development site.

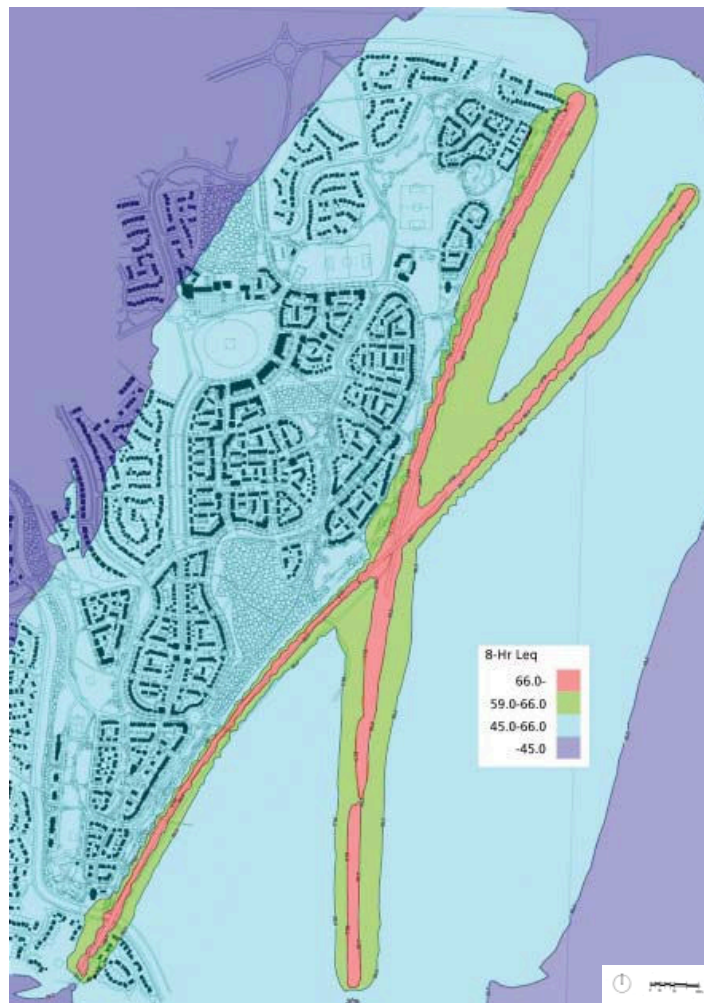


Figure 3.2 Noise levels from railway

Existing Road Network

3.7 The future wider development of the site presents an opportunity to enhance and extend the existing Sandymoor highway network, in accordance with this SPD and Masterplan, and promote a higher level of sustainable travel amongst local residents through the provision of new public transport, walking and cycling routes and linkages.

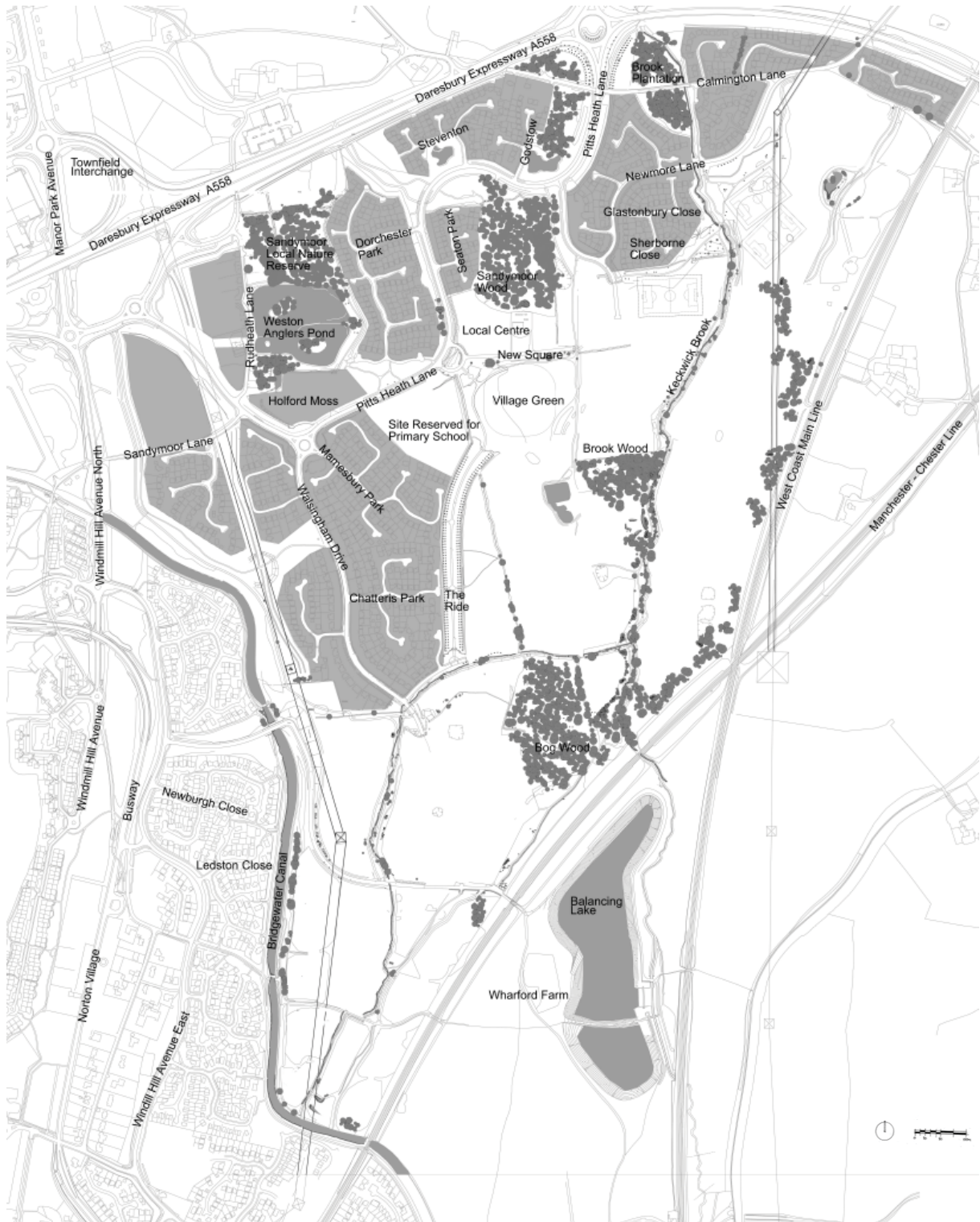


Figure 3.3 Existing road network plan

- 3.8** As part of the revision to the Masterplan the hierarchy of the highways has been established to provide quality links to the existing network and beyond. The revised Masterplan includes a new vehicular access from Windmill Hill Avenue on the west side of the site, traversing the Bridgewater Canal. This is a significant change to the previous 1999 Masterplan, which sought access only from the Daresbury Expressway onto Pitts Heath Lane. Roundabout layouts have been re-configured to accommodate the revised highways orientation and access points into each individual land parcel. These modifications take into account aspects including road type, junction spacing, frontage access, and visibility. Traffic management on the existing main roads has also been addressed as part of the Masterplanning process. This will involve enhancing pedestrian crossings, and incorporating additional traffic calming measures where necessary.
- 3.9** The street hierarchy takes into account public opinion voiced during the consultation event held at Sandymoor Hall in April 2005, to provide a main local distributor road primarily for vehicular access and public transport linking the existing network to rest of the development via a grid of pedestrian-friendly and shared surface access routes. Detailed proposals are set out in the 'Street Design Guide Principles' in Appendix I. In addition, the outline planning application for Sandymoor South which was granted planning permission in May 2007, was subject to formal public consultation during November 2006 at which the proposals for a new vehicular access from Windmill Hill were presented to local residents.

b) WATERCOURSES

Brooks and Tributaries

3.10 Within the Sandymoor development site lie two brooks which form the main watercourses, both running north towards the River Mersey. They comprise:-

1. Keckwick Brook

3.11 Designated as a 'Main River' by the Environment Agency, this brook forms the main natural drainage component to the Sandymoor site. It enters the site from the Wharford Farm area, under the railway line to the south east of Bog Wood and leaves via a culvert under the Daresbury Expressway at Sandymoor Junction. The brook is well colonised by waterside trees that links both Bog and Brook Wood and constitutes an important wildlife corridor. Water vole field signs have been identified all along this brook within the Sandymoor site (2006 Survey).

2. Sandymoor Main Ditch (referred in this document as Sandymoor Brook)

3.12 This brook enters the area at the southern tip of the site, emerging from a culvert under the Bridgewater Canal, and joins into the Keckwick Brook just north of Bog Wood. Surveys have indicated that suitable water vole habitat occurs at various points along this brook.

3. The Bridgewater Canal

3.13 The Council is a partner in the Bridgewater Way regeneration project, which seeks to create a 65km/39 mile leisure route for walkers and cyclists along the length of the historic Bridgewater Canal. The Bridgewater Canal runs along parts of the western and southern boundaries of Sandymoor. This will continue to serve as a major leisure route with accessible towpaths. Footpaths from within the site should connect with these where possible. There is the opportunity for development adjoining the canal to make arrangements for necessary improvements to the canal towpath in accordance with the guidance contained within the Council's Provision of Open Space SPD.



Figure 3.4 Existing watercourse plan

c) UTILITIES

Overhead Cables/Pylons

- 3.14** The two overhead electric cable routes that run along both the eastern and western edges of the site represent significant development constraints at Sandymoor. The western cables are 275kV (with a maximum of 400kV) high voltage power lines maintained by National Grid Transco. In contrast, the eastern overhead power lines are 132kV high voltage, and maintained by Scottish Power. New development proposals each must ensure that a specific stand-off distance from the overhead power lines is created due to the requirement for statutory safety clearances.
- 3.15** To assess the potential impact of electro-magnetic fields (EMFs), a wide range of health studies have previously been undertaken by several organisations as commissioned by Central Government. However, none of these have established a direct linkage between EMFs and symptoms of ill health.
- 3.16** The revised Masterplan requires all new housing to maintain a non-statutory minimum separation distance of 25m either side of centre line of the western 400kV power line corridor to the building lines of residential development in full compliance with the National Radiological Protection Board's (now part of the Health Protection Agency) current minimum requirements.

Future Utility Services

- 3.17** The supply of utility services to new development, including electricity, gas, water and telecommunication, has been identified as a potential constraint due to the significant increase in load as a result of increased unit numbers. The relevant service providers are and will continue to be kept fully informed of development proposals to establish any future network upgrading or reinforcement requirements. The Masterplan includes the location for a proposed sub-station adjacent to the new access road from Windmill Hill Avenue.



Figure 3.5 Existing overhead pylons

d) NATURE CONSERVATION

3.18 Scattered within the development area lie several natural and man-made (WWII bomb craters) ponds. Surveys indicate that these ponds, despite some drying out during the summer months, support a variety of amphibians including a small population of protected great crested newts. Where proposed development is likely to impact directly upon these ponds, the Masterplan has identified the opportunity to accommodate provision elsewhere within the development area to not only compensate for the loss of any existing ponds, but also provide new ponds to increase 'connectivity' of the amphibian habitats at Sandymoor, thereby enhancing the local environment for the amphibian populations. In addition, these ponds will serve as attractive natural features to the benefit of the local community.

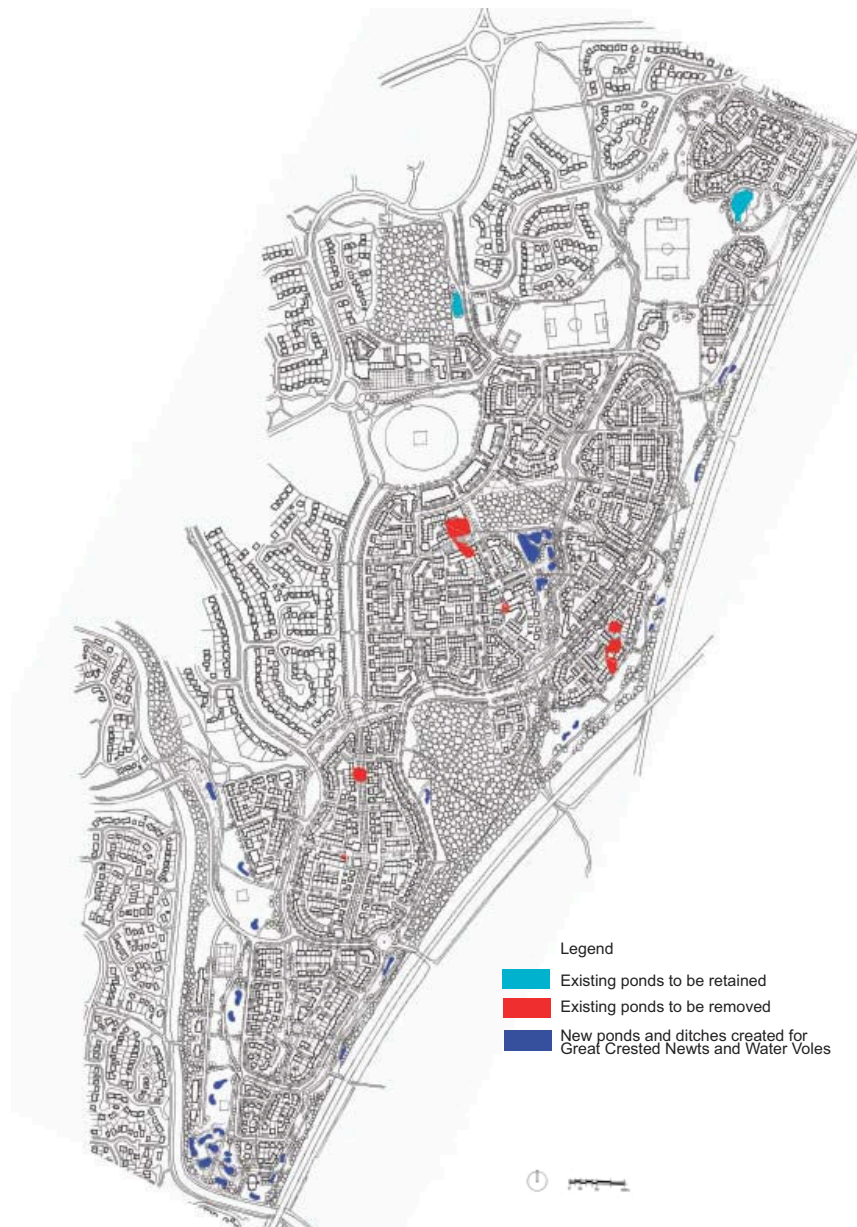


Figure 3.6 Location of existing and proposed ponds

e) FLOODPLAIN MITIGATION

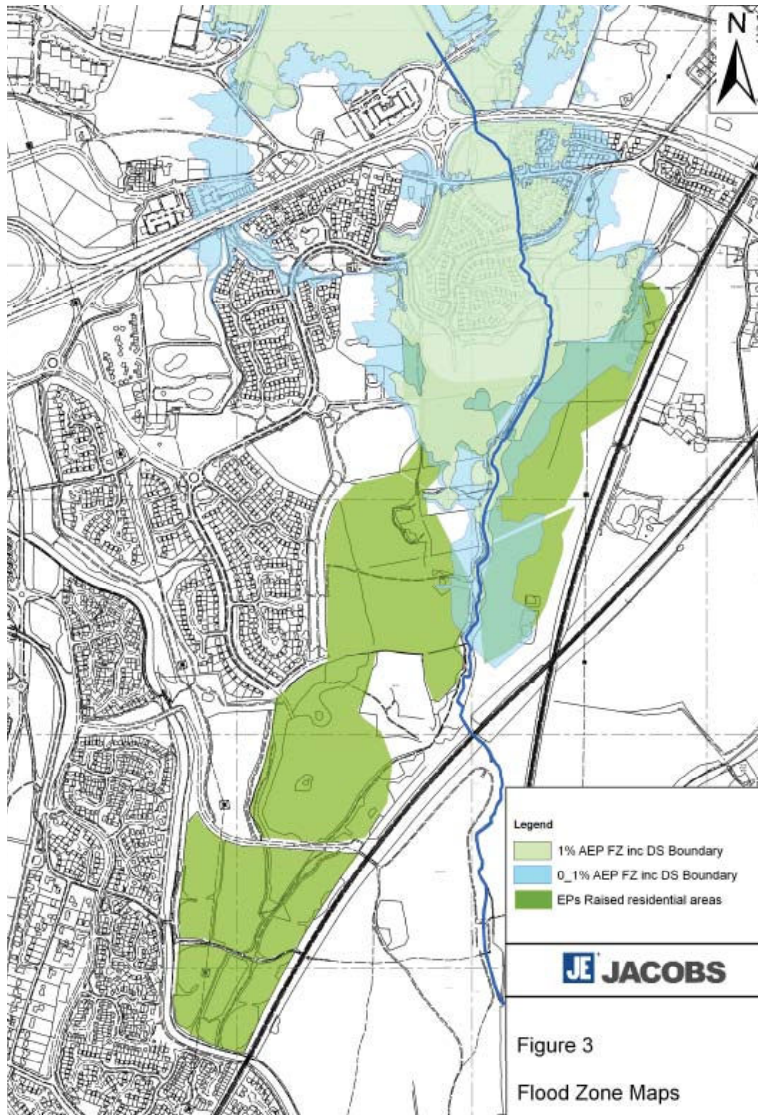


Figure 3.7 Flood risk plan

3.19 As previously discussed within this SPD, an area of potential flood risk is located within northern Sandymoor. The extent of the floodplain has been identified through a study commissioned in late 2005/early 2006. The findings determined that areas of the proposed development do fall within the revised Zone 2 (0.1%, 1000 year) and Zone 3 (1%, 100 year) Flood Outlines. Flood mitigation measures have therefore been developed for the Masterplan to reduce this risk of flooding to an acceptable level. This will be done through providing compensatory flood storage, reprofiling the site to physically raise ground levels above the 1% flood level and ensuring that all commercial and residential development takes place within the lower risk zones (i.e. Zone 1 Low Probability and Zone 2 Medium Probability). Detailed hydraulic modelling has been undertaken to demonstrate the effectiveness of these flood mitigation measure and ensure that there is no net loss of floodplain storage or exacerbation of flood risk downstream. Initially, the location of playing field provision was changed to ensure that no built development would be located within a high risk flood area. This undevelopable area of land has also been identified for playing field provision in the revised Masterplan, forming part of a 'land-swap' with land in southern Sandymoor in order to prevent any new development within the unmitigated floodplain. To reflect this change, planning permission was granted in May 2007 which allowed for this 'land-swap' as part of the overall Masterplanning process.



Figure 3.8 Proposed open space and playing fields plan

f) OPEN SPACE PROVISION

3.20 The total quantity of public open space provision located within Sandymoor has been established through conforming to the guidance of the National Playing Fields Association. This specifically identifies a '6 acre standard' (2.4ha) per 1000 population of playing pitch and passive recreation provision within new residential developments. The provision of natural green space follows Natural England's Natural Green Space standards amended to meet Halton Borough Councils standard (2.75 Ha per 1,000 population). The total provision of 49 hectares of open space at Sandymoor exceeds the combined minimum requirement of 25.75 hectares (based on an estimated population figure of 5,000) by 23.25 hectares. Halton Borough Council has previously prepared an 'Audit of Recreational Provision', which identified a shortage of playing fields within East Runcorn. To satisfy the needs of the local community, the Masterplan provides for 3 new junior (or 2 senior) playing fields within northern Sandymoor.

g) GROUND CONDITIONS

- 3.21** A geological review of Sandymoor has indicated that the entire site is underlain by glacial till, comprising marine and estuarine alluvium, blown sand and localised clay, and rocks of the Triassic Mercia Mudstone and Sherwood Sandstone groups. At present, further investigation of a geotechnical nature comprising shell and auger boreholes, and trial pits including associated geotechnical testing is considered necessary for certain areas within Sandymoor.
- 3.22** There is no evidence on review of previous site history to suggest that the site is contaminated as a result of previous use(s). The majority of Sandymoor has essentially remained as agricultural land, with extensive residential development within the immediate surrounding areas.

h) DRAINAGE

- 3.23** There is adequate capacity within the existing foul and surface water trunk sewers to accommodate the additional flows from housing areas with an increased residential density. The existing foul and surface water trunk sewers have been constructed at depths deep enough to allow all the remaining undeveloped sites to discharge via gravity sewer connections.
- 3.24** Each parcel of land must be drained to specific outfall manholes that have been designed to accept the relevant discharge from catchment areas based on the Masterplan. Any further additions or alterations made to the Masterplan must be considered against the revised sub-catchments now proposed. All sewers offered for adoption must comply with United Utilities easement requirements.

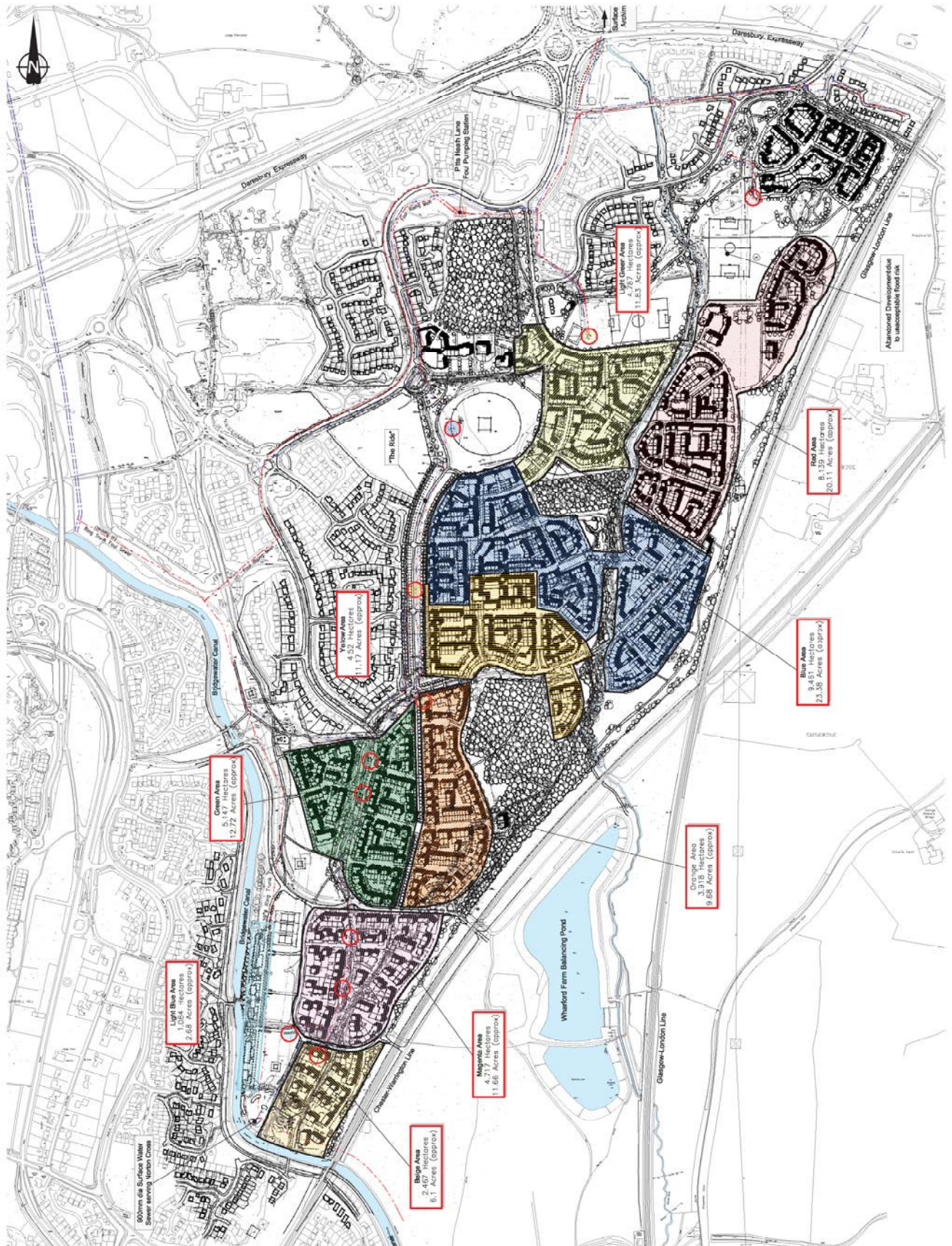


Figure 3.9 Drainage plan

i) FOOTPATHS

3.25 The existing Sandymoor development has established a series of footpath routes, mainly associated with the highway network. Footpaths within existing open space in the northern parts of Sandymoor have also been established, and link not only with road footpaths but also pedestrian routes towards Moore Village and across the Bridgewater Canal to Windmill Hill. A formal central tree-lined avenue 'The Ride' has been developed leading from the Village Green and proposed Local Centre towards the south of the development site. New proposed footpaths will need to link with the existing network and extend accessibility not only into the new open spaces but also to the wider countryside.

j) PUBLIC RIGHTS OF WAY

3.26 Designated public rights of way currently exist across the south of Sandymoor (Gooseberry Lane) forming a link between sections of The Bridgewater Canal and the adjacent surrounding countryside. They also run along the canal towpath. The opportunity exists for the strategic footpaths through and beyond the site to be linked and extended into the development to provide a continuity of existing 'leisure' routes.

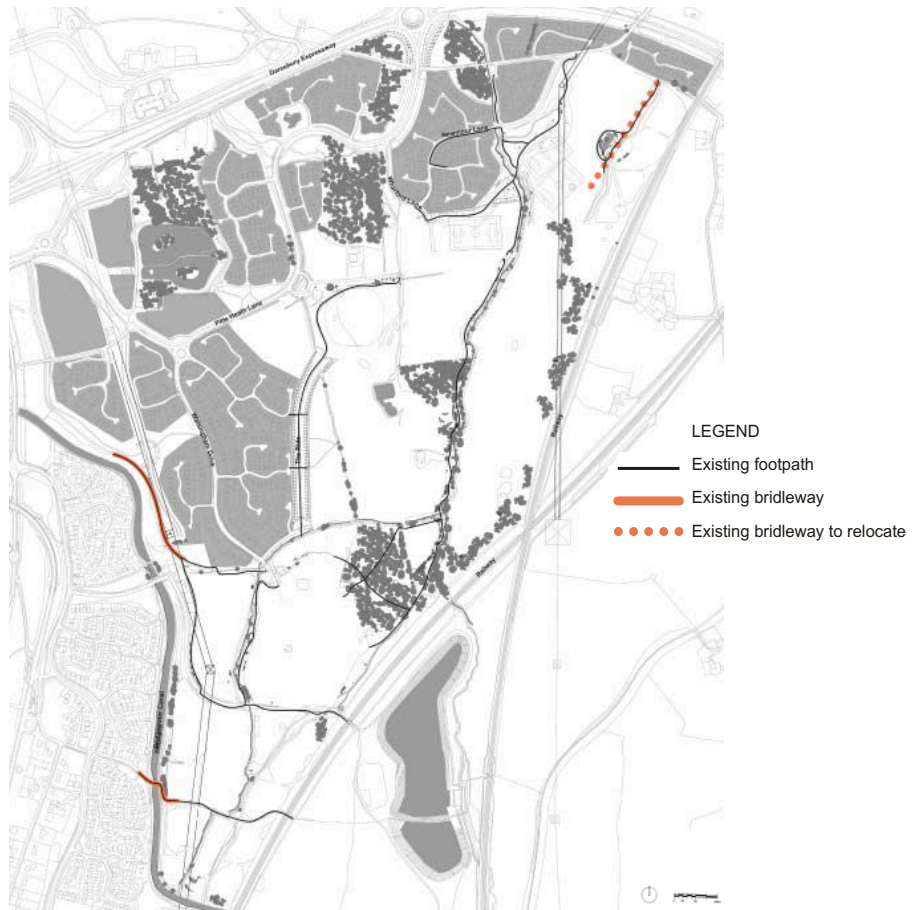


Figure 3.10 Existing footpaths and public rights of way

- Streets are laid out to maximise the opportunities for people to use public transport, ensuring most people are about 400 metres or 5 minutes walk from the bus route.
- A key principle of the plan is managing and calming traffic throughout the area. A network of pedestrian-friendly community residential streets and footpaths that are designed using 'Home-Zone' principles will be provided. 'Home-Zones' are a new initiative to design local streets to drastically reduce car speeds and promote a local sense of neighbourhood and community. The street combines areas for walking, sitting, recreation and car parking and, through its landscape design, can help provide a unique identity.



Figure 4.1 Proposed movement plan

Sandymoor Design Principles

- 4.1** The following section outlines the broad design principles at Sandymoor which have influenced the preparation of the Masterplan, and to which new development proposals must conform. These principles form the basis of detailed Design Codes which are not part of the adopted SPD but will be applicable at detailed / reserved matters application stage.
- 4.2** Design Codes that provide an agreed level of detailed design guidance to provide assurance to the Council with regards to the quality of new housing, and certainty to the developer as to what is required to obtain planning permission for new development at Sandymoor.
- 4.3** This SPD sets out below the overarching design principles that need to be met at Sandymoor.

MASTERPLAN – DEVELOPMENT PRINCIPLES

1. Strengthening the Community

- Development will be arranged to focus on the Local Centre and its facilities of shops, Community Centre, school, Village Green, leisure and sports activities.
- The plan will direct pedestrian and cycle access to the Centre, making it easy and safe to get to and from all parts of Sandymoor.

2. Movement

- A hierarchy of routes will provide choice of different kinds of movement across Sandymoor.
 - 'The Avenue', a traffic-managed bus route to accommodate speeds of up to 30mph
 - The 'Village Street' that reflects many of the principles of traditional streets with speeds up to 20mph
 - The 'Farm Lane' that reflects many of the principles of rural routes with speeds up to 20mph
 - Access streets that act as a transition between 'The Avenue' and community residential streets
 - Pedestrian-friendly community residential streets that are heavily traffic-calmed and designed to 'Home-Zone' principles with very low speeds.

- Streets are laid out to maximise the opportunities for people to use public transport, ensuring most people are about 400 metres or 5 minutes walk from the bus route.
- A key principle of the plan is managing and calming traffic throughout the area. A network of pedestrian-friendly community residential streets and footpaths that are designed using 'Home-Zone' principles will be provided. 'Home-Zones' are a new initiative to design local streets to drastically reduce car speeds and promote a local sense of neighbourhood and community. The street combines areas for walking, sitting, recreation and car parking and, through its landscape design, can help provide a unique identity.



Figure 4.1 Proposed movement plan



Village Green



Keckwick Brook



Bog Wood

3. Landscape and Ecology

- The Masterplan will be designed to maintain high levels of public open space with an extensive network of footpaths, cycleways and bridle paths that provide links between all parts of the site and connections to areas adjacent to Sandymoor.
- Existing woodland is maintained and enhanced.
- Green routes will link the different types of open space together.
- Wildlife corridors will be created along the western and eastern edges of the site and along the Keckwick Brook watercourse. Ponds will be relocated as part of a wildlife conservation programme.
- Amenity spaces like the Village Green, The Ride and its extension, playing fields and play areas will be located to take account of accessibility and efficient use of land. The main sports and multi-use games area will be located adjacent to the village centre but in the flood plain.

4. Development Layout

- Sandymoor will have its own overall identity. A series of character areas will provide more local identity. These are influenced by local attributes to be found in neighbouring Cheshire villages, adjacent neighbourhoods, and the demands of sustainable development.
- A mix of house types will be provided to build a balanced community. A Local Centre will provide a mix of uses including commercial, retail and community facilities.
- Current national planning policy seeks to ensure efficient and sustainable development. Higher densities will add to the vitality of the area and help ensure the viability of many community facilities including the school. The average density of new housing will be higher than the existing development.
- New dwellings will be built outside the flood plain and set back from the power lines. There are opportunities to build closer to the railway with dwellings specifically designed to minimise the impact of noise.
- New dwellings will face the public realm, overlook and front all streets, footpaths and 'greens' to provide natural surveillance. The Masterplan has been designed to conform to advice from the police contained in their publication 'Safe Places: The Planning System and Crime Prevention'.

MASTERPLAN – URBAN DESIGN PRINCIPLES

I. Establishing Character



Cheshire village, Frodsham



Cheshire village, Tarporley



Runcorn New Town



BedZed

- The site's natural features such as the woodland, canal and watercourses will be incorporated into the Masterplan.
- Wildlife habitat will be enhanced and a nature conservation area established.
- Connections between development and its features will allow residents to enjoy them.
- New development will be integrated into the landscape using existing and new structure planting, reinforcing local species.
- New development will ensure that buildings front the public realm, that streets and spaces are connected.
- The detailed layout and design of the development will reinforce a sense of place.
- The design will incorporate three character areas based on proximity to the Local Centre, transport, density, and phasing and within each of these character areas there will be a range of densities depending on location.
- The use of local materials, decorations and details will also enhance local distinctiveness. This will include texture and colour of materials including signage, street furniture, lighting, and public art/craft work.
- The scale, heights and massing of development will generally reflect that of adjacent neighbourhoods and take account of the views, vistas and landmark buildings.

2. Providing Enclosure

- Development will follow building lines that will reflect, reinforce and help define public space, whether a street, The Ride, the 'Village Green' or local open space.
- Continuous development will ensure a clear distinction between public and private space – and create simple boundaries to the street block.
- Houses will look onto the public realm. There will be no blank gable walls. Corner buildings will be encouraged. Development will meet 'Secure by Design' standards.
- Balconies, projections, bay windows will all help add visual delight.
- Private and communal space at the rear of buildings will be designed to provide adequate privacy and security.
- The development would be appropriately scaled to create a sense of enclosure in streets and other public spaces.
- Dwellings will have a threshold to ensure a separation between public and private space. That threshold/boundary will vary in width depending on location, and comprise a range of materials, landscape or form.

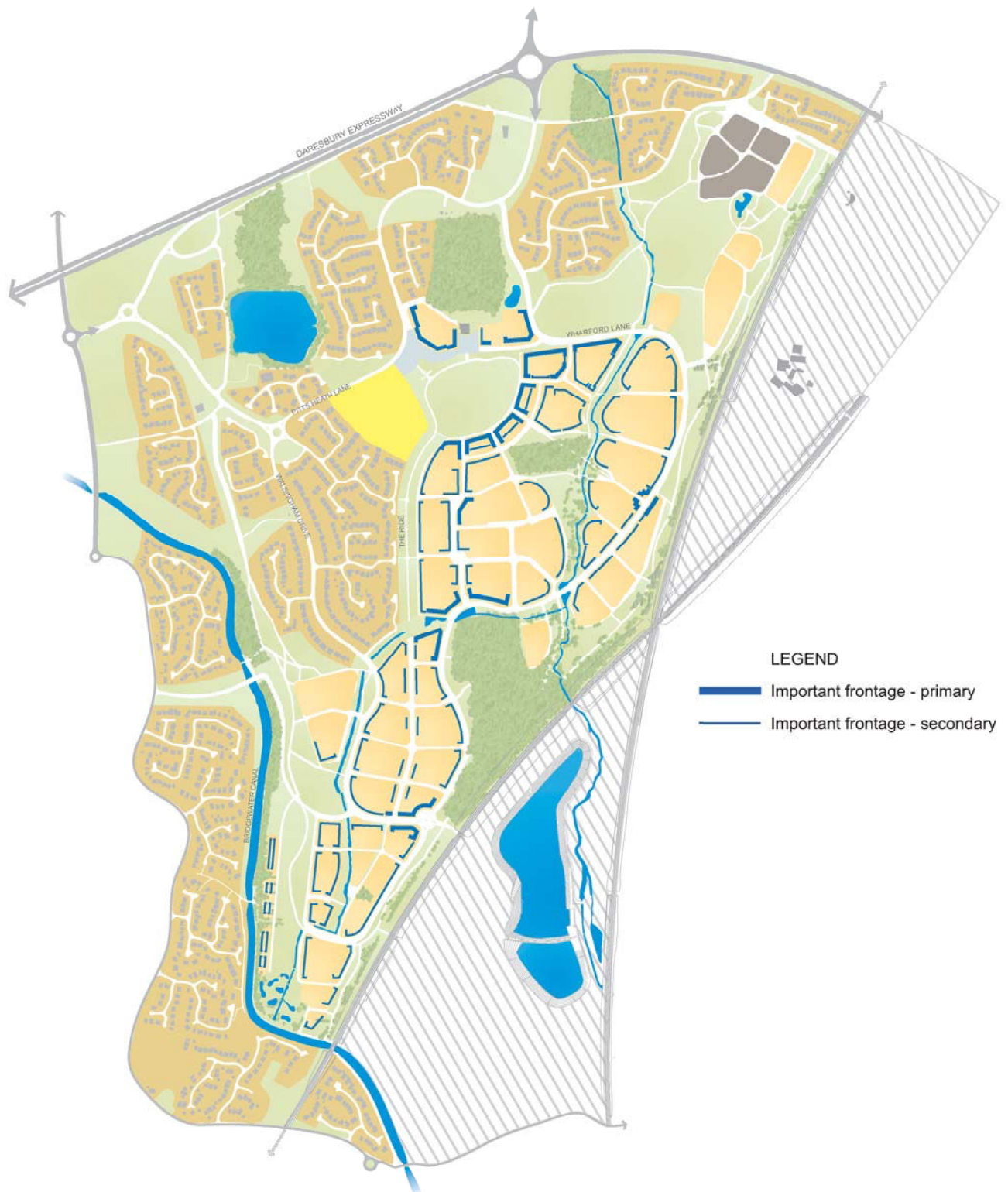


Figure 4.2 Important frontages

3. The Public Realm



Active streets



Bridgewater Canal

- A series of different public spaces will be designed such as 'The Village Green', 'The Ride' extension, the 'Village Square', other small squares and incidental spaces including more natural areas such as the banks of Keckwick Brook.
- These will function as part of a network of spaces linked by pedestrian and cycle routes.
- Street junctions will be designed as 'places'.
- Streets will be tree-lined to reflect the green character of the area.
- The Local Centre will be built around a new shared surface 'Village Square'. Ground floor uses will be retail and commercial with residential above. Facades will be largely glazed and other active frontages will augment this. The design of the Local Centre and the square will be integrated.
- The potential for limited ground floor uses such as small office or community space will be acceptable within housing areas, where appropriate and indicated.
- All public spaces will have a function.
- All public realm, including streets, footpaths, squares and parks, will, where possible, be the subject of natural surveillance from surrounding dwellings.
- All parking courts will be similarly overlooked.
- Public spaces will take account of orientation and microclimate.
- Public art / craft work and well-designed street furniture/signage will generate local identity.
- A hierarchy of play spaces will be integrated into the development.



Civic space along the 'Village Street'

4. Movement Network

- Sandymoor will be designed to put people before traffic, to create a clear permeable network of streets and public spaces, but also have a good movement system for cars and buses.
- A network of streets and public spaces will connect Sandymoor – both existing and proposed – together, linking also with adjacent neighbourhoods.
- Public transport will be accommodated along 'The Avenue'. Bus stops will be arranged to minimise walking distances where possible.
- Streets will be designed as public spaces providing continuous frontage development. Dwellings on some streets such as 'The Avenue' will be serviced from the rear. All streets will be designed to be pedestrian friendly.
- Smaller streets such as the community residential streets/ 'home-zones' will act as pedestrian connections and managed vehicular links.
- Streets will be designed to accommodate a variety of traffic management and calming mechanisms, such as changes in horizontal and vertical alignments, build outs, changes of materials/surface textures, colours, reduced radii and lighting; subject to visibility and tracking requirements.



Sustainable modes of transport



'Village Street'

'The Avenue'

5. The Image of Sandymoor

- Development will be sited to create new views and vistas throughout the site, and to enhance existing views. This will provide people with landmarks and references that will define key routes and spaces.
- The use of public art/craft will reinforce this.
- The grouping of dwellings will reinforce the different identities and character areas within Sandymoor.
- Corner buildings, architectural 'set-pieces', changes in landscape, materials, colour, design treatment will enhance public spaces and ensure legibility of the character areas.

6. Flexibility and change

- Dwellings will be designed to allow for change to be accommodated. Adaptable ground floors in certain locations will allow other uses to take place. Roof space, the potential for extensions and flexible floor space will be built into the design of dwellings.
- Dwellings will accommodate change to cater for residents' changing circumstances. Building Lifetime Homes and accessibility will be required.
- Public spaces, such as the 'Village Square' and 'The Village Green' will be used for a range of activities including spill-out, public events, parking and amenity.
- Layout of infrastructure shall be easily accessible and take account of change.

7. Variety and choice

- A mix of house types, ranging from apartments to detached houses will be provided in order to create a balanced community.
- Diversity of layout, built form will contribute to the local sense of identity within the different character areas.

8. Sustainable development



EP Summit House

- All new homes will be required to achieve Code for Sustainable Homes Level 3 up to 2010, potentially rising to further levels in later phases. Housing will be designed to lessen the impact on the environment by meeting new environmental and best practice standards, reducing the carbon footprint, and exceeding the regulatory standards.
- Housing will be designed in a more compact way to create higher densities than the earlier phases of Sandymoor in line with government advice on sustainable development.
- Dwellings will be energy efficient through layout orientation of development blocks and adjacent open space to take advantage of solar and wind direction. Best practice energy efficient design consistent with economic demands will inform the design of dwellings including facades, service/utility areas.

Masterplan

Adopted Masterplan

'All development proposals at Sandymoor must comply with the adopted Masterplan which identifies the key design elements and layout.'

Justification

'The integrity of the Masterplan is essential in delivering a comprehensive scheme for Sandymoor that takes account of the many physical constraints of the area. The Masterplan has been designed in consultation with local stakeholders and residents, in order to enhance the development area whilst ensuring the efficient use of land in a well-planned and cohesive manner. Minor changes to the overall Masterplan will only be permitted where a developer can prove that there are significant constraints that impede the Masterplan in its adopted form.'

- 6.1 The following section provides supplementary guidance to the policies contained in the adopted Halton UDP, to which all development proposals at Sandymoor must conform. This guidance takes the form of general Sandymoor-wide policies and, where applicable, specific Sandymoor Character Area policies.

HOUSING

SMH1 Phasing of Development

The release of individual sites for development will be in accordance with a scheme of works intended to ensure that development does not proceed ahead of the infrastructure works necessary to support it.

Justification

The remaining developable land at Sandymoor is allocated in the Halton UDP for development during housing phase 3 (2007 – 2011). It is anticipated that 200 units will be constructed per annum, hence development of the whole site is estimated to take circa 7 – 8 years. The current infrastructure, particularly road access, is inadequate to safely allow unconstrained development across the site and as such the phased release of sites is proposed to manage development and the provision of the infrastructure improvements required to service it.

SMH2 Density of New Development

At Sandymoor, Halton Borough Council will encourage new residential development comprising an average of 40 units per hectare in accordance with the Development Plan.

Justification

Planning Policy Statement 3: Housing (2006) encourages residential development that makes more efficient use of land, and seeks greater intensity of development at locations with good public transport links. The emerging Regional Spatial Strategy for the North West promotes a minimum density of 40 dwellings per hectare in urban areas for new residential development, and it is to these emerging development plan requirements that residential proposals at Sandymoor should conform.

SMH3 Design of New Development

The design of all new development at Sandymoor should conform to the relevant Sandymoor Character Area Policies and Street Design Guide Principles (Appendix I), and associated design policies within the Halton UDP.

Justification

The Character Area Policies and the Street Design Guide Principles provide more detailed guidance to which all future development proposals at Sandymoor must conform. These reflect the design policies outlined in the adopted Halton UDP, and associated SPD's.

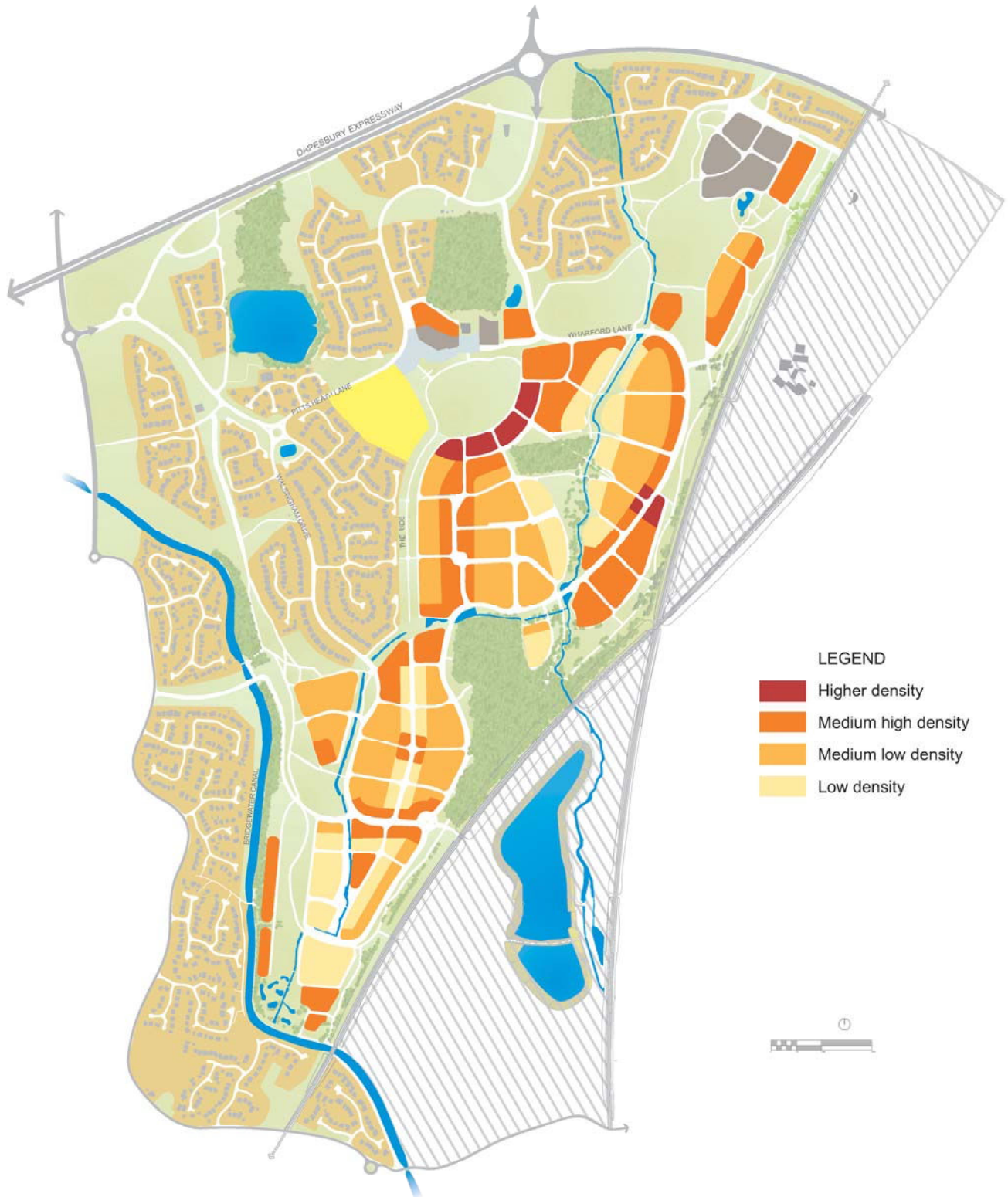


Figure 6.1 Proposed development intensity plan

SMH4 Provision of Recreational Open Space

Developers will be required to provide a financial contribution towards the development of new open space provision at Sandymoor for both passive recreation and wildlife conservation, in accordance with the adopted Halton UDP, the Council's Provision of Open Space SPD, and Bio Action Plan.

Justification

Recreational and sport pitch open space is a requirement of all new residential development proposals at Sandymoor. Developers will be required to make adequate provision for new recreational open space both as part of development and with regard to sport pitches, and financial contributions, as per the agreed Sandymoor Section 106 Agreement.

SMH5 Recreational Play Open Space Requirements

Proposals for recreational play space at Sandymoor should include provision for sport pitches, LEAP's (Local Equipped Areas for Play), NEAP's (Neighbourhood Equipped Areas for Play) and MUGA's (Multi-Use Games Areas) to address identified local needs, in accordance with National Playing Fields recommendations, the adopted Halton UDP, and the Council's Provision of Open Space SPD.

Justification

The requirement for recreational play space provision at Sandymoor is based on the standards of the National Playing Fields Association. The play areas should be of a suitable configuration and topography to accommodate the aforementioned facilities.



Figure 6.2 Play space plan

TRANSPORT

SMTPI Cycle Provision

All development proposals will be required to enable for safe and convenient cycle access and movements through Sandymoor, linking new routes with existing cycle routes in Sandymoor. The proposed Ride extension will form the main dedicated shared footpath/cycle route linking the new development to the key areas of Sandymoor. As well as providing connections to the existing routes on the site new and upgraded links will be provided to the adjacent communities. This will include providing links to Windmill Hill Avenue, and improve links to Runcorn East Station to the south of Sandymoor. All new cycle routes will be designed to be well lit secure links with the appropriate landscaping to encourage alternative methods of transport than the car.

Justification

The encouragement of cycling should help reduce the need to use private cars, as outlined in the Sustrans: National Cycle Network Guidelines and Practical Details, PPG1 3: Transport, and the Halton Local Transport Plan 2. It is essential that new roads and junctions are designed to take into account the safety of cyclists. Additional facilities including cycle parking should be provided as part of new development at Sandymoor.

SMTP2 Pedestrian Provision

All development proposals at Sandymoor will be required to enable for safe and convenient pedestrian permeability through Sandymoor by way of their design and layout, and ensuring that all new routes from sustainable and safe connections to existing pedestrian routes in Sandymoor. As well as the new links mentioned above for the shared footway/cycleway routes the new development promotes informal pedestrian priority throughout the development by establishing a 'homezone' approach to the design of the streets. The design of the street is an integrated exercise that encompasses the dwellings fronting that street and the treatment of the public realm. Shared surfaces, changes in construction materials, horizontal alignment, landscaping and lighting will all help encourage walking and cycling to school, community hall and shops at the expense of the car.

Justification

The provision of a safe and convenient network of pedestrian routes is important in providing a choice of transport modes for people, with particular emphasis on child safety. The encouragement of residents to walk will assist in reducing the need to use private cars. Consideration should be given to design, landscaping, furniture, signing and lighting to encourage Sandymoor residents to use the pedestrian routes both within and outside of the development area. All pedestrian routes should, be subject to natural surveillance.



Figure 6.3 Designated green space

SMTP3 The Greenway Network

All development proposals at Sandymoor must incorporate the existing and proposed Greenway Network as identified on the Halton UDP Proposals Map.

The network comprises of:-

- 'Railway Green' Corridor;
- 'Canal Green' Corridor;
- 'Keckwick Brook' Corridor;
- 'Sandymoor Brook' Corridor;
- Bridgewater Canal Towpath;
- Public footpath and bridleway to Windmill Hill;
- Public footpath and bridleway to Wharford Farm and Daresbury (Gooseberry Lane);
- Public footpath and bridleway between Townfield Interchange and Moore Village.

Justification

The proposed "Green Corridors" as identified on the Proposals Map are made up of proposed off-road links for walking, cycling, and horseriding together with wildlife connectivity routes. They connect to facilities and other green spaces within Sandymoor and the wider countryside.

Development proposals for Sandymoor will be expected to satisfy all of the following criteria: -

- a) The appearance of pedestrian and vehicle routes through development linking into the green corridors should be enhanced, with increased soft landscape elements such as additional street trees and shrub beds;*
- b) Routes into the green corridors should be identifiable by the use of specific hard/soft landscape details and signage, and give priority to pedestrians and cyclists;*
- c) Consideration should be given to identifying and implementing clear and safe road crossings or junctions for pedestrians, cyclists, and horseriders. Streets will be managed and calmed at appropriate locations.*

SMTP4 Car Parking

All development proposals at Sandymoor should provide for appropriate levels of car parking at suitable locations in accordance with the Street Design Guide Principles. The number of parking spaces provided should be in line with Halton BC's adopted parking standards. A variety of car parking will be required as part of new developments, as outlined in the Street Design Guide Principles (Appendix 1).

Justification

The availability of car parking has a major influence on the means of transport people choose for their journeys. Car parking provision at Sandymoor should contribute to the promotion of sustainable transport choices, including the promotion of non-car modes of transport in accordance with PPG13: Transport (March 2001) and the adopted Halton UDP.

SMTP5 Transport Statements

Where there is a requirement for an outline planning application to be supported by a Transport Statement, this should be prepared in accordance with the Street Design Guide Principles.

Justification

A Transport Statement should be submitted with future outline planning applications at Sandymoor where required. A full TIA will only not be required provided that overall dwelling numbers do not significantly exceed those tested in the East Runcorn Study (2003), commissioned by Halton Borough Council.

SMTP6 Traffic Management and Road Safety

Where identified as a requirement through an accompanying Transport Statement, development proposals at Sandymoor should where necessary incorporate traffic management and traffic calming measures to enhance the safety of local residents, pedestrians, cyclists, public transport users and motorists.

Justification

Where new development is identified to have a likely impact upon the local highway network, additional traffic management measures may be deemed appropriate. This will be particularly relevant for development proposals adjacent to existing residential areas, and for integrating the new Local Centre with both existing and proposed residential development.

The Masterplan integrates new roads, junctions, pedestrian and cycle routes with existing links on Sandymoor. The proposals must ensure that safety measures and traffic calming to assist in the reduction of accidents as per the Halton Local Transport Plan 2006/7 to 2010/11. Measures implemented to enhance safety will include lighting, landscaping, street furniture and natural surveillance, as well as traffic calming measures comprising adjustments to horizontal and vertical alignments, material change, 'build-outs' and other mechanisms to be agreed with Halton Borough Council, prior to the commencement of development.

The Halton Local Transport Plan 2006/7 to 2010/11 places a high priority on Local Safety Schemes. It is considered essential that these schemes are supported by measures to ensure that new development helps to improve transport safety, in accordance with the targets of the Halton LTP and the emerging Regional Spatial Strategy.

BUILT ENVIRONMENT

SMBE1 General Requirements for Development

Development proposals at Sandymoor will only be permitted where policies and guidance within this SPD, the adopted Halton UDP, and the Council's emerging Local Development Documents are fully satisfied, having particular regard for the following:

- Layout
- Density
- Scale
- Massing
- Height
- Public Realm

Justification

To satisfy the design policies of the Halton UDP, all development proposals will have to fulfil criteria in relation to Environmental Quality, Accessibility, Conservation of the Natural Environment, Infrastructure and Management of Resources.

SMBE2 Construction Impacts

The loss of amenity to existing Sandymoor residents by virtue of noise disturbance and construction works traffic should be minimised at all times. Construction works should be programmed to respect the residential amenity of existing residents and seek to minimise any impacts. Developers will be required to set out their mitigation proposals to Halton Borough Council prior to the commencement of development.

Justification

Throughout the construction of all new development at Sandymoor, the impact upon existing residents in terms of amenity and noise disturbance should be minimised to respect quality of life, and in particular ensure that adequate measures are implemented to maintain the safety of residents.

SMBE3 Access to Buildings and Public Spaces

Proposals for public buildings and spaces will be required to comply with Government Access regulations. An Access Statement (forming part of a wider Design and Access Statement) will be required to ensure the development responds to the needs of people with disabilities and/or restricted abilities.

Justification

Public places within Sandymoor should be accessible to all members of the community, whether able bodied or disabled, and as safe as possible. Ensuring adequate access to new buildings is an important means of achieving this. Proposals for public areas, open space, pedestrianisation, car parking and street furniture should all take account of these requirements.

SMBE4 Boundary Walls and Fences

All boundary treatments will be required to be visually attractive, constructed of high-quality and durable materials, appropriate to their setting. A range of boundary thresholds on to the public realm will be acceptable, including railings, hedges and walls. No timber fences designed or sited on boundaries within the public realm will be permitted.

Justification

Halton Borough Council is committed to enhancing the quality of the built environment. In determining proposals for residential development at Sandymoor, the Council will have regard to the amenity and visual impact of all proposed boundary treatments in addition to security considerations.



Boundary wall treatment

GREEN ENVIRONMENT

SMGE1 Development within Proposed Greenspace

Development within the proposed greenspace, as defined on the Masterplan, will not be permitted except for:

- Leisure related facilities including pavilions and changing rooms;
- Interpretation Centre as part of Nature Conservation;
- Informal shelters at key locations;
- Public Art.

Justification

No proposals shall result in the loss of green space as identified on the Masterplan, or be designed for recreational use other than that proposed, to provide adequate wildlife connectivity and important links to the Greenway Network.

SMGE2 Loss of Designated Green Space

No proposals shall result in the loss of green space as identified on the Masterplan and be designed for recreation use other than that proposed.

Designated site include the following:

- a) Railway Green Corridor
- b) Canal Green Corridor
- c) Keckwick Brook Corridor
- d) Bridgewater Wildlife Area
- e) Village Green
- f) The Ride Extension
- g) Playing Pitches

Justification

The SPD seeks to ensure the retention and protection of existing greenspace at Sandymoor in accordance with the Halton UDP. The impact on views of residents and users will be of fundamental importance where development proposals affect informal or casual greenspace.

SMGE3 Sites of Importance for Nature Conservation

Development will not be permitted on a Site of Importance for Nature Conservation. Designated sites include:

- a) Bridgewater Wildlife Area
- b) Keckwick Brook Corridor
- c) Sandymoor Brook Corridor

Justification

Nature conservation will be enhanced through improvements to Keckwick Brook and Sandymoor Brook environments, the establishment of an area of nature conservation at the southern boundary with Bridgewater Canal, and the integration and protection of Bog Wood and Brook Wood.



Figure 6.4 Brook Corridors

SMGE4 Local Wildlife Area

Development will not be permitted on the Bridgewater Local Wildlife Area.

Justification

To safeguard adequate habitats (and feeding areas) for wildlife without undue disturbance from adjacent development.



Figure 6.5 Bridewater local wildlife area

SMGE5 Flora and Fauna

On a site supporting a species of flora or fauna protected under national legislation or its habitat, an expert on the relevant protected species should carry out a detailed site survey together with recommended mitigation to avoid disruption to that species as a result of new development.

Justification

The presence of a protected species will be a material consideration when determining development proposals which would likely result in harm to a species and/or its habitat.

SMGE6 Ancient Woodlands

Existing ancient woodlands within the Sandymoor development site will be protected. No development will be permitted within a protected building line stand-off distance of 15-20m from existing trees. New housing units should only front woodland, and no back gardens will be permitted along woodland boundaries in compliance with Woodland Trust requirements. Designated Ancient Woodlands at Sandymoor include:

- a) Brook Wood
- b) Bog Wood
- c) Sandymoor Wood

Justification

The Sandymoor Masterplan and SPD retain and protect existing ancient woodlands at Sandymoor. Development proposals should not cause damage, directly or indirectly, to Ancient Woodlands at Sandymoor and all must conform to the requirements of the Woodland Trust.



Figure 6.6 Important woodland features

SMGE7 Important Sandymoor Landscape Features

Development will not be permitted on land designated as being an Important Sandymoor Landscape Feature in accordance with the adopted Halton UDP. Adjacent development should seek to respect the existing visual and physical characteristics of each Important Sandymoor Landscape Feature. Important Sandymoor Landscape Features include:

- a) Brook Wood
- b) Bog Wood
- c) Sandymoor Wood
- d) Bridgewater Nature Reserve
- e) Keckwick Brook Corridor
- f) Sandymoor Brook Corridor
- g) Railway Green Corridor
- h) Canal Green Corridor
- i) The Ride
- j) Proposed South Ride and Square
- k) Sandymoor Village Green

Justification

There are a number of Important Landscape Features at Sandymoor, all of which have an important role in defining and enhancing the character of the area. All development proposals should protect and retain these existing features.

SMGE8 Bridgewater Canal

Development will only be permitted adjacent to the Bridgewater Canal where it is in accordance with the Masterplan and the Development Plan, provided it will not have a structural impact upon the canal, provides for natural surveillance on to the canal, and minimises the impact on the following:

- a) Recreation and tourism;
- b) Amenity of the canal;
- c) Landscape and wildlife;
- d) Views;
- e) Access to towpath;
- f) The Greenway Network; and
- g) The cleanliness of the Canal.

Justification

New residential development adjacent to the Bridgewater Canal will promote and enhance the area as an accessible amenity. New development should also enable connections to create a permeable movement network, the design of which should take into account the protection of existing wildlife and habitats.

SMGE9 Brooks and Tributaries

All proposed works to the brooks and their tributaries should enhance the landscape and ecological characteristics as identified on the Masterplan. Diversions or alterations of channels will be permitted provided they enhance the overall public amenity, flood mitigation, landscape and ecological characteristics. In addition, an appropriate stand-off distance from the watercourse to maintain wildlife connectivity should be agreed between developers, Halton Borough Council and other statutory bodies.

Justification

The in-channel mitigation works have been designed to avoid adverse impacts on existing environmental features and habitats, whilst providing the opportunity to create habitat and enhance the ecological potential of the nature corridor elsewhere.

FLOOD RISK

SMFRI Flood Risk Assessment

A Flood Risk Assessment (FRA) will be required for submission with all planning applications on development sites in excess of 1 hectare, and those situated within and directly adjacent to the identified area of flood-risk in northern Sandymoor. The FRA will require formal approval from the Environment Agency prior to the determination of any planning applications to which this applies.

Justification

The FRA demonstrates that the development will be safe, without increasing flood risk elsewhere as there is no net loss of existing floodplain storage within the system. This is in accordance with the guidelines of PPS25 'Development and Flood Risk.'

UTILITIES

SMUTI Separation Distances

To reflect current legislation, all development proposals will be required to maintain a non-statutory separation distance of 25m either side of the centre line of the 400kV powerline corridor at Sandymoor in accordance with the Masterplan.

Justification

Two overhead electric cable routes run along both the eastern and western edges of the site, each providing a significant constraint at Sandymoor. New development proposals must ensure that a specific stand-off distance from the overhead power lines is created due to the requirement for statutory safety clearances. The revised Masterplan requires new housing to maintain a non-statutory minimum separation distance of 25m either side of the centre line of the powerline corridor (400kV) to reflect existing development. This is in compliance with the National Radiological Protection Board (now part of the Health Protection Agency) current minimum requirements.

Character Area Principles

- 7.1** Following the completion of the masterplanning process, the Sandymoor development site has been divided into three distinct Character Areas; Brookwood; Southride; and Bridgewater as shown below.
- 7.2** The following section sets out a series of Character Area specific policies which build upon the broad Sandymoor generic policies, and to which future development proposals should conform.

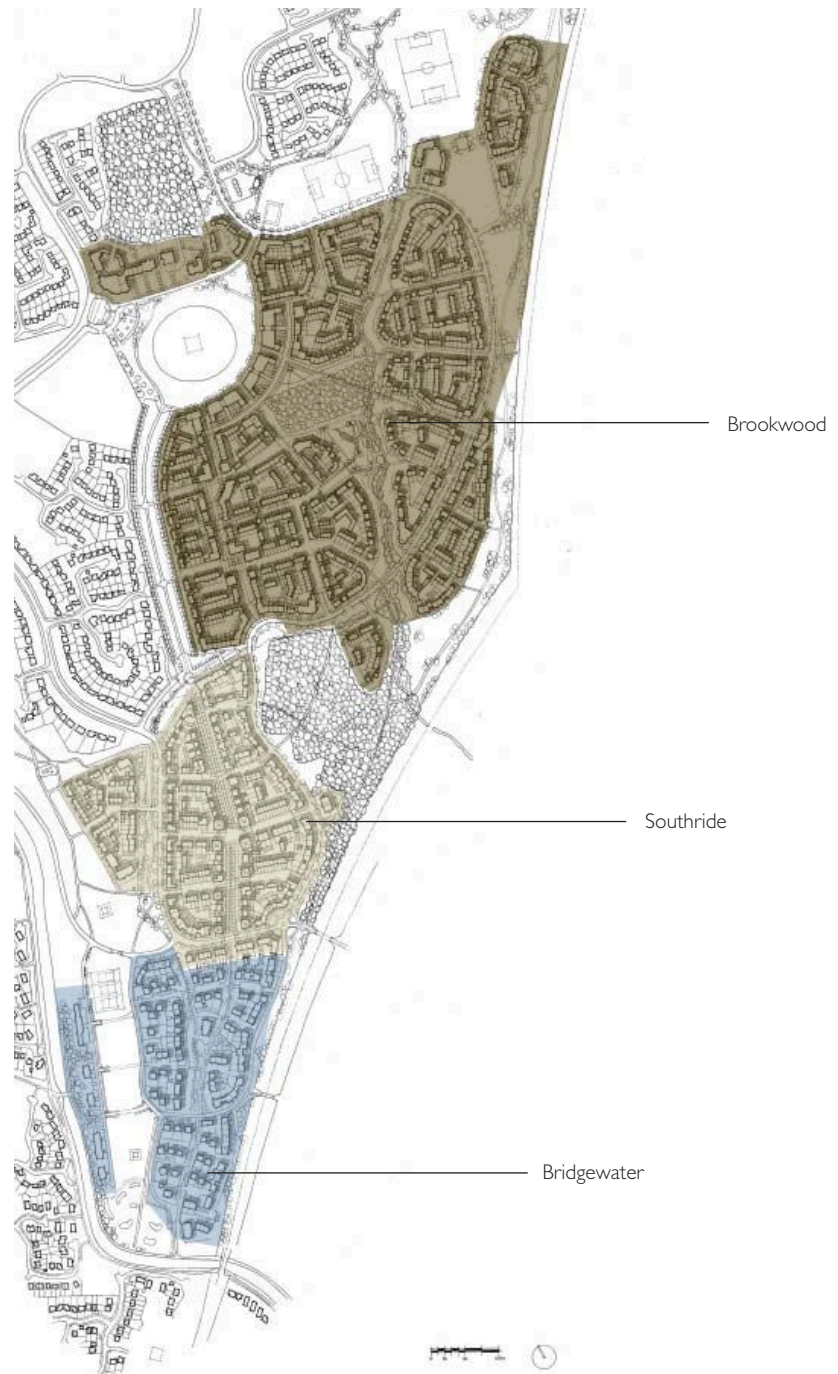


Figure 7.1 Character area plan



BROOKWOOD

7.3 Brookwood predominantly incorporates the northern part of the Sandymoor development site, encompassing an area of circa 20.33 hectares. The proposed Sandymoor Local Centre is to be located within the Brookwood Character Area. Residential development will comprise a higher density than the rest of Sandymoor, including the development of 2-3 storey townhouses and apartments. Key features of the Brookwood Character Area incorporate the Village Green, The Ride and The Avenue. The reserved school site is situated to the immediate west of the Village Green.

Overall Land Area:

- 20.33 hectares

Land Classification:

- Greenfield

Current Land-Use(s):

- Grazing Land
- Arable Land
- Managed Landscape

Allocated Land-Use(s):

- Residential
- Local Centre
- Reserved School Site
- Open Space

Development Constraints:

- Railway Green Corridor
- Keckwick Brook Corridor
- Floodplain Area
- 15m-20m stand-off distance between new buildings and Brook Wood
- Proximity to Existing Residential Development



Figure 7.2 Character area plan for Brookwood

CHARACTER AREA SPECIFIC POLICIES:

TRANSPORT

BWTPI Cycle and Pedestrian Provision

Development proposals should form direct links to the existing cycleway/footpaths to the north of Brookwood, and The Ride. Proposals should provide for new routes along the eastern section of 'The Avenue' and the 'Village Street' in accordance with the Street Design Guide Principles.

Justification

In line with the key aims of the SPD, development proposals at Sandymoor should promote the use of sustainable transport modes amongst the local community, and provide safe links to additional urban areas, the Local Centre and the wider countryside.

BWTP2 Greenways

Development proposals must ensure that suitable links are formed to the adjoining Greenways, The Ride to the west, and the eastern route between the railway lines. under new development. The establishment and enhancement of a Greenway through this area along the Keckwick Brook Corridor should be incorporated into any design proposal(s).

Justification

The development of the Greenway network in Brookwood will provide for appropriately segregated pedestrian priority routes within the designated Keckwick Brook Wildlife Corridor.

GREEN ENVIRONMENT

BWGEI Separation Distances

Development proposals comprising roads and associated pavements, gardens and dwellings should maintain a minimum width of 35m from the base of the West Coast Main Line railway embankment to accommodate the development of the proposed Railway Green Corridor.

Justification

The Sandymoor Masterplan provides for the creation of a green wildlife corridor and safety zone along the eastern boundary of the site adjacent to the existing high-speed railway lines.



SOUTHRIDE

- 7.4** The principal feature of Southridge is the extension of The Ride, providing pedestrian access through the site. With regards to housing, Southridge will provide for a transition between higher density in northern Sandymoor to lower density residential development further south in Bridgewater.

Overall Land Area:

- 7.61 hectares

Land Classification:

- Greenfield

Current Land-Use(s):

- Grazing Land
- Managed Landscape

Allocated Land-Use(s):

- Residential
- Open Space

Development Constraints:

- Sandymoor Main Ditch
- 15m-20m stand-off distance between new buildings and Bog Wood
- 25m stand-off distance either side of western powerlines
- Railway Green Corridor



Figure 7.3 Character area plan for Southridge

CHARACTER AREA SPECIFIC POLICIES:

TRANSPORT

SRTPI Cycle and Pedestrian Provision

The existing cycleway/footpaths from Brookwood should be developed further along The Ride extension, and through Southride linking to the Bridgewater Character Area. Links to the eastern canal crossing should be created from the existing routes, including further enhancement works.

Justification

The extension of the existing cycleway and footpaths through Southride should further assist in the development of segregated pedestrian priority routes throughout the Sandymoor development site, and contribute towards a reduction in private car use.

S RTP2 Greenways

The Greenways identified in the Brookwood Character Area must be extended into Southride along the proposed routes identified on the Masterplan, and ensure appropriate integration with Bog Wood.

Justification

The extension of the Greenway network from Brookwood into Southride will contribute towards the development of appropriately segregated pedestrian priority routes whilst simultaneously providing for a degree of wildlife connectivity.



BRIDGEWATER

- 7.5** Development within the Bridgewater Character Area will generally be less intense than elsewhere at Sandymoor, focusing alternatively upon maximising the benefit for flora and fauna, and enhancing the area's rural quality. The highest density of development will be along the western edge of the site adjacent to the Bridgewater Canal.

Overall Land Area:

- 7.09 hectares

Land Classification

- Greenfield

Current Land-Use(s):

- Grazing Land
- Managed Landscape

Allocated Land-Use(s):

- Residential
- Open Space

Development Constraints:

- Bridgewater Nature Reserve
- Bridgewater Canal Green Corridor
- 25m stand-off distance either side of western powerlines
- Sandymoor Main Ditch
- Site Topography
- Railway Green Corridor



Figure 7.4 Character area plan for Bridgewater

CHARACTER AREA SPECIFIC POLICIES:

TRANSPORT

BWRTP1 Cycle and Pedestrian Provision

The extension of the cycleway/footpath from Southride must link into the existing canal crossing to the east ensuring good connections to all proposed development within the Character Area.

Justification

In light of the overall area of the Sandymoor development site, it is important to provide pedestrian priority routes throughout each of the Character Areas in accordance with the UDP and sustainable transport objectives set out in the Council's Local Transport Plan.

BWRTP2 Greenways

The Greenways in the Bridgewater Character Area should provide for good links through from Southride, and ensure connectivity through to the existing canal towpaths.

Justification

The extension of the Greenway from northern Sandymoor through to the south of the site will ensure that a sustainable pedestrian priority route is created throughout Sandymoor, and thus seek to encourage a reduction in private car use amongst local residents.

GREEN ENVIRONMENT

BWRGEI Separation Distances

Development proposals including roads and associated pavement, gardens and dwellings should maintain a minimum width of 20m from the base of the rail embankment to create a Railway Greenway Corridor.

Justification

To provide an adequate wildlife corridor and safety zone adjacent to the low-speed railway line.

Local Centre



Local centre site

- 8.1** In addition to new residential development at Sandymoor, the Masterplan also proposes the development of a new Local Centre to provide essential social infrastructure to serve the existing and future residents of Sandymoor.
- 8.2** The Halton UDP allocates land at Sandymoor for the development of local shops and community facilities to serve residents, and concurrently seeks to discourage private car use. The allocated Local Centre site within the Sandymoor development area is located to the north of the 'Village Green' on the southern boundary of Sandymoor Wood. Outline planning permission was previously granted for a mixed-use Local Centre on the site (App. Ref 04/00431/OUT) in August 2004. This planning permission expired on 2nd August 2007. A new outline planning application was submitted by English Partnerships in September 2007 for the development of up to 34 residential units (comprising dwellings and apartments), and up to 3,000 square metres of commercial development providing for:
- A Public House/Restaurant with ancillary accommodation;
 - Convenience Store;
 - Other retail, commercial and leisure uses.
- 8.3** Development proposals for the Local Centre must be in accordance with the criteria as set out above, and that detailed in the Sandymoor Local Centre Development Brief.
- 8.4** Further to the generic Sandymoor policy requirements, the following policies are specific to the development of the new Local Centre, to which development proposals must conform.

TRANSPORT

LCTPI Accessibility and Permeability

The proposed Local Centre through route should be closely formed in conjunction with the Village Square. Proposals should provide a shared surface through route that provides for pedestrian priority. This can be implemented by the provision of an informal vehicular access that is evident through the implementation of street furniture and planting to encourage low traffic speeds. The entrances to this route must be clearly identified, and traffic calmed measures should be implemented to provide a clear warning to vehicles upon entering this access.

This access route will not be offered up for adoption to the Local Highways Authority, and thus must be maintained by a management company to agreed standards with Halton Borough Council.

Justification

The Local Centre should seek to encourage the public to walk and cycle through the provision of a safer space upon arrival, and by ensuring that key footpaths and cycleways at Sandymoor link the Local Centre to both existing and proposed residential neighbourhoods. Public transport access will also be encouraged. Access must be maintained for disabled vehicle users and to service the commercial units.

GREEN ENVIRONMENT

LCGEI WOODLAND PROTECTION

The proposed Local Centre site lies adjacent to Sandymoor Wood. To protect this woodland, a minimum stand-off distance of 15m between the tree canopy and any buildings must be implemented and maintained. A 2.4 metre high wall will also need to be constructed parallel with the woodland boundary.

Justification

This SPD seeks to protect and retain all existing woodlands at Sandymoor in accordance with the requirements of the Woodland Trust, and as previously set out in generic policy SMGE6 of this SPD.

BUILT ENVIRONMENT

LCBEI Design of Local Centre

All development proposals for the Local Centre will be required to conform to the policy requirements of this SPD and the Halton UDP, and the Local Centre Development Brief.

Justification

The Local Centre Development Brief will outline the criteria to be satisfied in relation to the uses, design and materials of the Local Centre at Sandymoor. All development proposals must therefore accord with the Development Brief to ensure a consistently high-quality design and development approach throughout Sandymoor.

Reserved School Site



Reserved school site

- 9.1** The Halton UDP allocates land within northern Sandymoor for the development of a new local educational facility. Policy S24 'Sustainable Urban Locations' of the UDP pays particular regard to the safeguarding of this land for a new school. To date the Local Educational Authority has yet to establish the need for a new school at Sandymoor.
- 9.2** In accordance with the Halton UDP allocation, development proposals for the reserved school site must conform to the following:

SMEDI Development of Reserved School Site

No form of built development will be permitted on the reserved school site at Sandymoor, as identified on the Masterplan, other than for an Educational Facility unless the Local Education Authority determine that it is not required.

Justification

The Halton UDP allocates land for the future development of a local educational facility at Sandymoor. The release of the site for the development of an educational facility will be dependant upon the Local Education Authority establishing the requirement for a new school within the area.



Appendix

- 01** Street Design Guide Principles
- 02** Planning Policy Context



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A 1.1

Introduction

This Street Design Guide has been put together to outline the key principles and design detail of the movement network within the new Sandymoor development. The guide takes on best practice principles established in recent government guidance such as Manual for Streets, and has been agreed with Halton Borough Council (HBC). The guide should be read in conjunction with the Masterplan and the supporting Sandymoor Design Codes.

1.1 Access and Linkages

The Masterplan is based around 'The Avenue'. This links the site, and together with a grid of pedestrian-friendly routes, some of shared surface, provides access to the rest of the development. A flexible approach to highway design and requirements is a fundamental assumption. The principles for street design encourage the design of a street to be 'fit for purpose'.

The key principles promote:

- **Permeability**

To create a grid of routes that provides easy access throughout the site. This will help connect the site together to create a walkable neighbourhood. To do this, streets will be designed to 20 - 30mph along the main routes and 10mph for the home-zone areas. This reflects the community concerns about traffic speeds

- **Pedestrian Priority**

To promote informal pedestrian priority throughout the development by establishing a 'home-zone' approach to the design of the streets. The design of the street is an integrated exercise that encompasses the dwellings fronting the street and the treatment of the public realm. Shared surfaces, changes in construction materials, horizontal alignment, landscaping and lighting will all help encourage people to walk and cycle to school, community hall and shops rather than travel by car

- **Pedestrian links and safe routes**

Existing pedestrian/cycle routes and bridleways will be incorporated or re-provided and new routes added to create a pedestrian network that will link the development together and with adjacent communities. 'Safe routes' will link key areas and be designed to be secure, well lit with appropriate planting and street furniture as well as interest to engage school children. Cycle routes will be integrated into the design of the streets throughout the development

- **Taming existing streets**

Managing traffic on the streets that surround the site, such as Walsingham Drive, will be improved through the provision of better crossings and other traffic calming measures. This would respond to a major concern about traffic speeds and road safety that emerged during consultation with the community

- **'A sense of place'**

To create a series of 'places' at junctions of key routes, celebrating these new areas and providing some variety and visual diversity

A 1.2

Street
Hierarchy &
Movement
Strategy

A simple hierarchy is proposed:

- **'The Avenue'** Provides the principle route through the site along which much of the vehicular traffic will be concentrated. The bus service will run along this route. The character changes as it traverses the site
- **'Farm Lane'** A low-key residential route, that provides access to the southern part of the site. Due to its proximity to open space and the nature conservation area, this takes on a rural quality
- **The 'Village Street'** This route provides an indirect link from the centre of the site to the Local Centre to the north. The character of this street will take on qualities of a traditional Cheshire Village Street. The street will be traffic-calmed, giving priority to pedestrian and cyclists
- **Access Streets** These act as transition routes between 'The Avenue', 'Farm Lane' and the home-zone streets
- **Home-Zones** These will allow the remainder of the public realm to be designed as shared surface routes. The detailed design will depend on local conditions. For instance, through more ecologically sensitive areas to the south, care to retain existing features would be taken. In other locations a more robust approach could be appropriate which would reflect the demand for shared parking spaces and higher densities. The home-zones provide a network of safe routes for school children and would be developed to meet the Safe-Routes-to-School criteria of the Council. The home-zone approach would also include:
 - *Drives – a series of shared surface drives, designed to have a softer more informal quality, will link small groups of houses, especially those facing key areas such as The Ride.*
 - *Mews – routes that link the home-zone with internal parking courtyards. These shared surface routes will help establish intimate spaces for pedestrians and slow moving traffic, and be overlooked by flats or workspaces.*
 - *Parking courts and squares – these spaces are an important element of both the movement network and the public realm. The parking squares would be designed as public squares where cars can be accommodated. They will contain other uses such as, places to sit and occasional events. Squares will be located in formal areas of the site, such as the Local Centre. Parking courts will be within development blocks.*



Figure A 2.1 Street hierarchy

A 1.3 Parking Strategy

The Masterplan accommodates the level of parking required to make the project viable without compromising the urban form. Parking provision will meet government guidance and current Council standards. These are:

- houses, 2 car spaces – or more for large properties
- flats, 1.5 car spaces
- visitors, 10% above this requirement.

A range of provision is proposed:

- on-plot parking – either through integral garages or parking spaces to the side or rear of dwellings
- parking squares and courtyards – secure locations overseen by development
- on-street parking – allocated and unallocated parking, in designated areas or where specifically designed in as part of a street.

Parking provision for cycles will also be made within home-zone areas and within the curtilage of individual dwellings. Additional provision will be made adjacent to facilities such as the Local Centre.



Lyngby Germany



Ecolonia Netherlands



Ingress Park London



Abode Harlow



Figure A 3.1 Telford Millenium Community - Avenue and home-zones

A 1.4

‘The Avenue’

The Masterplan indicates a range of conditions for ‘The Avenue’ as it traverses the site. ‘The Avenue’ will be the main bus route. It is a loop route and will link the two main vehicular entrances into the site. ‘The Avenue’ will be designed to a maximum of 30mph in areas of little development, in more dense areas it will be designed to further reduce speeds to 20mph through calming measures along its length and at junctions. Detailed layout and alignment, especially through areas where lower speeds are required will be subject to swept path analysis and coordination with the local bus company

- Centre line markings will be omitted from ‘The Avenue’, as recent research has shown that this approach tends to reduce speed by a significant degree, as well as improving the appearance of the road and reducing maintenance costs. In addition other measures, such as different materials or colour, will be used at specific locations such as pedestrian crossings. Where entering public spaces the carriageway will reflect the local character and take on a shared-surface quality. The Masterplan proposes that ‘The Avenue’ and ‘Farm Lane’ are the two routes where the surface of the carriageway would be tarmac
- ‘The Avenue’ provides a formal setting for the development though a more informal design will be encouraged adjacent to the woodland. The formal proposals include:
 - *street tree planting at regular intervals in green verges along the length of the route*
 - *punctuation of the street by squares and civic spaces*
 - *formal architectural form in strategic locations*
- ‘The Avenue’ incorporates the concept of a flexible area of verge that can change in character. This would accommodate either:
 - *ground cover or grass*
 - *hard surface – either an extended pavement or similar materials*
 - *parking spaces*
 - *bus stop*
- Trees will break up the visual dominance of parked cars and will be planted in the verge or as part of the pavement, except where parking is provided. Planting will ensure the maintenance of forward visibility

- Tree species will be local species and columnar in type. Where early impact is required semi-mature varieties will be used. Different species will be used in different areas. Root barriers will be used adjacent to utilities
- Lighting will be of an appropriate height to be pedestrian-friendly and alternate with trees
- Service trenches will run within pavements and be demarcated
- Thresholds/boundaries will vary depending on location and orientation but will reflect the broad design principle of bringing buildings close to the pavement
- Street furniture and bus stops should be located near apartment buildings where possible. Proposals to de-clutter the street and public realm are promoted, so that a clearly co-ordinated design, installation, management and maintenance strategy can be established. This would provide consistency in style and colour where required, and create a pedestrian-friendly environment
- The housing along 'The Avenue' will be predominantly town houses and apartments. There will be no direct vehicular access to plots.
- Newmoor Lane & Walsingham Drive will be considered as extensions of 'The Avenue'. The design speed of these routes will match that of 'The Avenue'.
- The Pitts Heath Lane / Waltham Lane junction will be monitored and the junction priority changed, if required in the future.

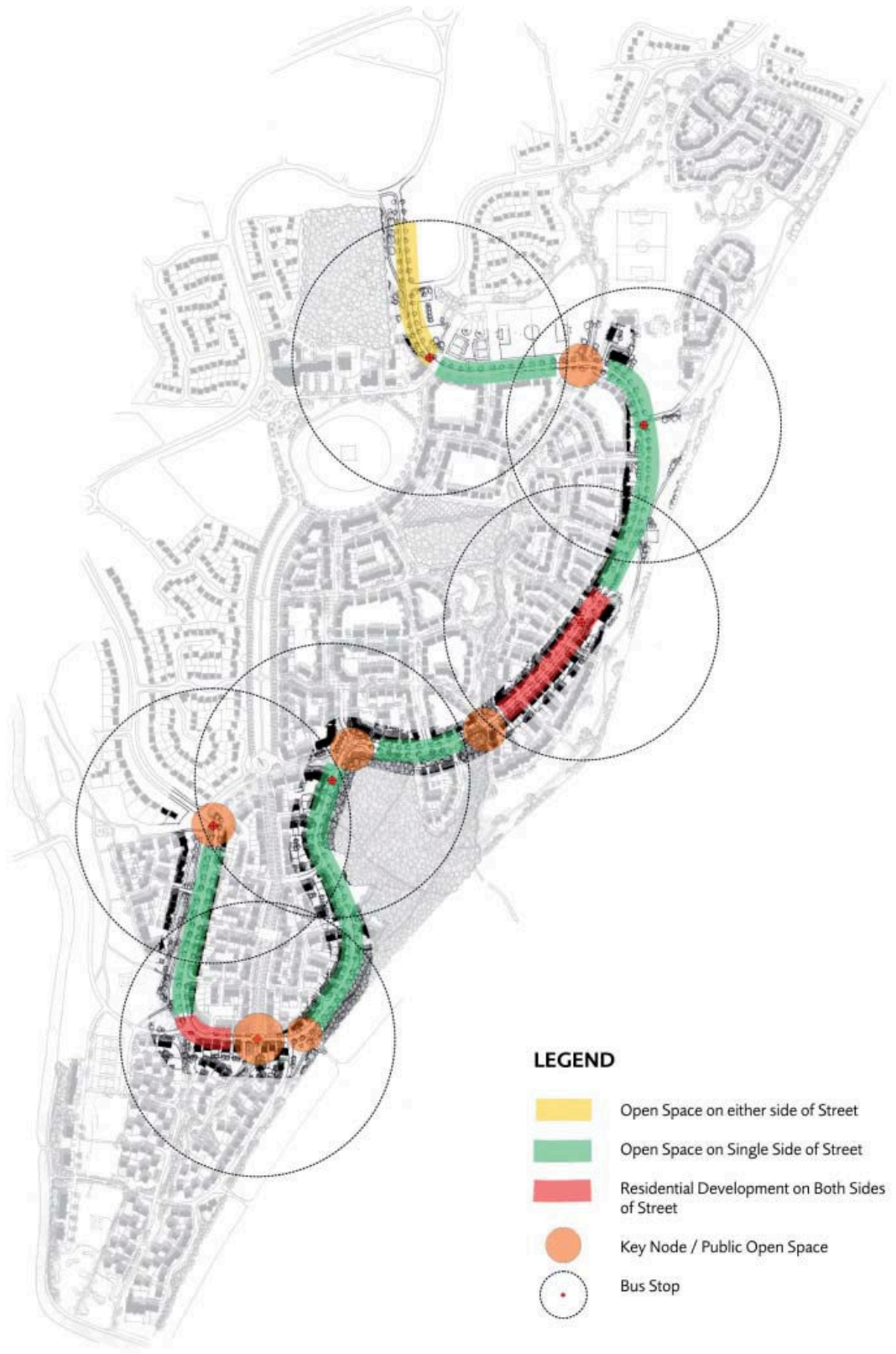


Figure A 4.1 'The Avenue' - Street character

Key Information	
Road Type	Local Residential Distributor Road
Design Speed	20 - 30 mph – managed through road alignment and horizontal traffic calming
Adoptable Width	14 – 18 m
Footpath	2 – 3.2 m on both sides of the carriageway
Carriageway	
Bus Access	Yes
Cycle Access	Integrated within carriageway or shared footway / cycleway on one side of carriageway
Carriageway Width	6m – 6.75m depending on the location of on-street parking, bus stops & traffic calming measures
Drainage Channel	500mm aquablock rumble strip, offset between carriageway and verge included in carriageway width
Parking	Unallocated parallel visitor parking
Kerb Face	125 mm
Traffic Calming	Every 80m or as appropriate, i.e. crossing points/junctions
Vehicular Access to Properties	None
Verge	Alternatively with parking and planting strip or extended paving
Geometry	
Junction Radii	6m
Forward Visibility	90m max – Can vary according to the speed of junction
Junction Sight Lines	90m / 4.5m – Can be reduced according to the speed of street – subject to forward visibility and tracking
Junction Spacing	80m min to adjacent, 40m to opposite
Materials	
Carriageway Surfacing	Textured Flexible Surface
Footpath Surfacing	Concrete Block or Tegular Paving
Shared Surfacing	NA
Vehicle Crossovers	To match footpath
Kerb Types	125 deep, concrete
Drainage	500mm aqua block strip
Details	
Seating	Appropriately positioned at Bus Stops and open space
Litter Bins	Appropriately positioned by shops and seating areas
Street Lighting	Column mounted set back from kerb and spaced at intervals to provide appropriate levels of lighting (to be co-ordinated with HBC)
Other Street Furniture	Bus Stops / Reflective Bollards / Pedestrian Signing
Landscape	
Street Trees	Clear stemmed for min 2m (to be approved by HBC)
Planting Pattern	Formally spaced every 15m as forward visibility allows
Threshold	
Wall / Railing / Planting	Varies
Surface Detail	Where hard surfaces are used there should be a change in detail between the pavement and the threshold
Planting	Varies



'The Avenue' - Typical axonometric



Abode Harlow

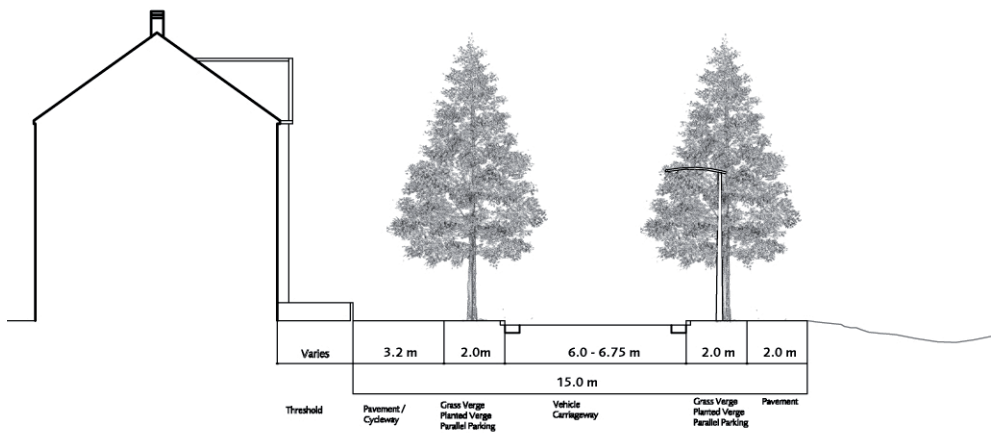
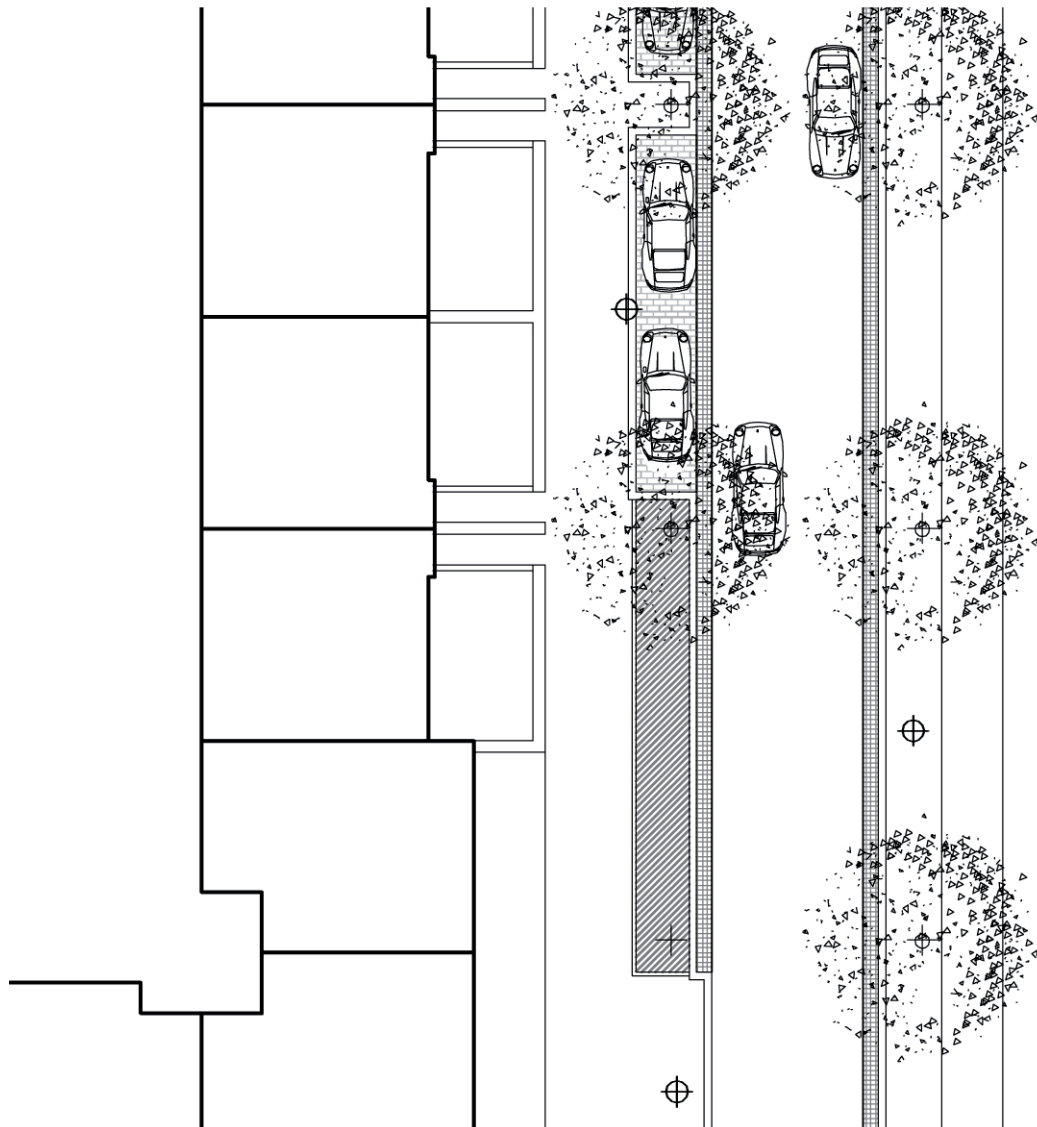


Figure A 4.1 'The Avenue' - Typical section





'The Avenue' - Axonometric of traffic calming measures



Telford Millenium Community - Avenue

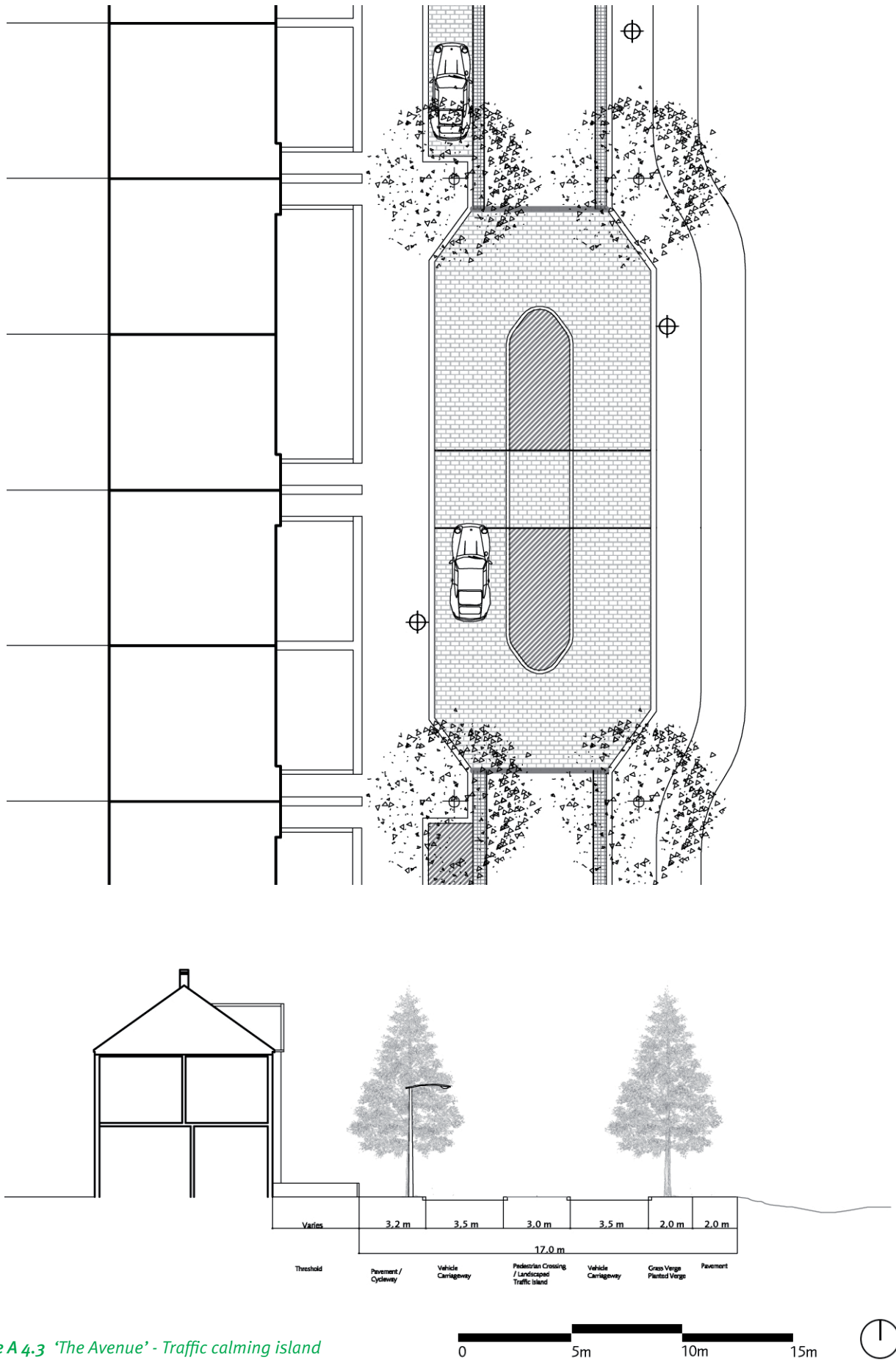


Figure A 4.3 'The Avenue' - Traffic calming island

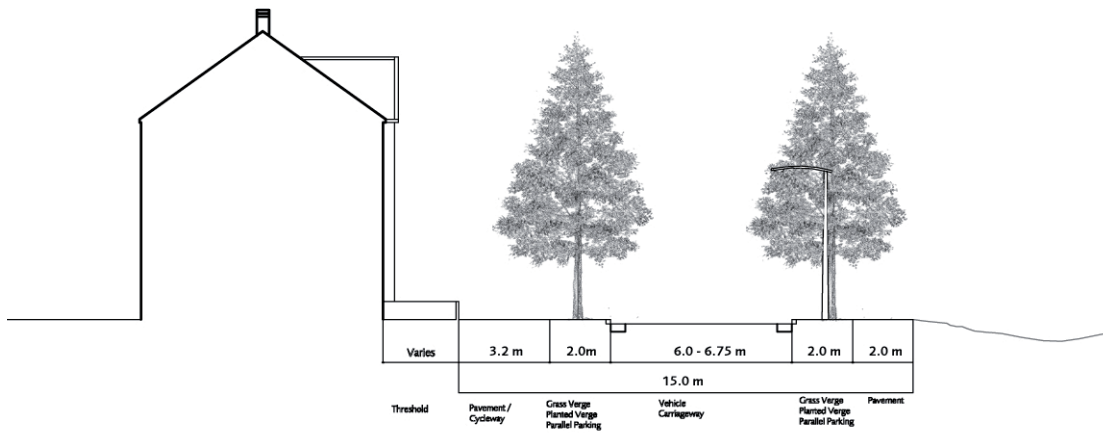
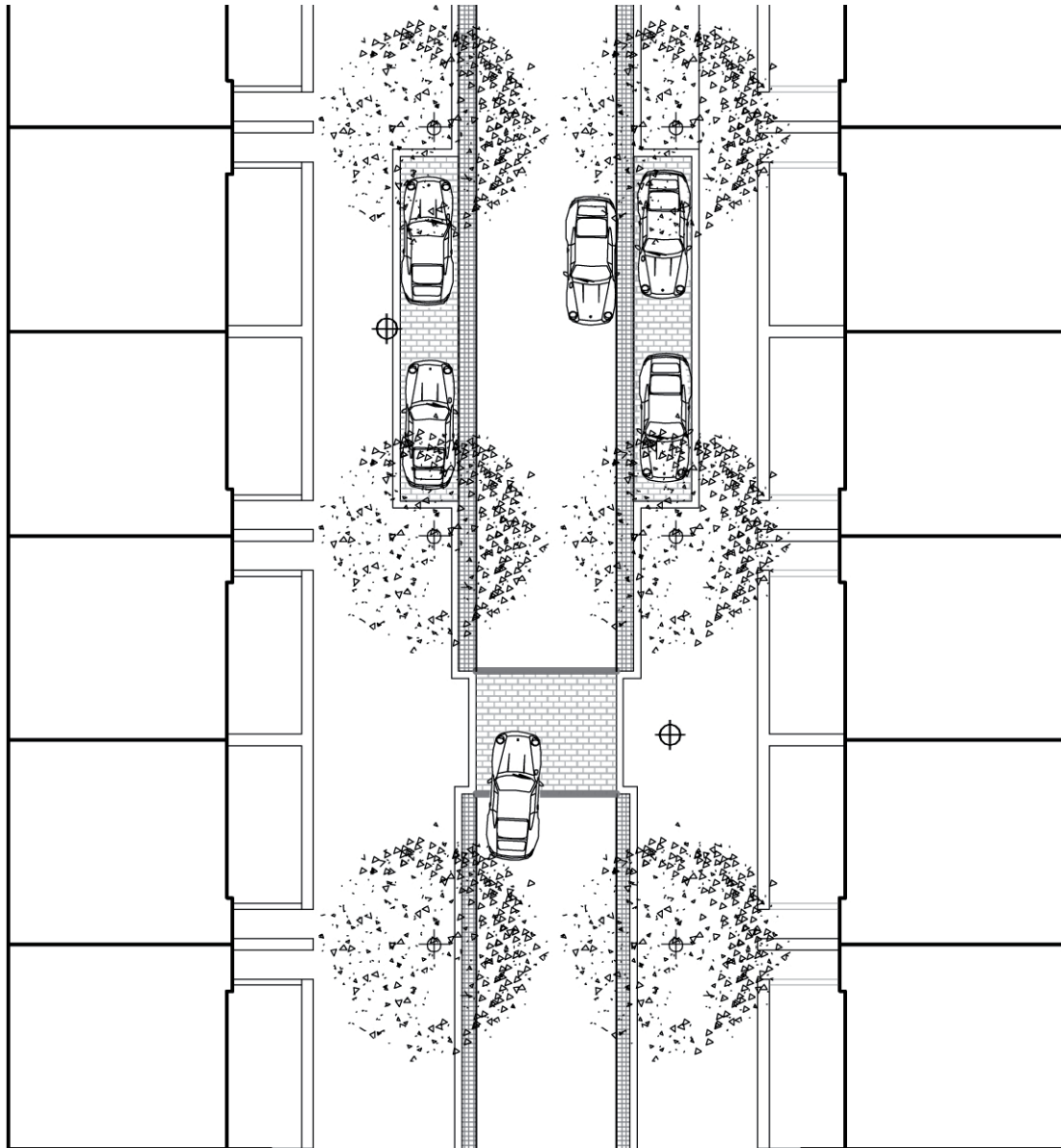


Figure A 4.4 'The Avenue' - Traffic calming feature



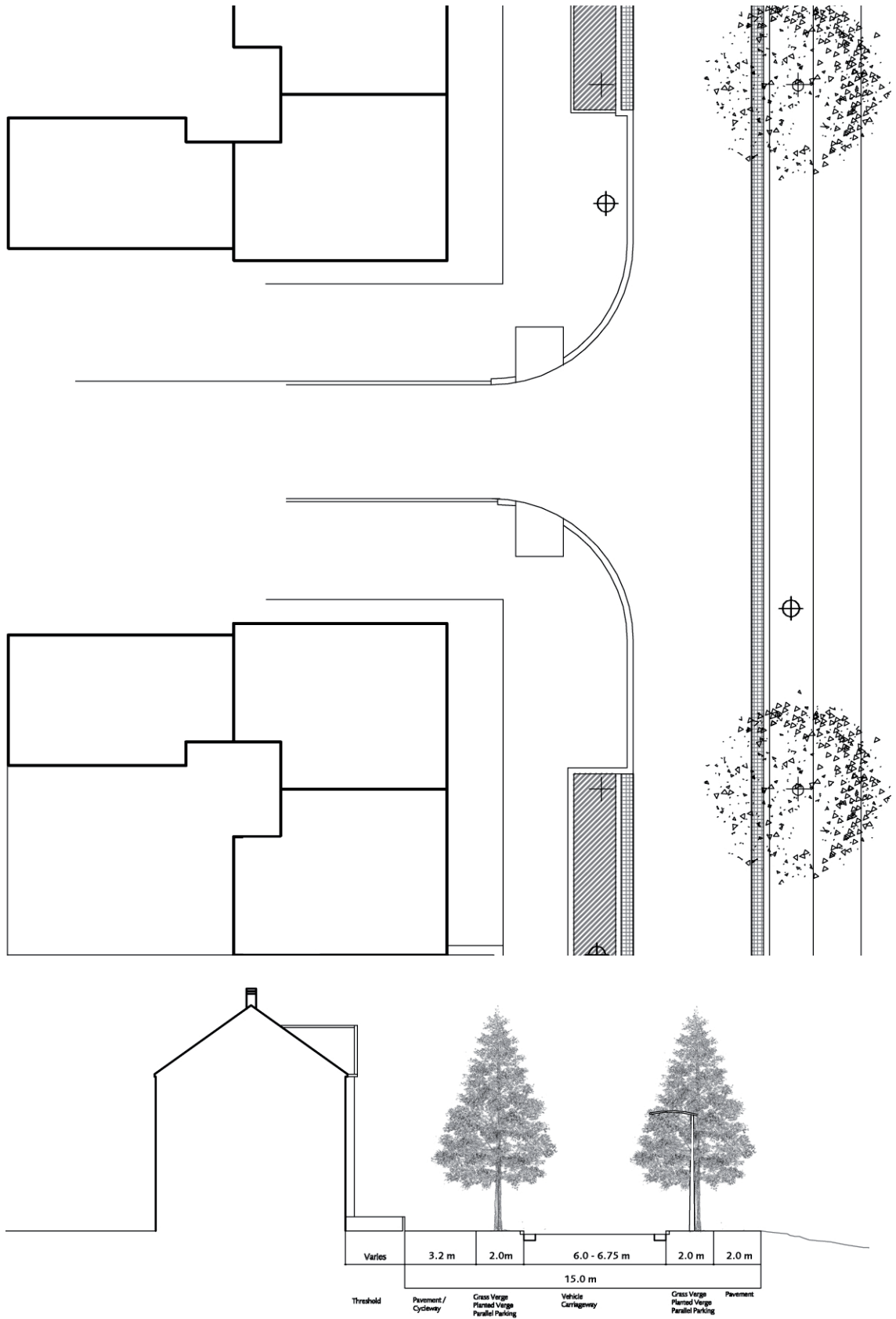


Figure A 4.5 'The Avenue' - Junction

A 1.5

‘Village Street’

The ‘Village Street’ is designed to 20mph and will be heavily calmed and managed. It will have different attributes (see Section 7 Character Area Policies of SPD) as it wends its way through Brookwood character area. The ‘Village Street’ increases pedestrian priority through the use of low kerb lines with nominal 40-50mm upstands to define the edge of the carriageway. Local squares with speed tables, shared surfaces, and architectural focal points are proposed. The street and pedestrian areas will be constructed in blocks/paviours of different colours to create a high quality finish.

Along this route, junction distances and building alignments will be reduced to create a tightly enclosed environment. Most dwellings will be built with a small landscaped threshold (0.5 – 2.5 m) at the back end of the pavement. Where these occur they should visibly belong to the dwellings. A consistent treatment to front boundaries will be required. Street trees, bollards, and other landscape features will be used to ensure traffic and parking becomes a natural part of the townscape.



de Brink - Oosterwolde Netherlands



Fairford Leas Aylesbury



Fairford Leas Aylesbury



Fairford Leas Aylesbury



Poundbury Dorset



Herrison Hospital



Poundbury Dorset



Poundbury Dorset

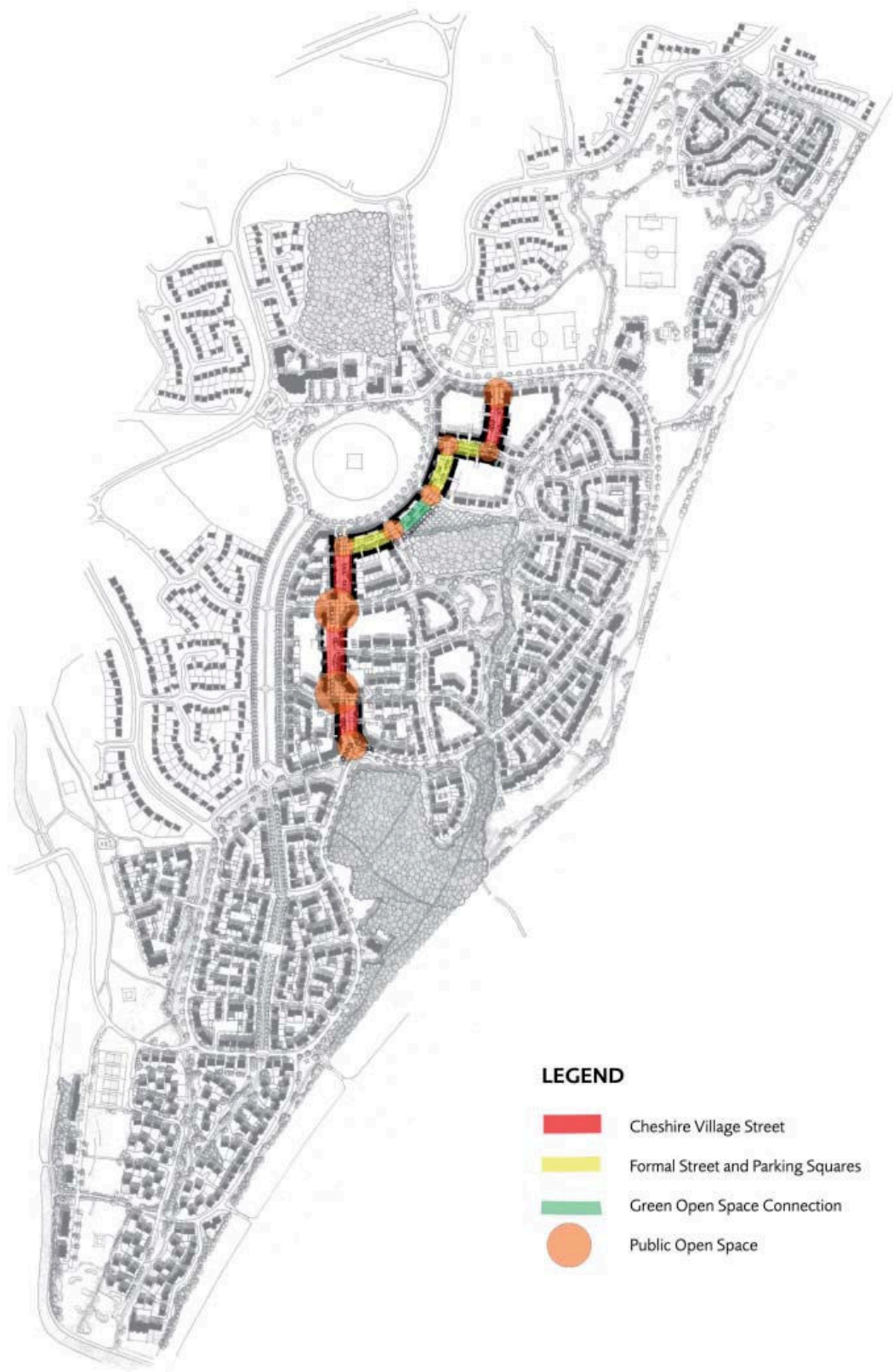


Figure A 5.1 The 'Village Street' - Street character

Key Information	
Road Type	Minor Residential Access Street – Shared Surface Hybrid
Design Speed	20 mph
Carriageway	
Adoptable Width	10 – 15m
Bus Access	No
Cycle Access	Integrated
Footpath	2m min on either side of carriageway
Carriageway Width	Typically 5.5m with some pinch points
Drainage Channel	500mm aquablock rumble strip, offset between carriageway and verge included in carriageway width
Parking	Adoptable visitor's parking on-street. Some allocated residents parking will be in perpendicular on-street parking spaces (thesewill not be adoptable)
Kerb Face	Conservation Kerb
Traffic Calming	Varying street alignment
Vehicular Access to Properties	No driveways, but courtyard parking and garages at the back of blocks
Verge	Parking and extended Paving
Geometry	
Junction Radii	6m
Forward Visibility	25m min
Junction Sight Lines	33m / 2.4m
Junction Spacing	30min to adjacent, 15m opposite
Materials	
Carriageway Surfacing	Textured Flexible Surface
Footpath Surfacing	Concrete Block or Tegular Paving
Shared Surfacing	NA
Vehicle Crossovers / Public Squares	To match footpath
Kerb Types	Concrete Conservation kerb
Details	
Seating	Appropriately positioned in public squares and in areas of extended paving
Litter Bins	Appropriately positioned by seating areas
Street Lighting	Column mounted set back from kerb and spaced at intervals to provide appropriate levels of lighting to be co-ordinated with HBC
Landscape	
Street Trees	Clear stemmed for min 2m (to be co-ordinated with HBC)
Planting Pattern	Informally arranged along street and concentrated in the small civic squares and in areas where the road gives to open space
Threshold	
Wall / Railings / Planting	The ' Village Street ' will have an urban character using changes in surface material alongside raised boundaries such as walls & fences to clearly define the edges of public space
Surface Detail	A mixture of hard paving and planting will be used
Planting	Varies

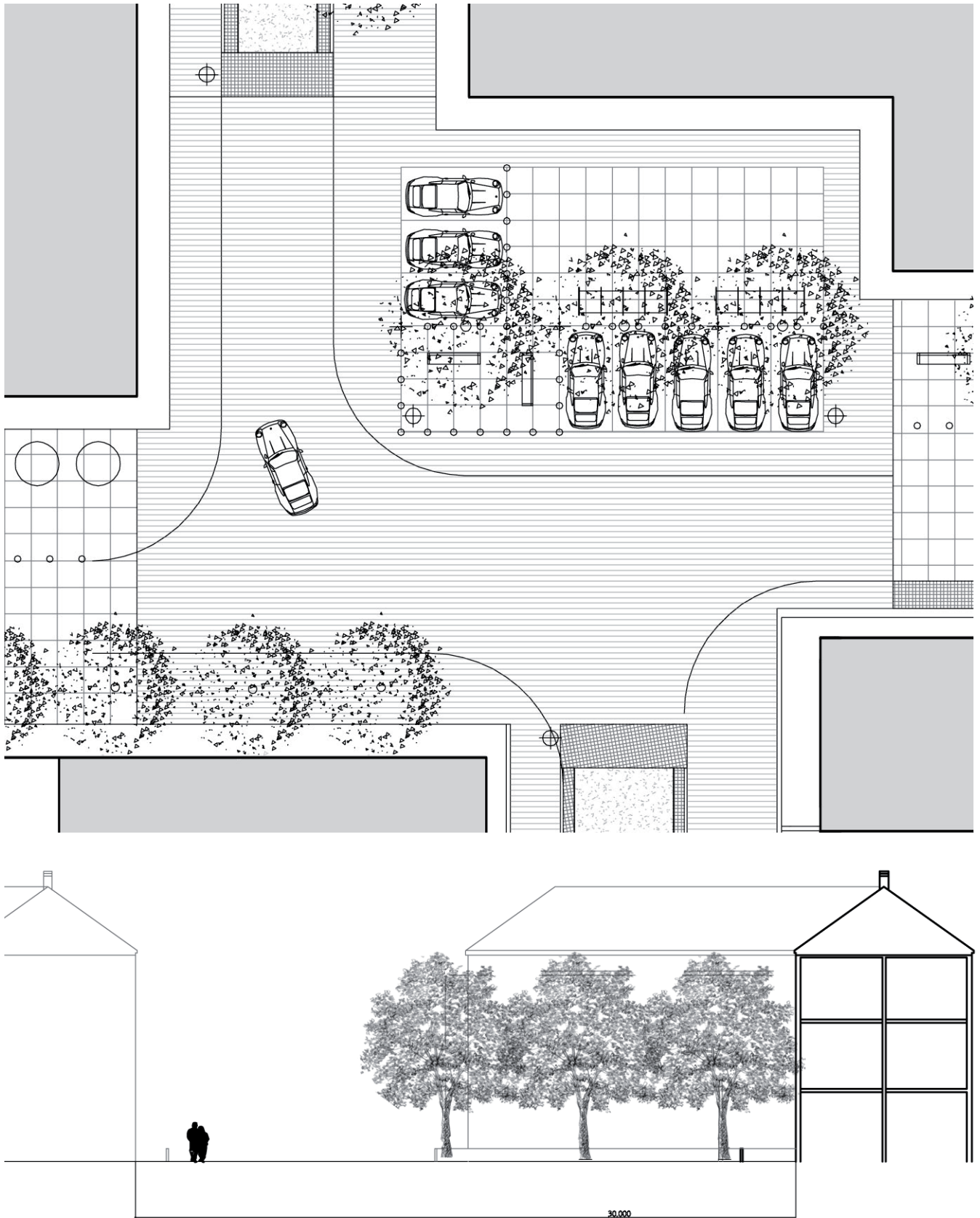


Figure A 5.2 The 'Village Street' - Shared surface square





The 'Village Street' - Typical axonometric



Fairford Leas Aylesbury

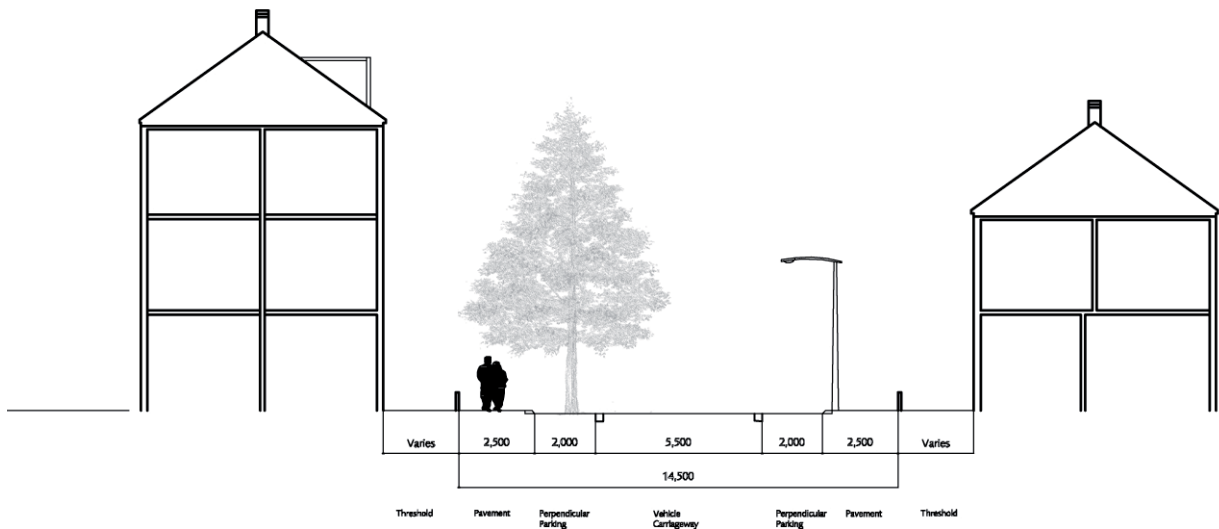


Figure A 5.3 The 'Village Street' - Perpendicular parking



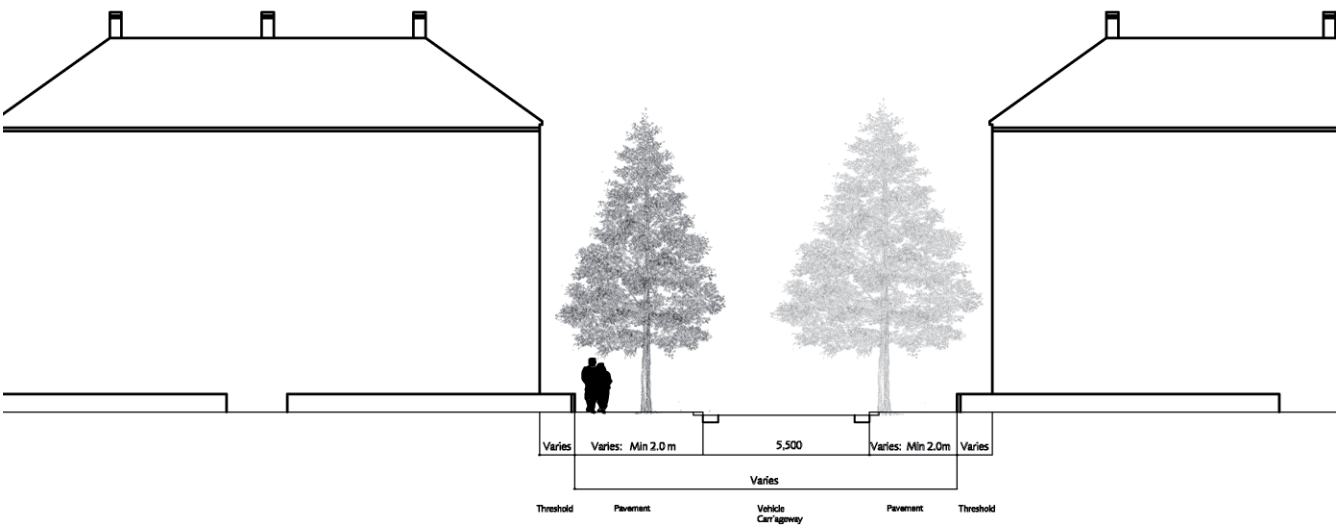
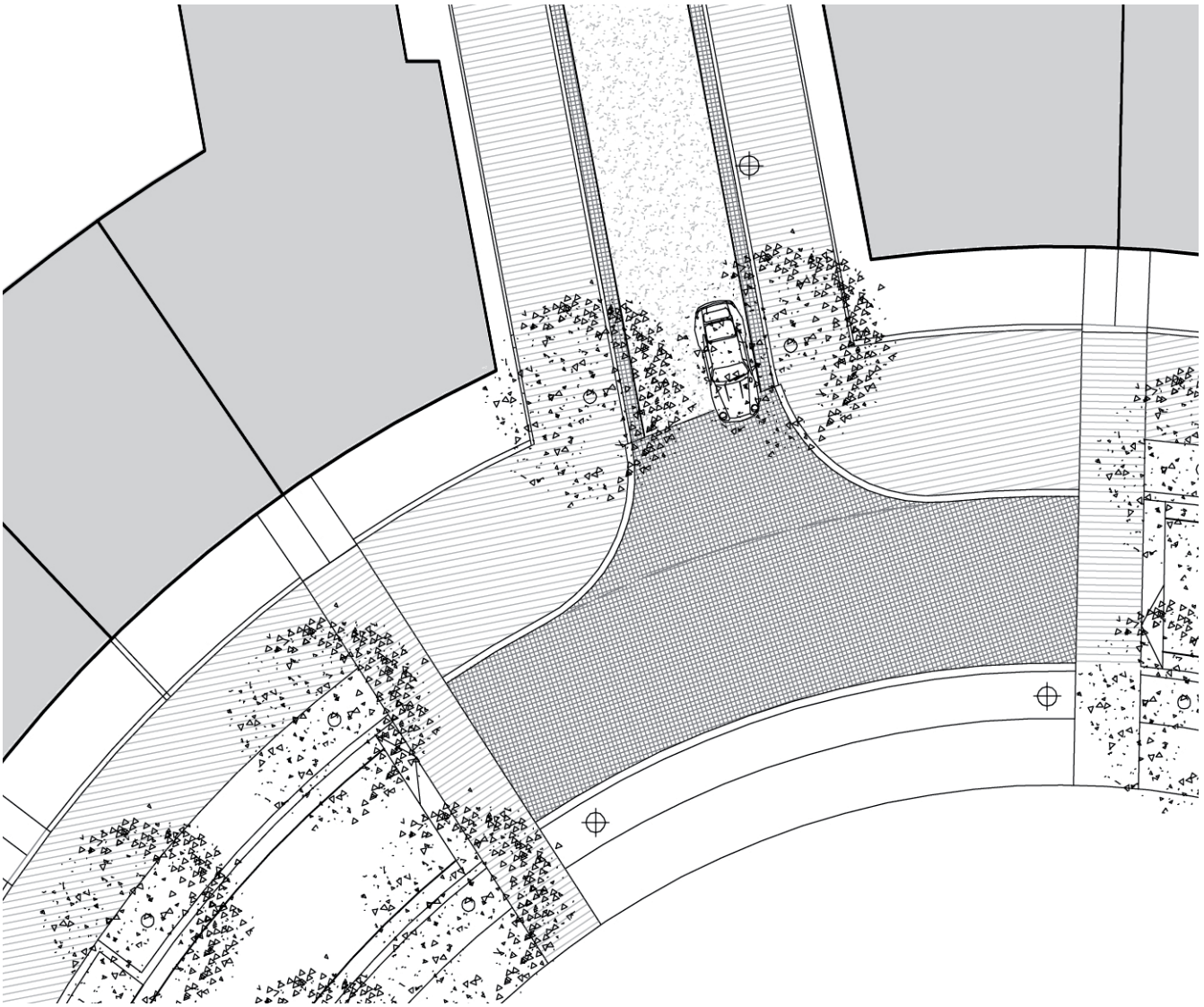


Figure A 5.4 The 'Village Street' - Entrance



A 1.6

'Farm Lane'

This street is a more informal version of 'The Avenue'. The Masterplan proposes only one side of the route as a footpath or verge. The other side would have a more rural character with hedgerows, open grassland, woodland and field ditches/drains.



Figure A 6.1 'Farm Lane' - Street character

Key Information	
Road Type	Minor Residential Access Road
Design Speed	20 mph
Carriageway	
Adoptable Width	10 – 12m
Bus Access	No
Cycle Access	Integrated
Footpath	Min 2.4m on one or both sides of the carriageway
Carriageway Width	Typically 5.5m with some pinch points
Drainage Channel	500mm aquablock rumble strip, offset between carriageway and verge (included in carriageway width)
Parking	Parallel visitors parking
Kerb Face	Full 125mm kerb on residential side of street, conservation kerb combined with Cheshire railing or hedgerow on green side of the street
Traffic Calming	Incidental traffic calming using the development form to structure buildouts and horizontal alignment
Vehicular Access to Properties	Private garages at the rear of properties
Verge	Parking / Planting / Extended Paving
Geometry	
Junction Radii	5.5m
Forward Visibility	25m min
Junction Sight Lines	33m / 2.4m
Junction Spacing	Minimum of 30m to adjacent, 15m opposite
Materials	
Carriageway Surfacing	Textured flexible surface
Footpath Surfacing	Concrete Block or Tegular Paving
Shared Surfacing	NA
Vehicle Crossovers / Public Squares	To match footpath
Kerb Types	Concrete – sandblasted to expose aggregate
Details	
Seating	Appropriately positioned where road opens out to open space
Litter Bins	Appropriately positioned by seating areas
Street Lighting	Column mounted set back from kerb and spaced at intervals to provide appropriate levels of lighting (to be co-ordinated with HBC)
Landscape	
Street Trees	Clear stemmed for min 2m (to be co-ordinated with HBC)
Planting Pattern	Informally arranged along lane and in areas where the road gives to open space
Threshold	
Privacy Strip	Buildings have generous set backs from the street
Wall / Railing / Planting	The threshold is larger than in other areas of the site to allow a softer suburban character to be developed. The overall depth will be less than 3m to prevent car parking in front of dwellings
Surface Detail	Small garden paths should make connections between the footpath and the building entrance
Planting	Varies



'Farm Lane' - Axonometric



Fairford Leas Aylesbury

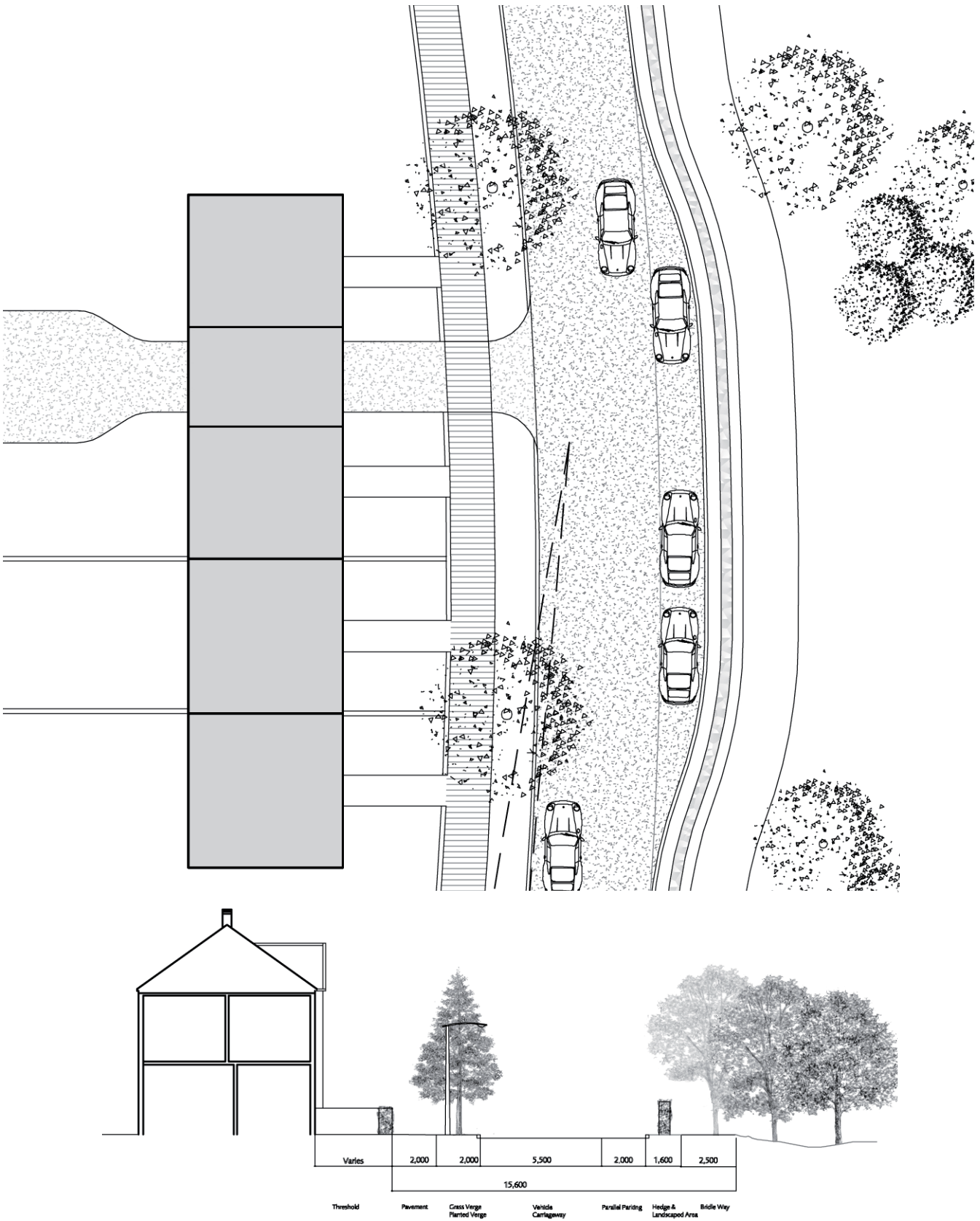


Figure A 6.2 'Farm Lane' - Typical section



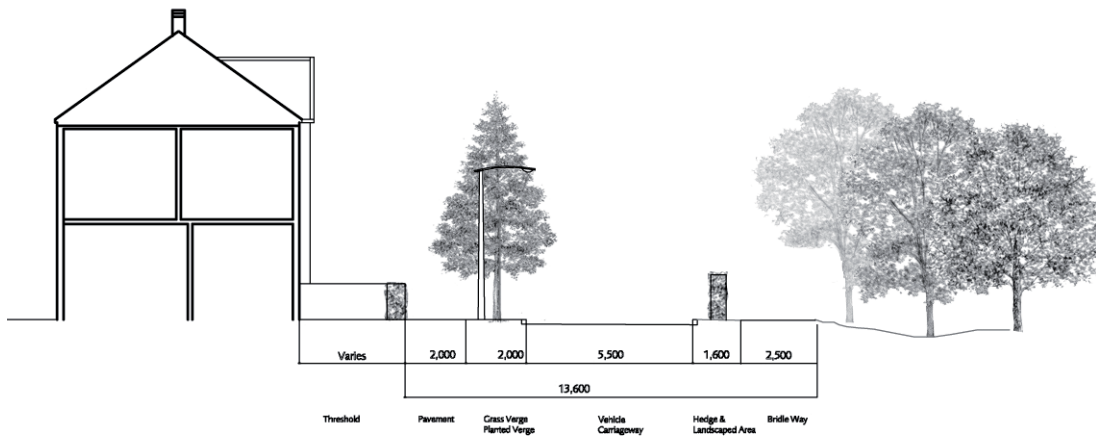
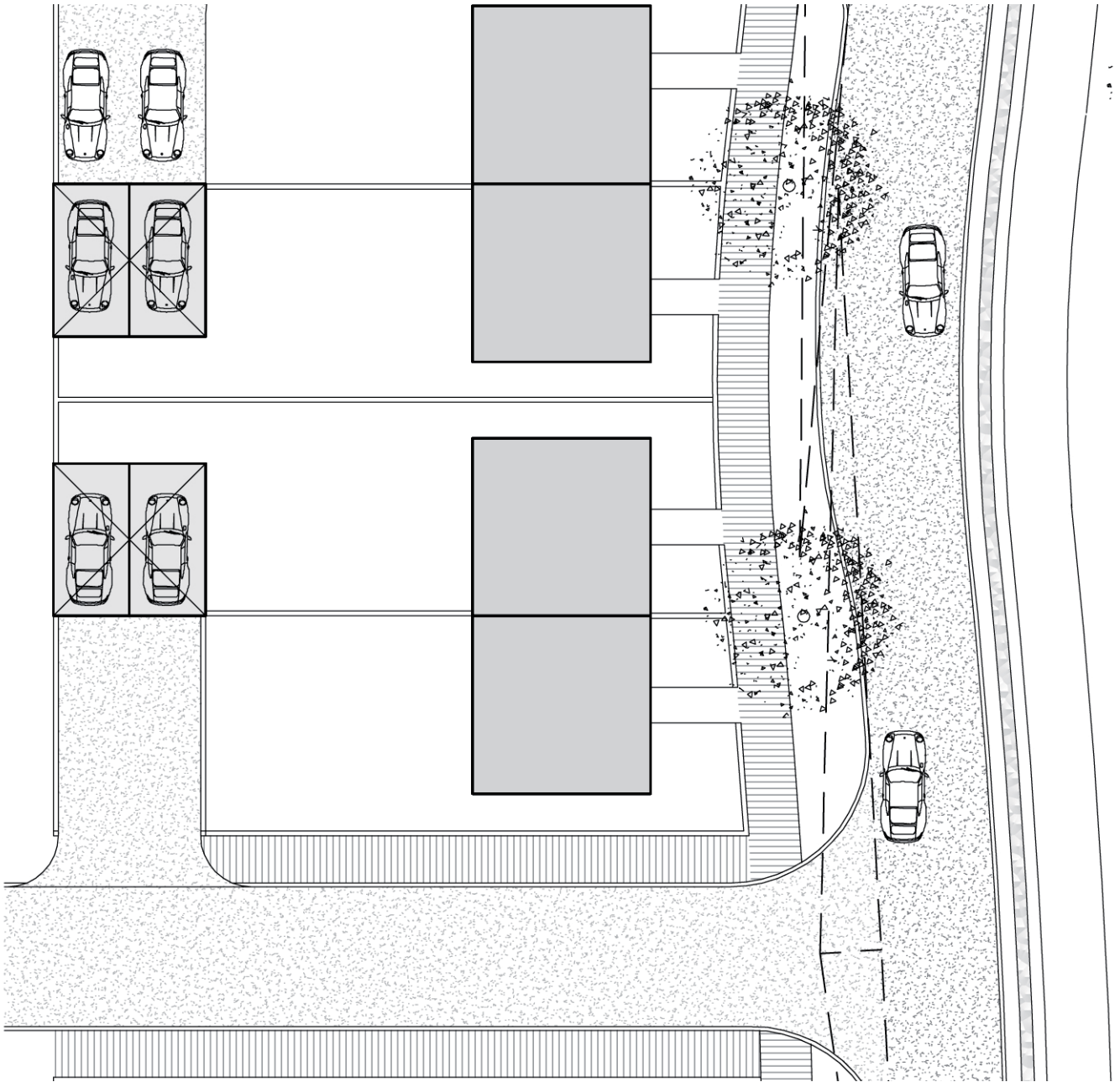


Figure A 6.3 'Fwarm Lane' - Typical section



A 1.7 Access Roads

These form short transitional routes that connect 'The Avenue' and 'Farm Lane' distributor streets to the home-zone streets. The character of these routes is defined by the adjacent streets.

Along sections of 'The Avenue', where speed reduction measures are present, transitional Access Streets will not be required at the junction with Home Zones

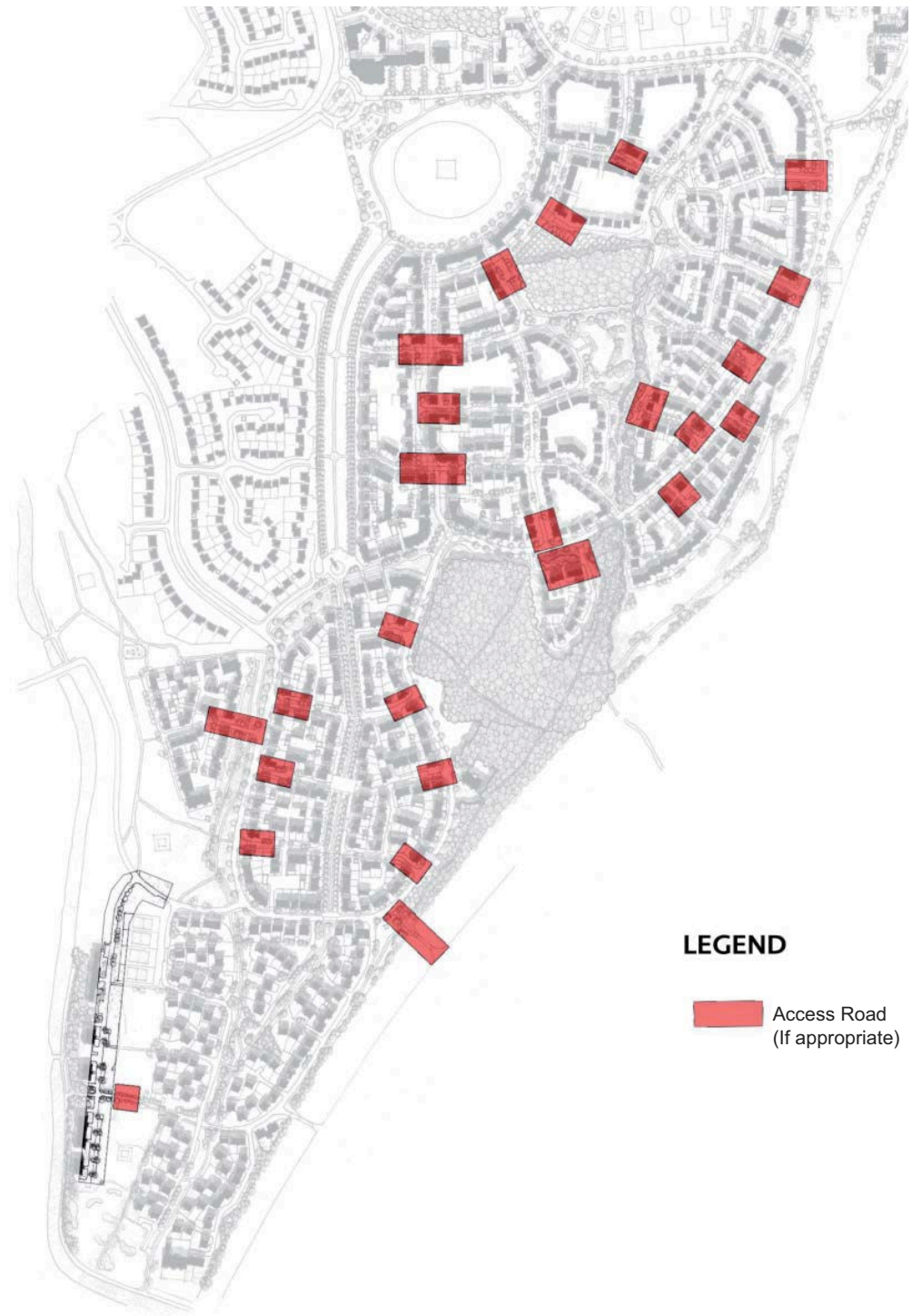


Figure A 7.1 Access Road - Street character

Key Information	
Road Type	Local Residential Distributor Road
Design Speed	20 mph
Carriageway	
Adoptable Width	12 – 15m
Bus Access	None
Cycle Access	Integrated or shared footway / cycleway
Footpath	Min 2.4m on both sides of carriageway
Carriageway Width	Typically 5.5m
Drainage Channel	500mm aquablock rumble strip, offset between carriageway and verge included in carriageway width
Parking	NA as most routes are a maximum of 25m in length
Kerb Face	125mm
Traffic Calming	Access roads are typically very short, connecting development sites to distributor roads or providing a transition space to home-zone streets
Vehicular Access to Properties	Private garages at the rear of properties, no driveways within the threshold area
Verge	Parking / Hedging / Extended Paving
Geometry	
Junction Radii	6m
Forward Visibility	25m min
Junction Sight Lines	33m min
Junction Spacing	No Junctions
Materials	
Carriageway Surfacing	Determined by relationship to adjacent streets
Footpath Surfacing	Determined by relationship to adjacent streets
Shared Surfacing	NA
Vehicle Crossovers / Public Squares	To match footpath
Kerb Types	125 deep, concrete
Details	
Seating	Appropriately positioned adjacent to civic spaces
Litter Bins	Appropriately positioned by seating areas
Street Lighting	Column mounted set back from kerb and spaced at intervals to provide appropriate levels of lighting to be co-ordinated with HBC
Landscape	
Street Trees	Clear stemmed for min 2m (to be co-ordinated with HBC)
Planting Pattern	Informally or formally arranged according to the character of adjacent areas and streets
Threshold	
Wall / Fence / Planting	The threshold will be defined by a low wall, railings or hedge planting depending on local context
Surface Detail	There will be a transition in paving material as the threshold area meets the street
Planting	Varies

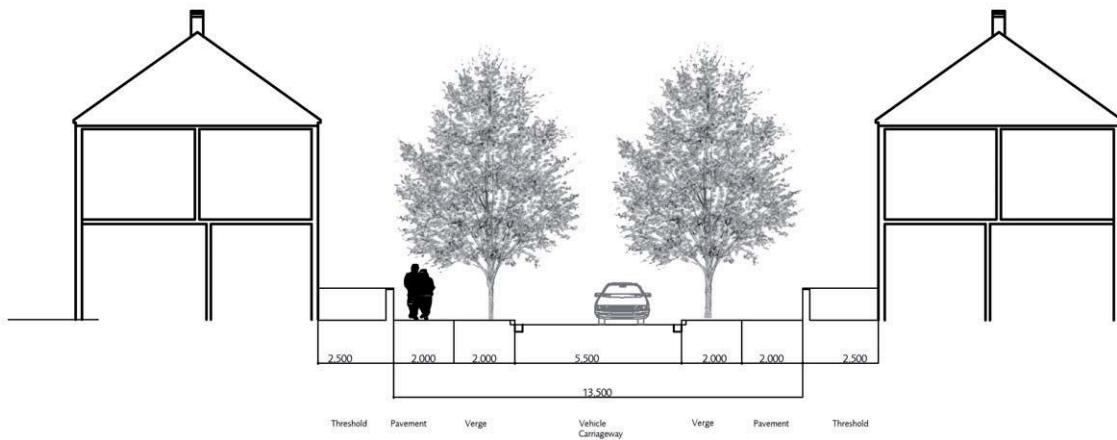
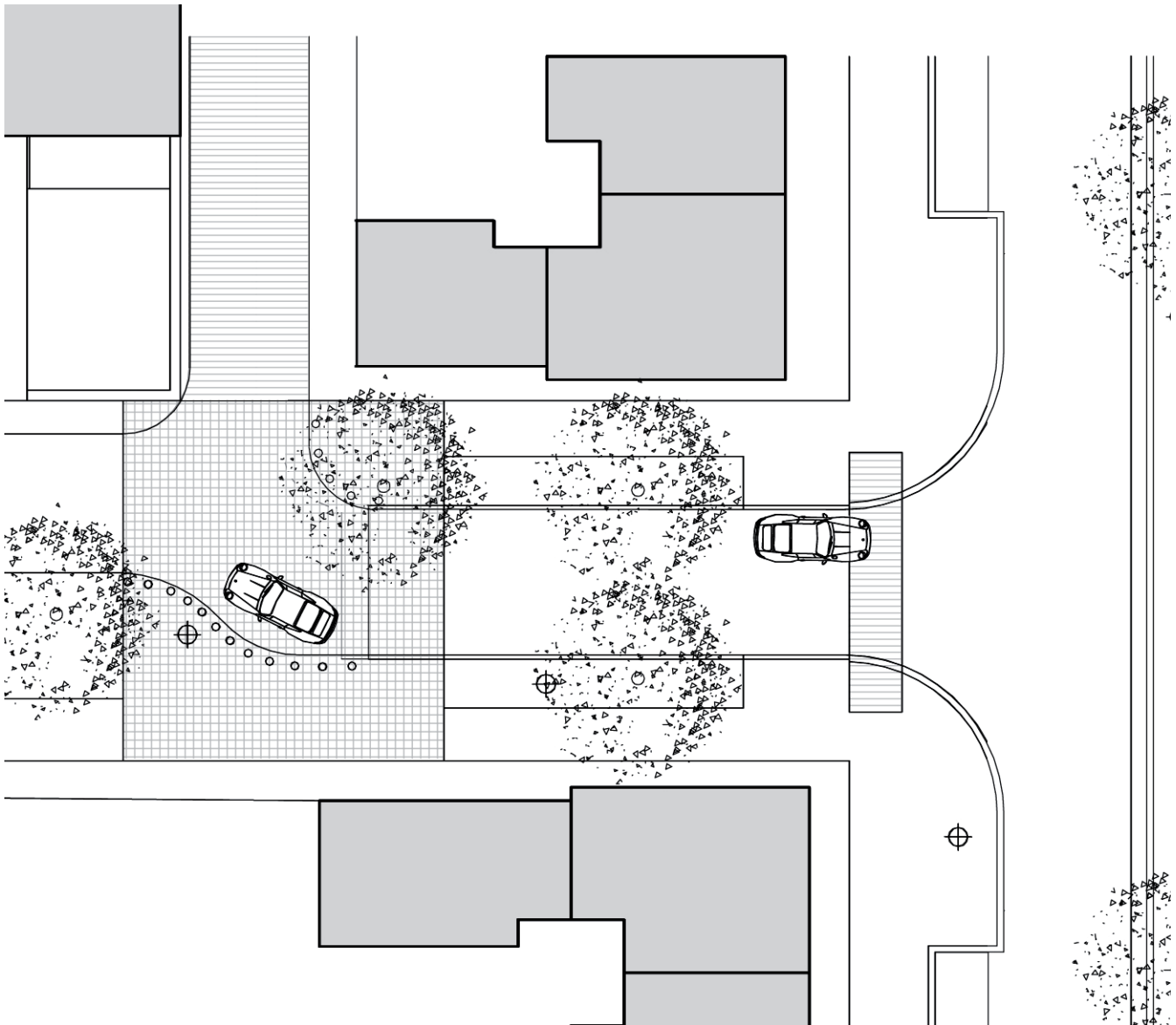


Figure A 7.2 Access Road



Staithes Newcastle/Gateshead



Staithes Newcastle/Gateshead



Utrecht Netherlands



Poundbury Dorset



de Stryp Netherlands



Old Royal Free Square London



Kingshill Lacuna Kent



Kingshill Lacuna Kent

A 1.8

Home-zones

The existing street pattern in Sandymoor gives priority of movement to drivers. This Masterplan seeks to redress this and create more pedestrian-friendly streets throughout Sandymoor.

Home-zones are residential streets where space is shared between all users. Home-zones can:

- Increase social activity for those people living there
- Provide for a range of activities including children's play
- Make more efficient use of roadway
- Add to visual variety
- Reduce driving speed
- Provide greater levels of safety.

The main design principles include the following:

- Materials will include surfacing with a natural finish that will differ in each character area
- There will be no kerbs within any home-zone
- Trees and plants will combine local species, natural annual wildflower seed mixes, flowering herbaceous layers and exotic species to produce more colourful displays, throughout the year. Consideration will be given to the use of fruit trees with different colours/types/blossoms highlighting the differing character areas
- Street furniture should be contemporary and could provide clear identity through the use of colour
- All home-zones will be checked for swept paths for all vehicles up to removal van
- Home- zone streets will serve no more than 100 dwellings where possible.

Housing in home-zones may have front gardens, using materials and planting to reflect the character of each area. A key feature of many successful home-zones is the participation of residents in the upkeep of planted areas within the street. This can give residents a visible stake in the appearance of 'their' street and can lend an air of welcome informality.

All cycle and car parking areas will have high levels of natural surveillance.



Figure A 8.2 Home-zones - Street character

Key Information	
Road Type	Minor Residential Road / Shared Surface Hybrid
Design Speed	10 mph
Carriageway	
Adoptable Width	12 – 18m
Bus Access	None
Cycle Access	Integrated
Footpath	Shared Surface Area (1.8m pedestrian only zone adjacent to threshold)
Carriageway Width	Shared surface Area - Min 4.5 area for vehicular movement
Drainage Channel	Located in centre of shared surface
Parking	Perpendicular parking located on alternative sides of area (not included in the adoptable width) There will be in a 2m setback to allow for manoeuvring/visibility
Kerbs	none
Traffic Calming	Integral part of design and layout
Vehicular Access to Properties	Parking and private garages (flats over garages) in courtyards in the centre of blocks
Verge	none
Geometry	
Junction Radii	4m
Forward Visibility	20m
Junction Sight Lines	25m / 2m (20m / 2m at driveways)
Junction Spacing	NA
Materials	
Carriageway Surfacing	Shared Surface – Textured Flexible Surface
Footpath Surfacing	Shared Surface - Pedestrian only area concrete Block or Tegular Paving
Shared Surfacing	As above
Vehicle Crossovers / Public Squares	Concrete Block or Tegular Paving
Kerb Types	none
Details	
Seating	Positioned within pocket parks along the street
Litter Bins	Appropriately positioned by seating areas
Street Lighting	Column mounted and spaced at intervals to provide appropriate levels of lighting (to be co-ordinated with HBC)
Bollards	300 /300 mm hardwood timber posts to prevent parking in open spaces
Signage	Emerging standards and procedures on signage in home zone areas to follow
Landscape	
Street Trees	Clear stemmed for min 2m (to be co-ordinated with HBC)
Planting Pattern	Informally arranged in hard and green open spaces
Threshold	
Wall / Fence / Planting	The threshold provides a point of transition between the public space of the street and the private space of the dwelling. On east - west streets the threshold will give more privacy of the open space on south facing properties
Surface Detail	There will be a transition in paving material as the threshold area meets the street
Planting	Varies



Figure A 8.1 Telford Millenium Community



Telford Millenium Community - Home-zone



Telford Millenium Community - Home-zone

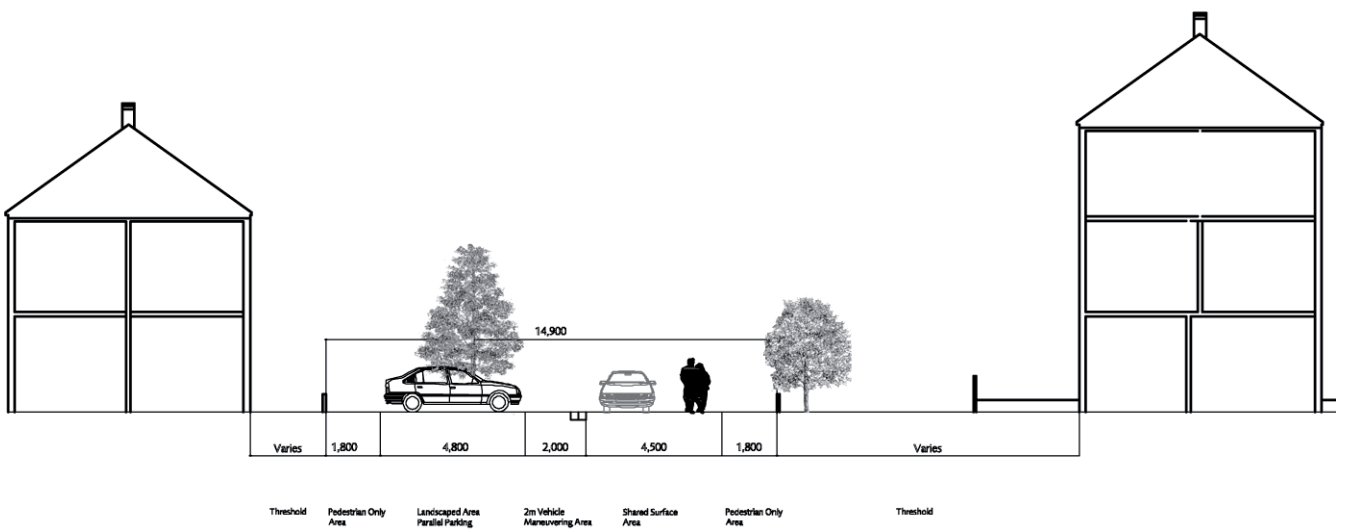
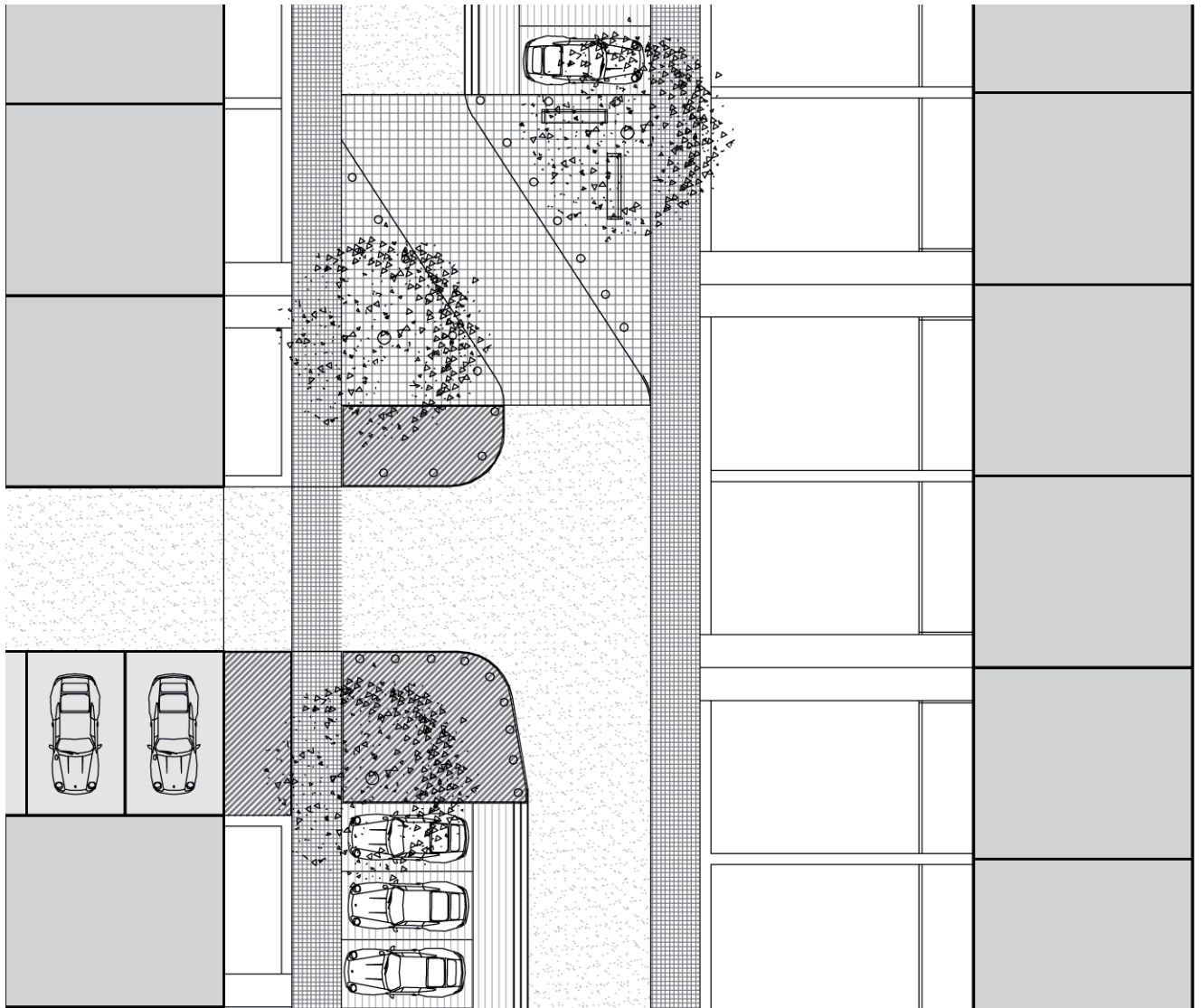


Figure A 8.3 Home-zone - Typical east-west Street



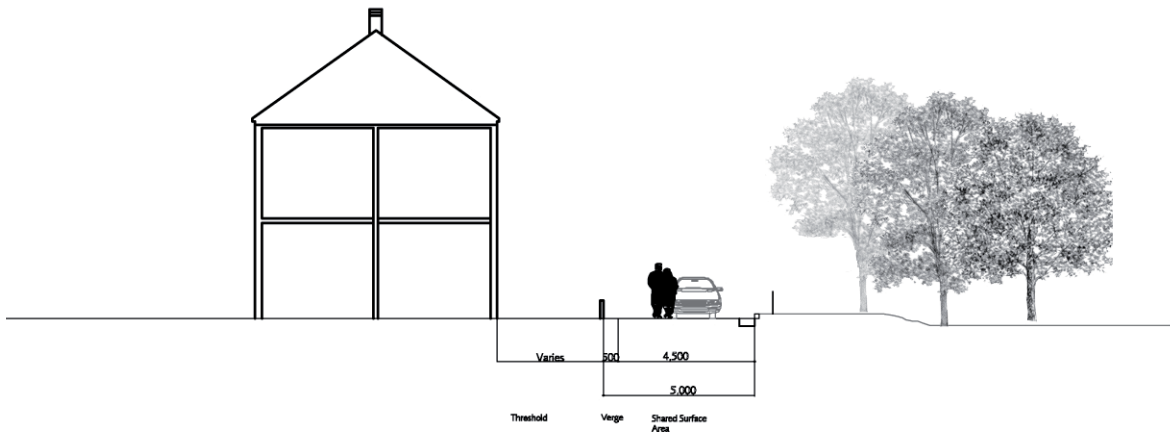


Figure A 8.4 Home-zone - Shared surface driveway onto The Ride extension



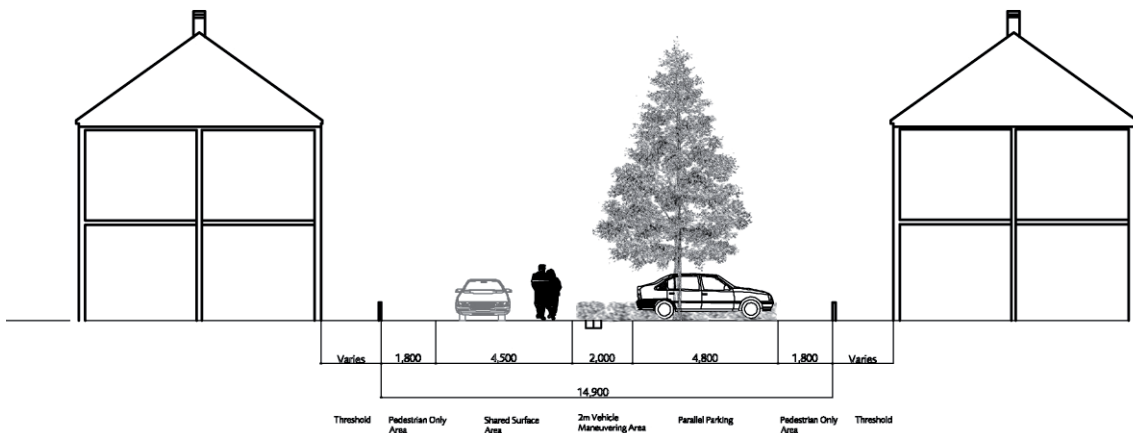
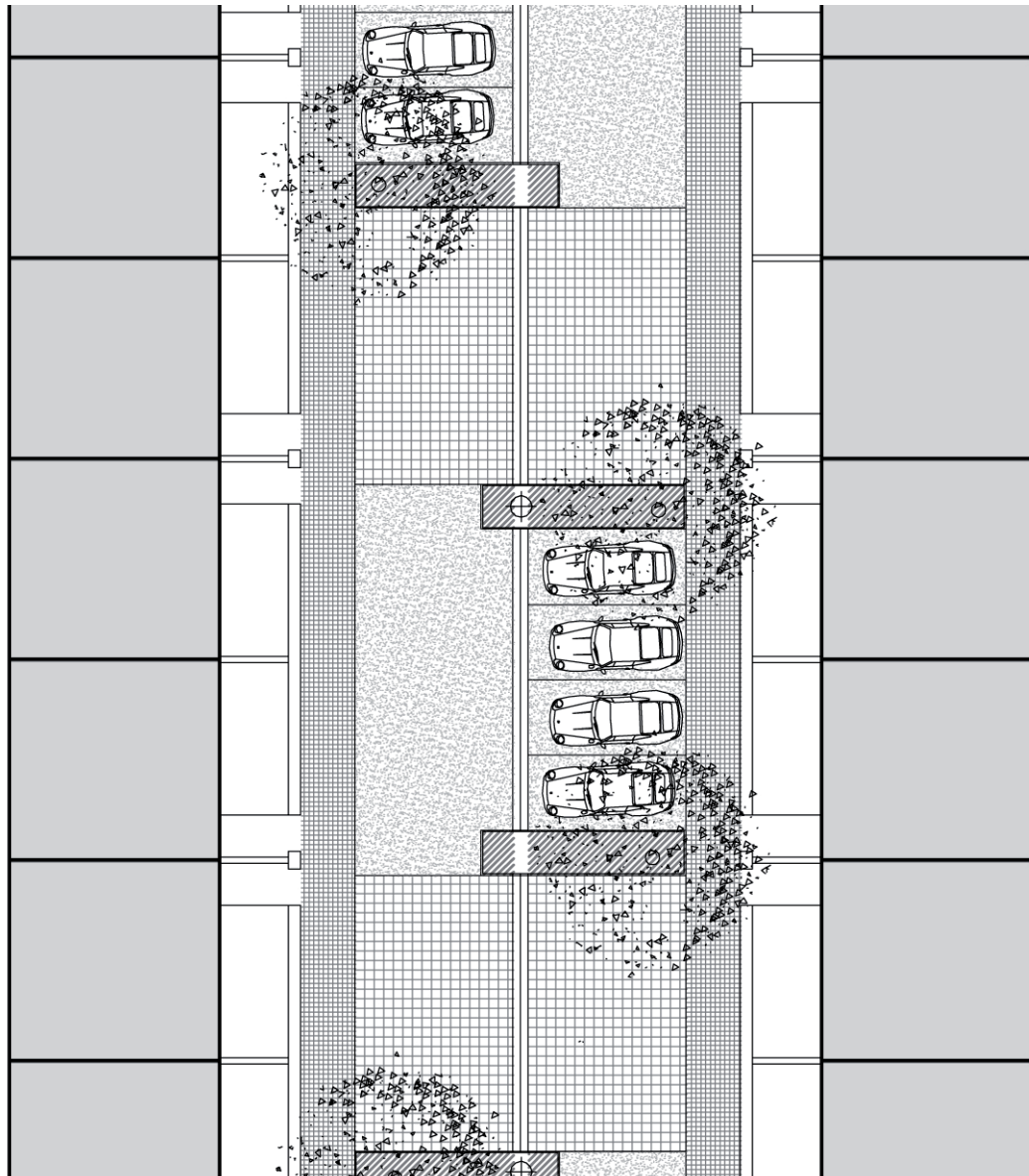


Figure A 8.5 Home-zone - Typical mews court



Parking Courtyards

Parking within the Masterplan area will be managed in several ways depending on the density and character of the area. Where parking courtyards are used, surveillance must be provided by adjacent properties. Materials should add interest to the space.

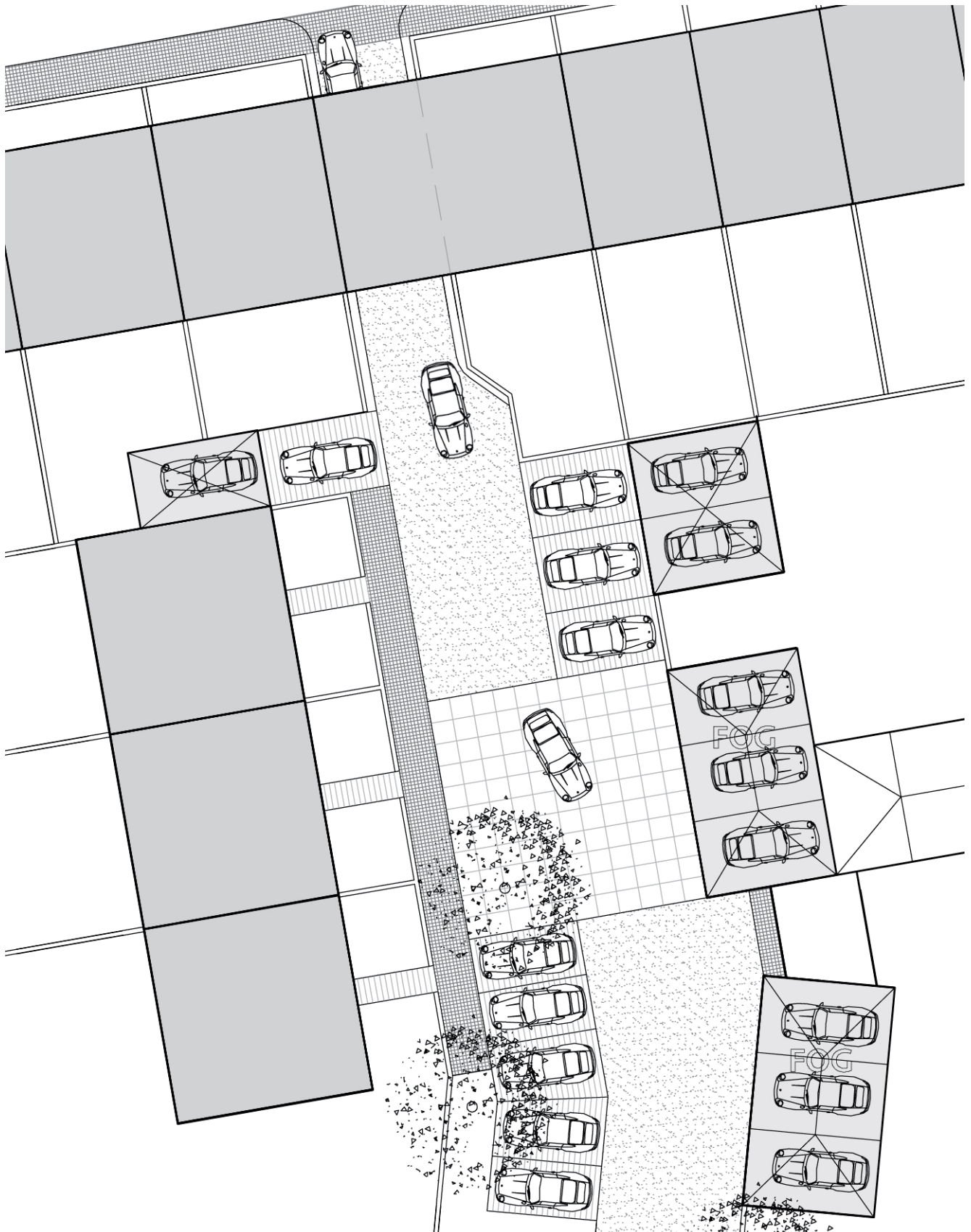


Figure A 9.1 Typical Parking Courtyard



Planning Policy Context

This SPD is supplementary to the policies in the adopted Halton UDP, and will be a material consideration in the determination of all planning applications at Sandymoor constituting new development.

The following section of the SPD outlines the key planning policy context at national, regional and local levels to which future development proposals at Sandymoor should comply:

NATIONAL PLANNING POLICY

Planning Policy Statement 1: Delivering Sustainable Development (2005)

All new development at Sandymoor should meet the key objectives of PPS1, which sets out the national planning context for delivering the Government's Sustainable Communities agenda. The guidance encourages urban and rural regeneration schemes that enhance the well being of communities, improve facilities, and promote high-quality and safe new development. It promotes the more efficient use of land through higher densities, and the re-use of suitably located brownfield sites. Furthermore, PPS1 emphasises the importance of good design, which in turn creates high-quality, well-mixed and integrated development.

Planning Policy Statement 3: Housing (2005)

The Government issued PPS3 in November 2006. This replaced existing PPG3. Much of PPS3 largely reiterates the previous guidance of PPG3, albeit placing a significant emphasis on achieving sustainability based on the principle set out in PPS1 'Delivering Sustainable Development.' The Government is committed to providing high quality housing, and to create sustainable, attractive, and secure mixed communities in all areas, both urban and rural.

PPS3 promotes a mix of housing in terms of tenure and price, situated in suitable locations which offer a good range of community facilities and with good access to jobs, key services, community and green amenity space, and infrastructure. PPS3 continues to encourage a minimum density of 30 dwellings per hectare net, albeit where Local Planning Authorities wish to plan for or agree to densities below this minimum, justification of such an approach will be required. New developments above a specified size should make provision for affordable housing where possible, often to a level set by the Local Authority.

New housing development should also seek to minimise environmental impacts, and take account of potential climate change and flood risk. PPS3 outlines the Government's objective to ensure that the planning system delivers a flexible, responsive supply of land. Reflecting the principles of 'Plan, Monitor, Manage', Local Planning Authorities and Regional Planning Bodies should develop policies and implementation strategies to ensure that sufficient, suitable land is available to achieve their housing and previously-developed land delivery objectives. At the local level, Local Planning Authorities should set out in Local Development Documents their policies and strategies for delivering the level of housing provision, including identifying broad locations and specific sites that will enable continuous delivery of housing for at least 15 years from the date of adoption, taking account of the level of housing provision set out in the Regional Spatial Strategy. Local Planning Authorities should identify sufficient specific deliverable sites to deliver housing in the first five years, and identify a further supply of specific, developable sites for years 6-10 and, where possible, for years 11-15. Where it is not possible to identify specific sites for years 11-15, broad locations for future growth should be indicated.

PPS3 also promotes the use of Design Codes and Masterplans to enhance the quality and value of new residential development, and to accelerate the development control process. New housing should be of a high standard of design and layout, having respect to its wider context, not just in terms of building character but also townscape and landscape within the wider locality. At the same time this does not mean that new development should simply replicate its surroundings.

Planning Policy Guidance 24: Planning and Noise (2001)

PPG24 advises that new noise-sensitive land uses such as houses and schools should be separated from noise-generating land uses such as roads and railways. Where it is not possible to achieve a separation of land-uses, the Local Planning Authority should consider whether it is practicable to control or reduce noise levels, or to mitigate the impact of noise, through either the use of conditions or planning obligations. Noise Exposure Categories are introduced in PPG24 to assist Local Planning Authorities in their consideration of applications for residential development near transport-related noise sources, ranging from Category A – D.

Planning Policy Statement 25: Development and Flood Risk (2005)

The aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.

Flood risk assessments should be carried out to the appropriate degree at all levels of the planning process, to assess the risks of all forms of flooding to and from development and taking into account the possible effects of climate change.

PPS25 recognises that road and rail embankments and other existing transport infrastructure can affect water flows during floods. It is important that this is recognised, and where use of such infrastructure is proposed for flood management purposes, this should be discussed with the infrastructure owners. Where new transport infrastructure is proposed, the possibility of building-in flood management measures at the design stage should be considered.

REGIONAL PLANNING POLICY

Regional Planning Guidance 13: North West (2003)

RPG 13: North West, published in March 2003, automatically became the Regional Spatial Strategy (RSS) when the provisions of the 2004 Planning and Compulsory Purchase Act were enacted in September 2004. A full review of RSS commenced in July 2004. A Submission Draft is currently with the Secretary of State and out to public consultation until 12th June 2006.

RSS has as its main aim the promotion of sustainable patterns of spatial development, advancing and supporting the region's economic, social and environmental interests. With specific regard to new housing provision, RSS identifies the requirement for a net gain of 330 new dwellings per annum within Halton.

The North West Plan ~ Draft Regional Spatial Strategy (2006)

A full review of RSS 13 commenced in July 2004, with a submitted draft document published by the North West Regional Assembly (NWRA) in January 2006. This was later subject to public consultation between 20th March 2006 and 12th June 2006. An Examination in Public (EiP) into the RSS was held between October 2006 and January 2007. On 8th May 2007 the EiP Panel published its report. It is expected that the RSS will be formally adopted in early 2008.

At present, the adopted Halton UDP stipulates the requirement for a net gain of 330 dwellings per annum. Draft RSS published in January 2006 proposed that this figure be increased to 500 dwellings per year during the plan period, an overall net total increase of circa 9,000 homes between 2003-2021. An indicative target of 80% of new dwellings on previously developed land was also established. It is expected that new residential development within Halton will support the potential for economic growth within the area, whilst providing a wider range of general and high-quality market housing. At the same time, new housing provision should continue to meet local needs including affordable housing.

The EiP Panel Report published in May 2007 recommended that the proposed maximum net housing increase in Halton between 2003-2021 of 9,000 dwellings, at a mean annual increase of 500 dwellings, be maintained. However, the Panel recommended that the indicative target for the development of new dwellings on previously developed land within Halton should remain at 65%.

LOCAL PLANNING POLICY

Halton Unitary Development Plan (2005)

The Halton Unitary Development Plan was formally adopted on 7th April 2005. The UDP sets out the framework for the development of land within the Borough from the present up to 2016.

The UDP states that sufficient provision will be made to meet the requirement for a net gain of 330 dwellings per year between 2002 and 2016 in accordance with the Regional Spatial Strategy.

The principle of development at Sandymoor has long been established through an extant planning permission granted under the New Towns Act 1981, in addition to the allocation of land at Sandymoor for residential development within the adopted Halton UDP.

All future development at Sandymoor must be in accordance with the policies of the Halton UDP, in particular those specific to the Sandymoor development area as listed in Appendix 4. These policies can also be identified through reference to the Halton UDP Proposals Map. The policies contained within this SPD are supplementary to those in the UDP.



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SANDYMOOR

Draft Supplementary Planning Document

Statement of Consultation



Presented for Public Consultation between
XX December 2007 and XX January 2008

Forward Planning
Environment Directorate
Halton Borough Council
Rutland House
Halton Lea
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WA7 2GW

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Introduction

Under the Planning and Compulsory Purchase Act 2004 it is a requirement to prepare and publish a Consultation Statement for a range of planning policy documents, including Supplementary Planning Documents (SPDs). This is a reflection of Government's desire to "strengthen community and stakeholder involvement in the development of local communities". In due course the Council will be adopting a Statement of Community Involvement (SCI), that will set out how the public will be consulted on new planning policy and significant planning applications. Once the SCI is adopted, all such planning documents will be required to conform with its provisions. This Consultation Statement has been prepared in advance of the SCI, but aims to reflect the intentions of Government planning guidance for reporting on community involvement in the plan making process.

This Statement of Consultation sets out the details of the Partnership Consultation conducted by Halton Borough Council in relation to the draft Sandymoor SPD. It also provides details on the significant non-statutory consultation held with various bodies throughout the preparation of the draft Sandymoor SPD. It is being made available during the formal period of public consultation, alongside the draft Sandymoor SPD and the Sustainability Appraisal Report, in accordance with Regulation 17 (1) of the Town and Country Planning (Local Development) (England) Regulations 2004.

Stakeholder Consultation

Initial Partnership Consultation Period: 28th July 2006 – 14th August 2006

Date of consideration of representations: Various

The following section of this Statement establishes the consultation undertaken to date during the preparation of the draft Sandymoor SPD. This includes comments received by the Council during the statutory Pre-Production and Partnership Consultation periods between **2nd February 2006** and **16th March 2006**, and **28th July 2006** and **14th August 2006** respectively, and also sets out additional feedback received during further non-statutory consultation with key stakeholders and bodies, including that at the following events:

- **Stakeholder Event at Sandymoor Hall** – 21st September 2004;
- **Public Exhibition at Sandymoor Hall** – 1st April 2005;
- **Public Exhibition at Sandymoor Hall** – 27th November 2006.

Given the significant number of consultees involved in the Sandymoor SPD preparation process, for ease of reference, the consultee comments and responses are each individually displayed.

N.B. – All paragraph and page references relate to the numbers as set out in the Partnership Consultation draft Sandymoor SPD.

Environment Agency

Consultee	Date and Method of Response	Comments	Response
Environment Agency	Letter dated 22 February 2006 (Response to Pre-Production Scoping Report)	EA welcomes and supports the inclusion of ' <i>Biodiversity and Landscapes</i> ' as long-term priorities in the SA for Sandymoor.	Noted
		The development of Sandymoor provides an ideal opportunity to sensitively incorporate a ' <i>Sustainable Urban Drainage System</i> ' (SUDS).	Existing sewerage system designed to accommodate surface water drainage. Roof drainage/SUDS where appropriate.
		Reedbed and wetland creation would enhance biodiversity, and contribute to the Cheshire and Halton Biodiversity Action Plan (BAP) targets for Phragmites Reedbed.	Opportunity for Phragmites Reedbed is contained in area designated for wildlife and particularly in the

			southern Sandymoor nature reserve area.
		Reference should be made to existing flood storage basins adjacent to Keckwick Brook downstream in Manor Park.	Noted
		Opportunities exist to enhance and undertake sensitive remedial works to the channellised Keckwick Brook Corridor.	As part of overall wildlife strategy the existing brooks will be enhance to improve wildlife habitats.
		The EA will object to any residential development in areas of high flood risk. The EA supports the development of open space in flood-risk areas.	Flood mitigation design work is currently being undertaken to incorporate potential flood risk areas into the proposed open spaces.

Natural England (formerly English Nature)

Consultee	Date and Method of Response	Comments	Response
Natural England	Pre-Production Scoping Report Consultee	No Comments Received	-----

English Heritage

Consultee	Date and Method of Response	Comments	Response
English Heritage	Letter dated 6 th February 2006 (Pre-Production Scoping Report)	EH acknowledge the conclusion that the SPD is unlikely to have significant environmental effects, and thus does not require a SEA.	Noted
		Identify that the Scoping Report does not include information on the historic and built character of the area in the section on <i>Site-Specific Baseline information</i> .	Noted
		EH suggest that the baseline information be supplemented by an appraisal of the ' landscape and townscape character ' of the area to identify areas of importance, and areas for protection and enhancement. This is considered important in reference to the aims of the SPD; to promote high-quality design and create a sense of	The character of the area has been formed by the 80's/90's development. There is a chance to create a unique new character at Sandymoor. No formal appraisal has been published but as part of design process

		place.	the important landscape and townscape characteristics have been identified, and protected and enhanced where possible.
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Countryside Agency

Consultee	Date and Method of Response	Comments	Response
Countryside Agency	Letter dated 27 th February 2006 (Pre-Production Scoping Report)	CA considers that the draft SPD for Sandymoor is unlikely to have a significant effect on the landscape, nor the enjoyment of it through access.	The draft Masterplan has taken into account effects on the local landscape and has also recognised and enhanced access to the wider countryside as well as providing access through the development.
		The Scoping Report does not refer in detail to landscaping issues.	Noted

Government Office for the North West (GONW)

Consultee	Date and Method of Response	Comments	Response
GONW – Diane Wheatley	E-mail dated 8 th August 2006 (Partnership Consultation draft SPD)	1) Page 4 Site Context: it would be useful here in the site context to show an extract from the proposals map to illustrate the main UDP policies that will apply. It would also be helpful of the masterplan diagram where included nearer the beginning of the document so that the reader has the main context for the details in the further chapters.	Accepted. A UDP extract will be provided in the SPD/Design Statement.
		2) Para 2.3: it would be helpful here to give up to date context of the supply coming forward and how this affects the release of phase 2 housing sites.	Noted. A phasing strategy for the development of Sandymoor is still to be determined at present.
		3) Para 3.13: reference to Masterplan in appendix 1, but it is not included there.	Noted. This will be included in the SPD.
		4) Para 3.19: flood risk is an important issue that will need to be taken into account. In relation to the 'land swap' with land in southern Sandymoor, it appears from the new	Accepted. The changes relate to new flood and other constraints, and do differ from the UDP. However these issues

		plans that the residential development site boundaries will be changed / extended from those on the proposals map in the adopted UDP. This could cause problems as landowners and nearby residents may have concerns about this new proposal as they differ from what is in the UDP.	have been discussed between stakeholders during the consultation process. The Masterplan is there to provide the illustrative context for this area in light of the re-configuration of developable land. It is proposed that a planning application will be submitted to Halton BC for the proposed 'land-swap' as per the UDP proposals map.
		5) Section 4: supplementary policy guidance. There is a list of UDP policies in the back of the document, but it would be beneficial to refer to them within the main text of the document, to help the reader to see how they apply: for example, in this section many considerations seem to supplement UDP policies, so it would be useful to refer to them briefly here. Some of the references to appendices are incorrect in this section.	Noted. The relevant generic UDP policies will be listed within an Appendix in the final SPD.
		6) SMTP3: it would be helpful to include a diagram showing this greenway network: I found this and others hard to find on the main masterplan, but it was hard to read the masterplan writing so it could be that the writing was just too small for me find this. You may wish to look at the scale/printing of the masterplan diagram if other people are having similar problems.	Accepted. This will be provided in the Design Statement and SPD.
		7) General: there is some repetition in the document, which you will probably cut down on in the final draft.	Noted.
		8) Chapter 5: there are references to high and low densities in this chapter: it would be helpful to explain this in the context of SMH2.	Noted.
		9) Page 35: public transport is mentioned briefly here and another couple of parts of the document. It would be beneficial to build on this element and look at the provision of public transport in order to highlight it to developers, given the importance of making these new developments sustainable and accessible.	Existing bus, bicycle, and pedestrian routes and proposed additions will be provided in the Design Statement and the SPD.
		10) Page 39: references to areas	Noted.

		on the diagram need moving down (you probably already have this covered).	
		11) Page 41: fourth paragraph, last sentence: change wording to ‘..would be no direct <u>vehicular</u> access to individual buildings...’.	Noted.
		12) Para 10.2: the parking standards referred to appear to be different to those in the UDP. You will also need to take in account your forthcoming transport and accessibility SPD.	Noted. Car parking standards and street design principles have previously been agreed with Halton BC.
		13) Section 11: the development of the Brookwood area involves the establishment of a local centre, so section 11 should refer to PPS6.	Noted.
		14) General: more mention could be made of monitoring and the role of the AMR in assessing the effectiveness of the SPD/policies.	Noted. A section will be included within the SPD referring to its management and annual review.
		15) General: as the SPD supplements the UDP, when this is replaced the SPD may need revising.	Noted. It will be reviewed during the LDF process.

Sandymoor Community Association

Consultee	Date and Method of Response	Comments	Response
Sandymoor Community Association	Partnership Consultation draft SPD Consultee	No Comments Received	N/A

United Utilities

Consultee	Date and Method of Response	Comments	Response
United Utilities	Letter dated 10 th August 2006 (Partnership Consultation draft SPD)	<p>Water Supply A water supply can be made available to the proposed development.</p> <p>A separate metered water supply to each unit will be required at the applicant's expense and all internal pipework must comply with current water supply (water Fittings) regulations 1999.</p> <p>Our water mains will need extending to serve any development on this site. The applicant, who may be required to pay a capital contribution, will need to sign an Agreement</p>	Noted.

		<p>under Sections 41, 42 & 43 of the Water Industry Act 1991.</p> <p>The provision of a mains water supply could be expensive.</p>	
		<p>Several water mains cross the site. As we need access for operating and maintaining them, we will not permit development in close proximity to the mains. A modification of the site layout, or diversion of the main at the applicant's expense, may be necessary.</p> <p>Any necessary disconnection or diversion required as a result of any development will be carried out at the' developers expense.</p> <p>Under the Water Industry Act 1991, Sections 158 & 159, we have the right to inspect, maintain, adjust, repair or alter our mains. This includes carrying out any works incidental to any of those purposes.</p> <p>The developer should be instructed to contact our Water Fittings Section at Warrington North WwTW, Gatewarth Industrial Estate, off Liverpool Road, Sankey Bridges, Warrington, WA5 2DS.</p>	<p>Noted. The Masterplan takes account of the main utilities, and easements have been integrated into the design where they are required.</p> <p>Noted.</p> <p>United Utilities (Water Connections) have been contacted.</p>
		<p>In considering the sustainability of the development, it is encouraging to see (page 36) comments on energy efficiency. However, we have not found any similar comments on water demand management. Whilst we currently have no potable water shortage in the north west of England, we cannot be complacent and predictions of global warming impacts suggest we should manage the demand for water when possible.</p> <p>United Utilities is aware that some local authorities are utilizing a national scheme "EcoHomes" and are adopting this as a means of encouraging developers towards environmental sustainability. Indeed the former Office of the Deputy Prime Minister (ODPM) now the Department for Communities and Local Government is likely to require its application in future development. Water efficiency is part of the scheme. For information the web link is - http://www.breeam.org/ecohomes.html</p> <p>Whilst water meters encourage responsible use of potable water, we would also advise attention to building design to conserve potable water. This could include water saving devices</p>	<p>Noted.</p> <p>The Design Codes currently being drafted reflect an initial target of EcoHomes 'very good.' Water saving devices are required.</p>

		<p>such as low volume taps (except at the kitchen sink), low volume showerheads, dual flush toilets, save-a-flush devices, water efficient washing machines and dishwashers.</p> <p>In this way, the Sandymoor development is an opportunity for the local authority to demonstrate its responsible 'green' vision for the future.</p>	
		<p>Wastewater This development must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the watercourse/soakaway/surface water sewer and may require the consent of the Environment Agency.</p> <p>This is the most sustainable system of draining development sites</p>	<p>Noted. A separate drainage system already exists and has adequate capacity to take the additional flow from the updated Masterplan.</p>
		<p>Several public sewers cross the site and we will not permit building near to them. We will require an access strip of no less than 6 metres wide, measuring at least 3 metres either side of the centre line of the sewer, for maintenance or replacement. Therefore, a modification of the site layout, or a diversion of the affected public sewer at the developer's expense may be necessary.</p>	<p>Noted. The Masterplan incorporates the correct width of easement required for the size and depth of sewers present.</p>
		<p>General Deep rooted shrubs and trees should not be planted in the vicinity of underground/overhead utility services.</p> <p>United Utilities offers a fully supported mapping service at a modest cost for our electricity, water mains and sewerage assets. This is a quality service, which is constantly updated by our Map Services Team (Tel No 0870 7510101) and I recommend that the applicant give early consideration in project design as it is better value than traditional methods of data gathering. It is, however, the applicant's responsibility to demonstrate the exact relationship on site between any utility assets that may cross the site and any proposed development.</p>	<p>Noted.</p> <p>Noted.</p>

Manchester Ship Canal Company

Consultee	Date and Method of Response	Comments	Response
Louise Morrissey,	Partnership Consultation draft	Expressed that Peel Holdings would wish to continue to be consulted at an	Noted.

Peel Holdings	SPD	early stage as the proposals progressed to avoid any avoidable objections, and to ensure that the integrity of the canal is not affected by any development proposals.	
Janet Roberts, Bridgewater Trust	Partnership Consultation draft SPD Consultee	No Comments Received.	-----

Persimmon Homes (formerly Westbury Homes)

Consultee	Date and Method of Response	Comments	Response
Broadway Malyan (on behalf of Persimmon Homes)	Letter dated 18 th August 2006 (Partnership Consultation draft SPD)	Structure and Purpose and Status We would first like to express our disappointment to the Council for publishing the SPD for stakeholder consultation, when there is vital information missing from the document relating to the flood risk area boundary. The flood area boundary will have significant impacts on the Masterplan and therefore the content and details of the SPD. We understand the Council wants to move forward with the adoption of the document, but we feel that consultation at this stage is meaningless, as many of the stakeholders comments will be affected by the flood area boundary. On this basis, we therefore reserve the right to make further comments once this information has been published.	Noted. The content for much of the SPD is generic so would not alter. Character area codes would not alter. Only the Masterplan and extent of the northern character areas may change.
		We also have other concerns regarding the content and structure of the document. Although the beginning of the document states that it is an SPD, chapters 5 to 10 have the content of a design guide/ design code as oppose to planning policies supplementary to the Halton UDP. We would strongly urge the Council to redraft the document to contain chapters 1 to 4 and 8 as an SPD, with the information contained within chapters 5 to 10 redrafted as a design guide/ design code with the appropriate status.	This is part of a discussion the consultancy team has been having. Proposals have included 3 separate documents comprising one overall pack of Policy (SPD), Design (Masterplan) and Guidance (Design Codes). At present the format and content of the document is still being discussed.
		We are also of the view that the design guide/ design code should ensure a fair level of flexibility and not be overly prescriptive. We understand the need	Disagree. The code is not considered to be overly prescriptive. The coding is sufficiently

		<p>for the design of the development to be cohesive between sites, however we are of the opinion that this should be reflected in the design of public space as oppose to being overly prescriptive about the detailing and use of materials for the dwellings</p>	<p>prescriptive about dwellings to give the cohesive development design rather than use of standard house types. Equally the open space coding affords flexibility.</p>
		<p>Draft PPS25: Development and Flood Risk Although reference is made to draft PPS25: <i>Development and Flood Risk</i> within chapter 11, the document fails to address the implications of the new Direction and the impacts the Direction could have on the delivery of the Masterplan. The document also fails to apply the exceptions test to the SPD.</p> <p><i>“The Exceptions Test should be applied to LDD allocations for development and used to draft criteria- based policies against which to consider planning applications. Where it needs to be applied, it should be done as early as possible – in LDDs and in Supplementary Planning Documents (such as development briefs). This will minimise the need to apply it to individual planning application”</i></p> <p>PPS25 ‘Development and Flood Risk’ Paragraph D7</p> <p>Draft PPS25 along with the flood risk Direction is due to be published in Autumn 2006 and should therefore be given the appropriate weight as emerging national policy. We feel particular attention should be given to applying the exceptions test to the document to ensure the robustness of the document.</p>	<p>Noted. Further information to be added to SPD to reflect these comments.</p>
		<p>Planning obligation Extensive discussions have already taken place to agree the Heads of Terms with regard to developer contributions, which has led to a signed Section 106 agreement with contributions index linked. We are concerned about references, within the SPD, that suggest further developer contributions will be sought. We strongly object to increasing the amount sought by the Council, as this</p>	<p>Noted. The SPD will not seek to require additional S106 contributions from developers beyond that already agreed and signed for with regards to respective S106 Agreements with Halton BC.</p>

		could have serious implications on the development of Sandymoor and possibly prevent development from coming forward.	
		<p>Outline consents The document fails to recognise outline consents already achieved on the site. We would like the Masterplan illustrations redrafted to show where outline consents have already been granted. The principle of developing the site for 149 houses, road, and associated landscaping has already been achieved on our client's site, we are therefore of the opinion that the SPD should be redrafted to recognise this consent.</p>	Noted. The final phasing strategy to be included in the SPD will provide information relating to extant planning permissions at Sandymoor.
		<p>Road location After several discussions with the Council, we are disappointed to see that the road layout on the Masterplan still does not go underneath the pylons on the eastern site of the site. If the road does not go directly underneath the pylons, then the developable area of our client's site is significantly reduced, and would prevent the developable area of the site from coming forward.</p> <p>Our comments are supported by PPG3: <i>Housing</i>, which states that:</p> <p><i>'Local planning authorities should avoid development which makes inefficient use of land' and 'encourage housing developments which make more efficient use of land'</i></p> <p>The document also goes on to add:</p> <p><i>'Local planning authorities should therefore examine critically the standards they apply to new developments particularly with regards to roads, layouts and car parking to avoid the profligate use of land'</i></p> <p>Draft PPS3: <i>Housing</i> also reiterates the need for new housing developments to make the most efficient use of land.</p> <p>We would like to see the road on the Masterplan go underneath the pylons, which will increase the developable area of our client's site, as well as</p>	The road layout, agreed with HBC, takes advantage of a route beneath the power lines. A separate diagram indicating the route beneath the power lines was sent to Persimmon. The alignment of the road is constrained in this location due to the floodplain, the location of the mitigation storage areas, the location of the supporting pylons and the design radius of the bend. The final Masterplan will provide the most efficient use of land in this area by aligning the highway under the o/h cables as much as is practicable. The UDP Proposals Map indicates an open space corridor approximately 100m in width from the edge of development to the railway embankment. The Masterplan proposes the reduction of this corridor to a minimum of 50m, thus increasing the potential development area. Land between the power lines and the railway remains an open space corridor,

		opening up further land between the railway lines and the pylons	though where the flood plain allows there will be pockets of development.
		Phasing Policy SMH1 addresses the phasing of the Sandymoor development, however the phasing schedule has not been included in the document. We would like to express our disappointment in the Council for publishing the document for stakeholder consultation without including this important information. As with the flood area boundary information, we reserve the right to make further comments once this information is known.	This will be included in a section on implementation and phasing in the Design Statement, the final draft of which will take into account the flooding issues.

Woodland Trust

Consultee	Date and Method of Response	Comments	Response
Woodland Trust – Peter Leeson	E-mail dated 3 rd August 2006 (Partnership Consultation draft SPD)	With the backdrop that the Trust would rather this area were not developed at all... for my part I must note how pleased I am to see the results of many of the discussions we have had with your colleagues and partners being included within this document. It is important to feel that we have a genuine involvement in this process and there are comments we can see which relate back to points the Trust's officers have raised on the ground. Specific comments are as follows:	Noted.
		1. It is helpful to have the Woodland Trust mentioned by name in the document as it will give interested parties a link to us for further discussion/ information.	Noted.
		2. I note that the stand-offs for buildings mentioned start at 15m. We have previously said that our preferred standard is 30m but understand from discussion that this is not always possible given the other site constraints / density required etc. I note that proposed village centre abuts Sandymoor Wood - the comments relating to wall and stand off were discussed on site.	The comments relating to wall and stand-offs were incorporated into the illustrative plans for the Local Centre. Where possible we have tried to meet the preferred standard, but in some locations this stand-off is reduced to 20m. One reason for the

			stand-off is to reduce impact on woodlands from garden tipping over back fences. Buildings will be designed to face onto the woodland edge and eliminate this possibility.
		3. I note that houses adjacent to woodlands are to front onto them, again something we have raised with your team and are pleased to see included.	Noted.
		4. One concern relating to woodland management is that we have to ensure reasonable management access is available to all areas of woodland for both conservation management and, post development, more importantly for safety (should the need arise to fell any woodland edge tree for safety reasons. It would be helpful to include an express statement to note the requirement for adequate management access.	Whilst we need to clearly distinguish between Woodland Trust ownership and other wooded areas at Sandymoor, it is accepted that woodland will continue to play a key role in the creation of an attractive built and natural environment.
		<p>On the "not so good" side:</p> <p>1. Woodlands are not mentioned at all until point SMGE6. I would suggest that a very significant part of the site's landscape and its function for wildlife is supported by its woodland elements. Therefore I would welcome the following additions:</p> <p>(a) Purpose The second bullet point of 1.1 to say "Promote high quality design to create an attractive built environment with woodland, open spaces, and a sense of place and community.</p> <p>(b) Site Context Either as part of the "Nature Conservation" bullet or as a separate head we need to mention woodlands ...they are after all a significant landscape feature, conservation feature, access and recreation feature and development constraint ...they also cover a lot of the site!</p>	<p>Accepted.</p> <p>Noted. Woodland is the subject of a section in the Design Statement, but the description could be strengthened further in the SPD.</p> <p>Noted.</p>
		On a wider matter, we do need to ensure the maximum potential use of a "green" building approach in relation to	This issue is still being discussed and the Design Codes deal with

		<p>construction techniques, materials and standards of design. It would be helpful to set minimum targets for these - I note you have referred to present regulations -</p> <p>but I would also be interested to see thought given to potential community schemes for shared power and heating, use of solar (or other forms of renewable) energy and structural features such as green roofs and bringing these to the fore.</p>	<p>much of this subject. The issue is how far the key stakeholders can meet all these aspirations. This is a 7 – 10 year project and so a long-term perspective is considered appropriate.</p>
Woodland Trust - Tim Kirwin	Meeting on 6 th November 2006	<p>Pleased to see that the Woodland Trust's requirements in terms of distances from the tree canopy and orientation of development at the interface between residential units and woodland has been taken into account.</p>	Noted.
		<p>At a detailed design stage, access to Bog Wood must be achievable, and advised that a new bridge and gates into Bog Wood will need to be constructed.</p>	Noted.

Halton Borough Council (Various Departments)

Consultee	Date and Method of Response	Comments	Response
Jonathan Farmer, HBC Highways	E-mail dated 11 th August 2006 (Partnership Consultation draft SPD)	<p>3.9 - street design guide is now ch10 not app 3 - but it doesn't mention how traffic management is altered on existing roads as promised by this paragraph!</p> <p>Chapter 3 general - need a detailed plan is needed showing exactly what paths are going to be provided, and their purpose (greenway/bridleway etc) and specification (and phasing - who builds what?) - in accordance with the transport policies for each key area set in chapter 5</p>	<p>Accepted. These will be provided in the Design Statement. Footpaths, cycleways and bridleways are shown in the open spaces. Who develops what is still being formulated with Halton BC but it seems likely that much will be done by Halton BC utilising S106 contributions.</p>
		<p>6.2 - the avenue description should be on the same line</p>	Noted.
		<p>Street lighting should be consulted on the suitability of the columns and other furniture shown on page 48</p>	<p>Street lighting and furniture is to be agreed with Halton Borough Council. These elements could be bespoke for the whole of Sandymoor or for each character area, but will ultimately require Halton BC agreement.</p>
		<p>10. Street Design Guide Principles - It</p>	Accepted.

		is possible that the movement network may need to change significantly particularly in the short term due to flood risk info	
		General point - some of the titles of the tables don't seem to tally with the surrounding text and diagrams – e.g. should page 85 be "access rd" and page 72 "farm lane" please verify	Noted.
		10.4 - make it clear 20 zones in only very localised areas (cushions are the only type of vertical calming acceptable on bus route) - generally people will not expect the likely levels of through traffic in a 20 zone	Noted. All routes within the Masterplan area (i.e. 'Village Street,' home zones) will be designed for speeds of 20mph or less except the Avenue, to be designed for speeds up to 30mph.
		Avenue table - general width should be 6.75 due to bus route and close proximity of parking (locally narrowed to 6m) - similar to Poundbury	Noted.
		For trees in all tables don't state deciduous but that species and locations to be agreed with HBC (they look at bit close to the carriageway on some diagrams - clear stem needs to be higher than 2m for buses) - Tom Gibbons was asked to liaise with us but hasn't done so.	Noted. Species and locations to be agreed. We have recently produced the planting strategy diagram that shows specific trees to certain areas. Halton BC needs to make comment on this.
		Village street should directly serve only 300 dwellings	The 'Village Street' is part of a network of routes that could serve more than 300 units. Other routes would also help distribute traffic within 'Brookwood' character area.
		Village street square diagram (p67) visibility to right on bottom road is misleading	Noted.
		10.10 remove "where possible" at the end increase	Noted.
		Diagram on page 82 appears to have barrier preventing visibility from drive - needs altering	Noted.
		The guide should also make reference to the forthcoming manual for streets	Noted.
John Tully, HBC Legal Services	E-mail dated 3 rd August 2006 (Partnership Consultation draft SPD)	Is the concept of a 'Sandymoor Masterplan' going to disappear with the adoption of the SPD? If so, we need to be careful about any impact on the Section 106 Agreement entered into with the CNT (EP) on 28th	The Masterplan is to be incorporated into the SPD as an illustrative concept identifying development plots, areas of open space and the proposed transport

		February 2005. If the 'Sandymoor Masterplan' continues to exist as a separate entity there could be an impact upon the Section 106 Agreement.	network within Sandymoor. Upon adoption the SPD will be used by the Local Authority to regulate development at the site.
John Tully, HBC Legal Services	E-mail dated 14 th August 2006 (Partnership Consultation draft SPD)	<u>Supplementary comment following query</u> My original query was whether the concept of a Masterplan will still exist after we have the SPD. If it will both documents will be made easier to read if they both state how they relate to each other and what their specific tasks are. If the Masterplan is to be incorporated in the SPD would it be better to refer to the Masterplan in the introduction to the SPD and then not to refer to it thereafter (so as not to give the impression that there are two distinct things - SPD and Masterplan)?	The SPD and Masterplan are two separate entities – an SPD does not statutorily require the inclusion of a Masterplan. The SPD seeks to control development at Sandymoor through generic and area-specific policies, whereas the Masterplan purely serves as an illustrative layout identifying the development prospects of the site.
Phil Watts	E-mail 04/08/06	A minor point but OD -EH and P no longer exists. Now OD-E and R S	Noted.

Residents Feedback - Public Exhibition 1st April 2005

A public exhibition was held at Sandymoor Hall on 1st April 2005 from 11am to 7pm, an event managed by English Partnerships and GVA Grimley. The purpose of this consultation event was to inform local residents and the wider Halton community of the emerging Sandymoor development proposals and to encourage constructive feedback. Invitations were distributed by post to all existing Sandymoor residents, and the event was further publicised in a local newspaper to extend the invite to non-Sandymoor residents. At the event, the development proposals for Sandymoor were displayed on a series of large exhibition boards, providing an overview of the development site and the emerging Masterplan. Members of English Partnerships and the consultant design team (GVA Grimley LLP, Atkins, RSK Group, Jon Rowland Urban Design), and Halton Borough Council were on hand at the event to welcome attendees, discuss the information presented on the exhibition boards, and answer any questions raised in relation to the proposals. The visual display boards and individual comments forms were retained in Sandymoor Hall for 2 weeks following the open day to enable further representations to be made by people unable to attend the exhibition due to work commitments. A commentary of the comments received from attendees at the above event is provided in the table below:

Consultee	Date and Method of Response	Comments	Response
Unsigned		<p>Care must be taken in the 'management' of the proposed 'public house'. It must not become an area where individuals can 'hang out' and increase noise levels and to act in a disorderly manner.</p> <p>Ensure that the site for the proposed primary school will be used for this purpose, with the current purpose not being changed in order to accommodate a site for more houses.</p> <p>Do not build like the current 'Badger Homes' apartments. A concrete jungle is <u>not</u> required.</p> <p>Speed humps required on Pitts Heath Lane. Youngsters still driving too fast on this road. There will be inevitable accidents on this road with so many children crossing to the local centre and playing fields.</p>	<p>The management of the pub will be largely dependant on its operator. However, EP will give careful consideration to prospective operators through the tendering process. In addition, Halton Borough Council will, where deemed necessary, attaché conditions to future planning applications to protect the amenity of neighbours.</p> <p>Traffic calming scheme has been designed and approved for construction along Pitts Heath Lane in the vicinity of the Local Centre.</p>
<p><i>Gavin & Wendy Segal,</i> 33 <i>Walsingham Drive WA7 1XB</i></p>		<p>We feel very strongly about traffic calming measures being introduced on Walsingham Drive. It is essential given the high volume of traffic that will be on the road.</p> <p>Whilst we see the proposed retail development as a positive move, the area does suffer from gangs of youths loitering in the evening at the moment – especially around the park. We would be interested to view firm proposals on dealing with this issue – which will undoubtedly escalate on the building of shops etc.</p> <p>Linked in with the above – what is being done to address the issues on the children's park at the moment?</p>	<p>The Masterplan provides two new additional routes that will be used minimising the impact to Walsingham Drive. However, as part of the overall scheme, speed reduction measures will be provided along Walsingham Drive. Funds for this scheme will be secured by EP through the developer of Sandymoor South in order for the scheme to be implemented by HBC or the developer.</p> <p>EP is keen to ensure that the detailed</p>

			design of the local centre encourages 'secure by design' principles and this will be considered in greater detail at the reserved matters application stage.
Kerry Lockyer, 28 Chatteris Park, Sandymoor WA7 1XE		<p>At what point will a decision from the LEA be made on building a primary school? This is the first year that Sandymoor children have not "made it" into Daresbury or Moore Primary Schools and this situation is clearly going to get worse as the number of dwellings increases.</p> <p>I would be very grateful for a reply as I have an 18 month old and am just about to give birth again!</p> <p>PS fantastic news about no social housing – this is a big relief!</p>	Halton response required after latest discussions with LEA.
Unsigned		<p>We will welcome:</p> <ul style="list-style-type: none"> – Recycling facilities at local centre – Full time private childcare – private day nursery – Chemist – Health centre, GP's, dentists etc – Traffic calming measures – Primary school <p>We have 2 children aged 3 and 1. Currently we rely on 2 cars to take them to nursery, to visit the health visitor, GP, dentist and need to drive to get day to day items such as milk.</p>	<p>As part of the the local centre devt, it is intended for recycling provision to be accommodated.</p> <p>Commercial uses such as a chemist, nursery provision will be dependant on the preferred developer .</p> <p>Community provision is currently being reviewed and the planning authority is supportive of proposals. Critical mass is an important factor in providing these facilities and this continues to be monitored.</p>
Unsigned		<p>These facilities should be provided before more housing is built:</p> <ul style="list-style-type: none"> – Primary school. – Private day nursery for 0-3 year olds – Reduction in car dependency i.e 	A recent local centre application has been submitted to Halton BC and EP is committed to providing a such a development. The

		<p>local shops</p> <ul style="list-style-type: none"> - Skate park for older kids including graffiti wall, not just ball activities <p>A church would benefit the community.</p> <p>A new train station.</p>	<p>revised scheme proposed an improved design and layout which will be marketed as soon as planning approval is granted. EP is committed to providing an over-provision of open space at Sandymoor including neighbourhood equipped play area in the south</p> <p>A local equipped play area to the east and a multi use games area, along with two sport pitches in the north. Passive recreation and wildlife conservation space is provided throughout the whole of the area but principally along the edges and down the centre of the development areas</p>
<p><i>Craig Welsh, 30 Rudheath Lane WA7 1GD</i></p>		<p>You should be commended on the consultation exercise. However:</p> <ul style="list-style-type: none"> - There seems to be a lack of response to deal with some of the current issues rather than worry about future ones. - There are a lot of houses and the play areas are concentrated to one end. - The ideas about landscaping are great and should be encouraged, but will they be maintained. - The sooner the land ownership is simplified the better. 	<p>Noted.</p> <p>The Sandymoor Masterplan seeks to incorporate areas of low and high density throughout the site. The play area are located within areas of higher density, where a higher number of residents are anticipated.</p>
<p><i>Mr & Mrs Allen, 23 Newmoore Lane, Sandymoor</i></p>		<p>Concern of public house. Plus youths meeting place. Vandalism.</p> <p>Heavy goods vehicles using Newmoore Lane.</p>	<p>Planning conditions will be attached to any planning approval to assist in managing the Local Centre area.</p>

<p><i>WA7 1QX</i></p>		<p>People out of the area using playing fields (ie football matches etc).</p>	<p>The pub's management will depend mainly on its operator, but EP is committed to ensuring that the Local Centre is an attractive and well-designed environment, taking account of surveillance issues and secure by design principles.</p> <p>HGV deliveries will be kept to a minimum, but this will be dependant on the final operators of the Local Centre. Delivery routes will be from the Daresbury Expressway through Pitts Heath Lane, not normally using Newmoore Lane. The unloading will take place in a dedicated service yard away from existing properties.</p> <p>EP and Halton will be unable to restrict the use of the playing fields and other areas of open space to the residents of Sandymoor. The influx of non residents for football matches etc will be dependant on what community events are arranged. Provision however will be made to ensure that vehicles are accommodated appropriately where necessary.</p>
<p><i>C Jones, 52 Malmesbury Park, Sandymoor</i></p>		<p>Home Zone Areas: Looks as though this will look very different to existing area. I certainly do not want this, and sure most people who already are</p>	<p>Home Zones are streets where pedestrians and vehicles share the</p>

		<p>settled in the area also <u>will not</u> want this. Please reconsider and keep with the existing design in the area.</p> <p>Your new idea on Home Zone, looks like a <u>Council Estate design</u>!! No thank you.</p>	<p>road space safely, where quality of life takes precedence over the ease of traffic movement.</p>
<p><i>Chris Jones, 52 Malmesbury Park WA7 IXD.</i></p>		<p>Home Zone Areas: Increasing the housing density <u>does not</u> look like a good idea to improve Sandymoor at all.</p> <p>Some of the proposed ideas and diagrams look more like a Council estate than a high value residential area.</p> <p>You need to look at the existing area and continue in that fashion. Why change something that is clearly very good. Sandymoor works fine with large 4 bed detached houses. We do not need something which is clearly out of character with the rest of the area.</p>	<p>The most efficient use of development land and particularly land that is classed as Greenfield is an extremely important Central Government policy. The Regional Spatial Strategy for the North West soon to be adopted, states that development in urban area must reach a density of 40 houses per hectare. IEP is committed to a high level of design quality ensuring the use of appropriate materials and layouts. The character of some of the newer phases of development may differ to the existing areas but will add to the variety and offer of housing provision in the Sandymoor area.</p>
		<p>No set date for school to be built.</p> <p>Pub not needed.</p> <p>Football/games area next to centre with lights and camera (gate access for Sandymoor only). Card key.</p> <p>No access from Custody Suite (locals only).</p> <p>Overhead power lines to be moved.</p>	<p>This is out of the control of EP. The LPA is keen to provide an update from the LEA regarding the future provision of a school.</p> <p>Prospective developers will consider the development of a pub in more detail. It is considered however that the pub will provide for one aspect of a variety of uses at the Local Centre.</p>

			<p>The network of footpaths and bridleways run throughout the proposed development area linking into the existing systems that are found on the development boundary. No direct access from the Custody Suite is being made.</p>
<p><i>Tony Miller, 27 Godstow WAY IUE</i></p>		<p>More “street” lighting on footpaths/cycleways (more so for winter) in “open land” areas.</p> <p>New ponds and trees placed in such a way to stop “travellers” gaining access to land. This would benefit wildlife and air quality.</p> <p>Between Godstow and Pitts Heath Lane, plan shows green area with existing woodland. There are only 4 trees in the field, more should be planted in this area, it is starting to flood, trees would help this problem.</p> <p>More areas for teenagers (skateboard/BMX/football kick around).</p> <p>A discrete area for re-cycling for cans/bottles (non combustible).</p> <p>Little information boards pointing out wildlife.</p> <p>In some fenced off ‘green areas’ perhaps encourage horses/donkey owners to graze these areas.</p> <p>On main roads have bollards on curves and bends to slow traffic. Some of these bollards could have a pedestrian refuge, so that people who are slow walkers can cross the road safely.</p> <p>These ‘reviews’ and comment sheets are very good for public relations and public information.</p>	<p>Street lighting will be considered as part of the detailed planning application that will come forward at the next stages of development.</p> <p>The proposed open spaces are planned with additional tree and shrub planting, mostly of native origin. Trees tolerant of damp conditions will be required at detailed design stage.</p> <p>Sport pitches and a multi use games area are planned to help cater for teenagers. Much of the planned open space will be managed for wildlife. If, as part of the open space management, opportunity arises for grazing this suggestion could be adopted.</p> <p>The Local Centre proposals include an area for recycling provision. Recycling proposals will be</p>

			<p>included in any future detailed application.</p> <p>English Partnerships and the Council value the comments made by all interested parties and will ensure that their comments are considered.</p>
<i>R Henney, 10 Holford Moss, Sandymoor, Runcorn WAY 1GB</i>		<p>Further information reference proposed bus routes planned for estate.</p> <p>Chester bus route turns at Keckwick Lane to Expressway when main housing is further down Pitts Heath Lane towards Holford Moss.</p> <p>Due to lack of doctor/medical facilities in the area of Sandymoor we are still under our Castlefields Health Centre – with no adequate bus service to this centre suffering from walking/driving restrictions. A bus service to all local health centres is most important.</p>	<p>The new avenue will provide the extension of the existing routes to the rest of Sandymoor. Bus Service providers will be consulted at the appropriate time to assess the frequency of service.</p>
Unsigned		<p>Too many houses.</p> <p>Houses should remain as detached/semi where possible.</p>	<p>The proposed number of units reflects the Halton UDP, and emerging RSS figures for Halton Borough.</p> <p>In accordance with National Planning Policy expressed through PPS3, Sandymoor will provide a mix of dwelling houses to provide people with a choice of housing provision.</p>
<i>Mr & Mrs D Jones, 52 Dorchester Park, Sandymoor WA7 1QB</i>		<p>We have no real objections to the proposed housing providing no social housing is developed.</p> <p>Local Centre/Crime Magnet - We have strong reservations in regard to the Local Centre as we will be right opposite it. The Co-op at Windmill Hill should be seen as an example of how this sort of 'facility' is a magnet</p>	<p>Noted. No social housing is currently planned at Sandymoor.</p> <p>A recent local centre application has been submitted to Halton BC and EP is committed to providing such a</p>

		<p>for anti-social behaviour such as excessive litter and vandalism (not to mention the noise). Will it still be possible for us to sit out in our garden at night? We haven't even mentioned the pub (proposal)!</p> <p>Medical Centre - Our GP surgery is in Frodsham 7 miles away! Unless we register at Runcorn Old Town our children have no access to a local GP in an emergency. How can Halton PCT be serious about not having this development with all the new houses planned?</p>	<p>development. The revised scheme proposes an improved design and layout which will be marketed as soon as planning approval is granted. Planning permission was previously granted for the Local Centre in August 2004. The development of a Local Centre at Sandymoor is identified within the adopted Halton UDP.</p>
<p><i>Mark Rowland, 26 Woodthorn Close, Daresbury WA4 6NQ</i></p>		<p>My only concern surrounding these plans is the time scales involved. I have been hearing these plans for the past 4 years and all that gets built is a local community centre.</p> <p>I would suggest urgent attention should be placed upon the local centre as the following are desperately required and would reduce the number of car journeys undertaken within Sandymoor.</p> <ul style="list-style-type: none"> - Local shop i.e Co-op, Spar - Local fast food outlet - Local public house/restaurant/family dining - Local school 	<p>Noted.</p> <p>A recent local centre application has been submitted to Halton BC and EP is committed to providing such a development. The revised scheme proposes an improved design and layout which will be marketed as soon as planning approval is granted. Planning permission was previously granted for the Local Centre in August 2004. The development of a Local Centre at Sandymoor is identified within the adopted Halton UDP.</p>
<p><i>Michael Whittaker, 25 Seaton Park WA7 1XA</i></p>		<p>I have some concern about the lack of clarity re the proposed development for the local centre. What is meant by mix of uses and a number of dwellings? This could mean anything and have numerous impacts on the residents of Seaton Park. Are there any restrictions on the nature of the dwellings?</p>	<p>The proposed Local Centre development will comprise up to 34 residential dwellings, and up to 3,000 sq. m of commercial and retail floorspace. The residential element of</p>

			the development will include a mix of apartments and dwellings.
<i>Simon Par, 23 Chatteris Park, Sandymoor</i>		Temporary use of school field as football facilities. Spoken with both Lance Houghton of EP and Dick Tregga of Council and both are interested in pursuing further.	Noted.
<i>Mr K Newnes, 10 Walsingham Drive, Sandymoor WA7 1XJ</i>		<p>Statements are made referring to “higher densities” in respect of housing. What are the current density levels and what levels are proposed.</p> <p>Phase 3 mentions social housing has been excluded – can you confirm that this is the case.</p> <p>In the recent circular mention was made of the proposal for flats. Is this still a consideration and if so in what area will this construction take place.</p> <p>In light of the large housing development that is going to occur it would be helpful if:</p> <ul style="list-style-type: none"> – The commencement date of the first development was known. – The proposed phasing of the building programme with aligned dates. 	<p>The average density provided across Sandymoor is 40 dwellings per hectare in accordance with the emerging Regional Spatial Strategy.</p> <p>No social housing is currently planned for development at Sandymoor.</p> <p>At present, the exact location of the dwelling types is still to be finalised, albeit there will be a mix of apartments and dwellinghouses.</p> <p>At present, this information is still to be confirmed, albeit the anticipated start date in southern Sandymoor is late 2009.</p>
<i>Chris Feneton, 21 Newmoore Lane WA7 1QX</i>		<p>Thanks – nice presentation.</p> <p>Looks generally great. Like the resiting of the football pitches nearer to the village centre.</p>	<p>Noted.</p> <p>Noted.</p>
<i>A Mills, 22 Steventon.</i>		<p>We <u>do</u> need a medical centre, better public transport, and shops. These should be built before more houses go up.</p> <p>Everyone has to travel to a medical centre by car – or in my case, sometimes on a bus. When you are feeling poorly, you do not want to stand for hours at a cold bus stop!</p>	<p>Noted. Planning permissions sought for the development of the Sandymoor Local Centre.</p> <p>Noted.</p>

<p><i>Mr & Mrs Hasoun, 69 Dorchester Park</i></p>		<p>Local centre development should be planned with consideration to surrounding existing properties. This will impact directly on us with increase in noise level of proposed access road; and loss of privacy as this was the main reason we bought the house 11 years ago.</p> <p>No consideration given to ex Pitts Heath Lane with regards to hard and soft landscaping in conjunction to proposed new access road.</p> <p>Traffic calming should be consulted, as this will impact on size of proposed developments.</p> <p>No adequate crossing points currently provided on Pitts Heath Lane and an accident is waiting to happen.</p> <p>Consultation should be considered to be done directly with residents by EP not Sandymoor Community Association.</p>	<p>Local Centre layout has been carefully considered to provide dedicated service facilities and good pedestrian links with the rest of Sandymoor to keep the increase use of the proposed access road to a minimum.</p> <p>Traffic calming has been approved in the vicinity of the Local Centre, including dropped crossings for pedestrians.</p>
<p><i>Mr & Mrs Sutton, 40 Steventon, Sandymoor WA7 1UB</i></p>		<p>I feel that Sandymoor currently lacks a true village feel and this will be achieved through a local pub along with enhanced facilities for older (teenage) children – basketball/football pitches etc. These should be prioritised!</p> <p>Buses in/out of Runcorn and Warrington until midnight would also help local people to enjoy an active social life whilst supporting the environment through the use of public transport!</p>	<p>Noted. The Local Centre proposals incorporate a public house, whilst a range of games area provision is proposed throughout the site.</p> <p>Noted.</p>
<p>Helen Guttridge, 29 Seaton Park WA7 1XA</p>		<p>Pitts Heath Lane needs traffic calming i.e speed humps at entrance to estates and by playgrounds.</p>	<p>Traffic calming has been approved in the vicinity of the Local Centre.</p>
<p><i>David Macmillan, 26 Newmoore Lane WA7 1QD</i></p>		<p>After 12 years of promises, when does the public house open?</p> <p>The facilities for teenagers are poor.</p>	<p>The Local Centre proposals provide for the construction of a public house. No date of opening is currently available.</p> <p>Noted.</p>

		<p>No bus service after 6pm, therefore parents have to drive their teenagers everywhere. It is difficult to live in Sandymoor unless each adult drives and runs their own car.</p> <p>Secondary schools – poor choice as schools that we would send our children to in Runcorn are not allocated to Sandymoor children. I currently foster a boy who goes to the Grange and there is no bus for him.</p>	<p>Noted.</p> <p>Noted. There is a reserved school site at Sandymoor, but this will only come forward when the Local Education Authority identify the requirement for this.</p>
<p><i>Janine Iyanda, 4 Lady Richeld Close, Sandymoor WA7 1XQ</i></p>		<p>Make Sandymoor into a village.</p> <p>Overall the plan seems very good and well thought out.</p> <p>Concern is around no definite plans to build the school.</p> <p>As part of the planning specification for land release – should include more consideration for land drainage, as gardens do flood even though the houses are not near flood plains and gardens are boggy.</p> <p>Sandymoor to be included in Sure Start areas as otherwise new parents are very isolated as its is not a very ‘community spirit’ area with no heart for meeting etc or access points. Local parents and child group has a waiting list. It needs a centre to develop into a community.</p> <p>More access roads, not everyone will use public transport and with increase in properties traffic will more than triple – blocking main highways. Daresbury Expressway is always busy at the moment and this will become more problematic as thoroughfare to M56.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. There is a reserved school site at Sandymoor, but this will only come forward when the Local Education Authority identify the requirement for this.</p> <p>Noted.</p> <p>Noted. The Sandymoor masterplan seeks to create a new “local community” providing open space provision and local facilities for people in which to meet.</p> <p>Highway improvement works to the wider network, including the Daresbury Expressway, will be funded by the Sandymoor development.</p>

		<p>Local shops and pub – beneficial.</p> <p>Car parking areas required.</p> <p>Good mixture of types of houses is brilliant and the designs so far are excellent. Caters for all tastes. Put up more 4 bed detached properties rather than 3 storey mews as floor plan space too small. Properties at affordable prices.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
Unsigned		<p>Concern regards traffic Keckwick Lane. If new housing developed serious traffic problems. Newmoore Lane/Keckwick Lane used as rat run for Daresbury Lab etc. Daresbury Park as Expressway blocked.</p> <p>Keckwick Lane land floods badly.</p>	<p>Flood mitigation work is currently being planned.</p>
<i>Harris, 27 Walsingham Drive WA7 1XB</i>		<p>Please consider incorporation of the planting of new trees to help reduce the impact of “flooding” and thereby lower water plain – reforestation.</p> <p>Consider construction of new traffic route first to minimise impact of extra traffic/speeding along Walsingham Drive.</p>	<p>Extensive new tree planting is proposed for open spaces, including trees that are tolerant of occasional flooding.</p> <p>New access will be provided over the canal. Speed reduction measures are proposed along Walsingham Drive.</p>
<i>Kevin & Brenda O’Farrell, 21 Malmesbury Park WA7 1XD</i>		<p>Pleased to hear that there is no proposed social housing for Sandymoor, as I believe there is enough provision in Halton and this may detract future buyers from investing in the area.</p> <p>Would welcome the Village Centre to be developed as a priority, which is much needed.</p> <p>Bus services are very poor. Much needed better provision required between the remainder of Halton and Warrington for evening/weekend use. Preventing the use of cars.</p> <p>Ensure that the landscape be protected and continue to be maintained to a high standard once adopted by HBC. This gives a pleasing visual impression.</p>	<p>New landscaping will be maintained to high standards.</p> <p>Noted. No timescales are available at present for its development.</p> <p>Noted. The Avenue will facilitate bus services through Sandymoor, in addition to new provision.</p> <p>Noted.</p>

		Shrubs and flowers/trees and seating provision welcomed. In particular once the village centre is completed and along the Ride/ponds.	Extensive new tree planting is proposed for open spaces, including trees that are tolerant of occasional flooding.
<i>R Miles, 19 Seaton Park WA7 1XA</i>		I would be interested to hear English Partnerships' views on a public house? I believe it would be just a magnet for crime, drugs etc and it would be an unnecessary intrusion since we have a community centre. A bit disappointed details of proposed Sandymoor local centre were not advertised.	The Local Centre proposals incorporate the development of a Public House. Measures will be implemented to minimise anti-social behaviour and crime. Noted.
<i>Mr & Mrs Bradburne, 2 Godstow WA7 1UE</i>		We would hope that developers would build more bungalows such that people like ourselves would be able to sell 4-bed detached and 'downsize' enabling us to stay within the Sandymoor area we cherish as our home.	Noted. A mix of dwelling types will be developed at Sandymoor in accordance with the objectives expressed through PPS3, Housing. This will include apartments and townhouses.
<i>Alison Banks, 5 Malmesbury Park, Sandymoor, Runcorn WA7 1XD</i>		Excellent Information! However, one major concern I have, as a parent of 2 primary school children is the LACK OF CHOICE of a reasonable standard of secondary education. To achieve a reasonable standard of education we currently have to apply out of the Borough, even that is now becoming a lottery as to whether a place is secured. The inner Halton schools in Runcorn – Heath, Grange and Chads – are all in a small triangle in the town and Sandymoor is too remote to secure places for our children. Families, having moved to a lovely area, are faced with few options and many have resorted to moving house. I know people who initially wanted to move to the area, have changed their minds – purely because of the secondary school situation – Halton Council <u>HAVE</u> to address this!	Noted. The Sandymoor masterplan reserves the allocated school site for future development. The development of a school will be determined by the Local Education Authority at a time when it is considered such a facility is required.

<p><i>Bennett, 14 Rudheath Lane, Sandymoor WA7 1GD</i></p>		<p>If a school site is planned then why wait for other schools in the area to fill up. They are not of a good enough standard for my children. In my opinion Sandymoor should have its own school.</p>	<p>The Sandymoor masterplan reserves the allocated school site for future development. The development of a school will be determined by the Local Education Authority at a time when it is considered such a facility is required.</p>
<p><i>M Lee, 33 Newmoore Lane</i></p>		<p>Traffic calming measures are a must for Newmoore Lane. It has become a major rat run. There are more and more cars and wagons using it. There should be signs warning of cars merging onto the main road from driveways. Speed restrictions.</p>	<p>The new roundabout and gateway features have been designed to provide a reduction in speed and an extension of the 30mph limit along Newmoore Lane/Runcorn Road.</p>
<p><i>Rob Edwards, 19 Famley Close, Norton WA7 6WN</i></p>		<p>An excellent presentation – very informative and the on hand help from the consultants was superb.</p> <p>A slight concern about the type and affordability of property coming on stream. More 2/3 bedroom houses are needed in the area, not 4/5/6 bed ‘executive’ style homes.</p> <p>However as long as I have lived in the area, the land has always been earmarked for development and the masterplan presented today appears to be a good compromise which would satisfy the vast majority of people who live in the area.</p>	<p>Noted.</p> <p>A mix of dwellings, including apartments and townhouses, are proposed at Sandymoor to provide people with a greater choice of accommodation.</p> <p>Noted.</p>
<p><i>Mr M Beecroft, 56 Malmesbury Park, Sandymoor WA7 1XD</i></p>		<p>I am very concerned at the effect the proposals will have on the rich wildlife in the area. The level of development being proposed and the high density of housing and road building will destroy the magnificent environment we are blessed with.</p> <p>The proposals to build a road though Bog Wood will meet with considerable opposition and I would be at the forefront of opposing such a move.</p>	<p>Proposals allow for landscaping that is designed for wildlife to increase its conservation value.</p> <p>No road is planned to be built through Bog Wood.</p>

		As a concerned resident I urge the planners to review the need for such intense development in the area and the destruction of so much of the natural environment.	No highway will be constructed through Bog Wood.
Unsigned		<p>We cannot see the reason for THREE playing fields so close together. This will cause gangs to come from every area not just Sandymoor, therefore reducing the appeal of the area for future buyers.</p> <p>Is it not possible to turn some of the area into a nature reserve or picnic area. Maybe as it is prone to flooding it could be made into a pond or fishing lake. Why turn such a beautiful area into what will become a scruffy, dirty area.</p> <p>Is it not possible for horses to use some of the land as they will have to be moved anyway due to the development of the custody suite.</p>	The open space in the north can be used for a variety of activities, not just playing fields although a report from HBC indicates that junior football pitches are required in this part of Runcorn. The area is part of the flood mitigation design and would include wetland areas. These would not be suitable for fishing.
<i>H Williams, WA7 1QX</i>		Not happy with 3 sports fields in one spot. This roundabout will stop some rat-running but what traffic-calming measures are to be put in place on Newmoore Lane.	The playing fields in northern Sandymoor are required as part of the proposed flood mitigation measures. The Sandymoor SPD will require consideration of potential traffic calming measures within the site, albeit this will be subject to further discussion with Halton Borough Council.
Unsigned		<p>We moved here to live in an area of open spaces and natural beauty. The woods, ponds and open spaces should be retained.</p> <p>We would not wish to see speed bumps/road calming measures used as they give the impression that high levels of speeding and car thefts are a problem for the area.</p>	<p>Abundant open space is indicated that includes additional trees and ponds. Existing ancient woodland is being retained.</p> <p>The speed reduction measures provided within Sandymoor will include many different methods to achieve appropriate speeds – including horizontal deflection,</p>

			street dimensions, reduced visibility and perception.
<i>Mr & Mrs Thompson, 12 Sherborne Close WA7 1QR</i>		<p>I have grave concerns regarding the position and the amount of sports/playing fields located behind and to the side of Sherborne and Glastonbury Close. I believe this will attract large groups of youths throughout the evening, causing litter and increased noise. We currently have to stop foul language being used by children playing behind our property as my 2-year-old daughter has started repeating what is being shouted.</p> <p>I feel this area would become impossible to sell due to the surrounding environment, I would feel strongly enough to consider relocating.</p>	The sport pitch area is positioned to coincide with areas prone to flooding and will be used to provide flood mitigation as well as the playing fields. An HBC report shows a lack of junior pitches in this part of Runcorn.
<i>Pam & Tony Hayes, 54 Chatteris Park</i>		<p>Tunnel leading from Manor Park to Sandymoor, under Expressway. When will it be filled in (blocked off to prevent criminal element of our society gaining access to the residents and their property).</p> <p>When will the school be built?</p> <p>Why are you building high density housing when this is a semi rural area? High density housing will be out of place in this area.</p> <p>We do not need a pub in this beautiful area. We all know the problems alcohol causes! The custody suite will give us enough problems to cope with.</p>	<p>Noted.</p> <p>The Sandymoor masterplan reserves the allocated school site for future development. The development of a school will be determined by the Local Education Authority at a time when it is considered such a facility is required.</p> <p>Emerging RSS for the North West promotes new residential development at a density of 40 dwellings per hectare. Sandymoor seeks to conform to these objectives.</p> <p>The Sandymoor Local Centre proposals provide for the development of a new</p>

			Public House. Measures will be implemented which seek to minimise problems of anti-social behaviour and crime.
<i>Mr G J Goodwin, 2 Ely Park, Sandymoor, Runcorn, Cheshire WA7 1XG</i>		<p>Overall the masterplan appears to have changed very little from the original plan with the exception of the incorporation of the flood plain and some commentary on the headlines of the proposals.</p> <p>The masterplan lacks detail. It does not explain in simple terms the implications of PPG3 and the need for higher densities. I would suggest that the masterplan should be split into areas within the housing 'pods' identifying the number type and density of units envisaged eg Area 1 - 40 units/ha achieved with 3 storey apartments/town houses; Area 2 - 30 units/ha achieved with 4-bed detached. By doing this residents will have a better picture of what is to be built in each part of the site and can better identify feature areas.</p> <p>More detail of the local centre including its design concept would be of benefit within the masterplan. Past contemporary plans submitted have concerned residents in the past. The preference would be for a Cheshire Village local centre as opposed to a contemporary modern design.</p> <p>Design codes should be included in the masterplan providing assurances on the material form of the development. Again some of the modernist contemporary designs included on the information boards would be in my view inappropriate and concern local residents.</p> <p>Whilst it is appreciated that the original masterplan had a through route proposed down Village Street and past the end of the Ride, I am disappointed especially given the past consultation</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. The Sandymoor Design Codes will form part of the Developers Brief, and proposals for Sandymoor will be required to conform to these codes.</p> <p>Noted.</p>

		<p>that there are no plans or details to show the cutting off of Village Street at the Ride despite there being a clear opportunity to do so in this masterplan.</p> <p>I am disappointed to see the loss of the existing ponds at Brook Wood and the reduced woodland by Bog Wood. Further detail needs to be provided of the relocated ponds and the nature conservation area so as to provide assurances that the excellent facilities that the current ponds offer are being replaced with something of equal quantity.</p> <p>A phasing plan within the masterplan with details of how the sites will be accessed for construction would be of huge benefit to alleviate the concerns of residents regarding construction vehicles and disturbance periods.</p>	<p>Noted. 35 compensatory ponds are proposed at Sandymoor, and these are identified in the SPD.</p> <p>Noted. A phasing programme for the development of Sandymoor is still to be finalised.</p>
<p><i>Dr & Mrs Hodgkinson, 14 Seaton Park, Sandymoor, WA7 1XA.</i></p>		<p>Our main concerns are as follows:</p> <p>The ‘Home Zone’ style of housing. We are concerned about the high density of houses that this entails, coupled with inadequate car parking facilities. Due to its location, Sandymoor will always be a prime location for commuters to live, given the proximity of the motorway network, allowing easy travel to major areas of employment, including Liverpool, Chester and Manchester. The village centre, whilst a good idea, will not prevent Sandymoor being a commuter village. Nor will the provision of bus routes and cycle ways (existing cycle ways are practically unused – this is not the Netherlands, i.e. flat! Most people would not be prepared to cycle into Runcorn or Warrington). Most of our neighbours and ourselves work some distance from home and have changed jobs since moving here, facilitated by good road links. Trying to impose restrictions on car use (whilst being good in theory) will not encourage people to move here.</p> <p>The issue of road safety (given as one reason for the proposed Home Zone layout) is less of a problem than suggested. In general, on most</p>	<p>Home-zone streets are proposed in areas of low, medium and high density at Sandymoor. The principles behind these streets is not about housing type or density, but providing an attractive, traffic calmed environment that accommodates the needs of all road users, including pedestrians, cyclists and motorists. Parking standards within the development will meet Halton Borough Council’s standards. This scheme will therefore provide similar levels of parking to other new developments within the area that use more ‘traditional streets’.</p>

	<p>Sandymoor streets, road traffic volumes are low, as are speeds, due to the “old-fashioned” cul-de-sac layout. The only road with house access onto a through-road is Newmoore Lane. There is an argument for traffic calming, or a speed camera here, but this is a problem specific to this road. Sandymoor, on the whole, is a safe place for pedestrians and motorists (although there will always be exceptions).</p> <p>In terms of housing density, I realise that the Government are trying to impose upon us, smaller more affordable, high density housing, but I am concerned that high density housing is not appropriate for a semi-rural area like Sandymoor. I agree that the balance on Sandymoor should now move more towards smaller, more affordable houses, but please don't pack houses in like sardines in a can! History has shown that people generally don't like living in high density housing. I would hate for Sandymoor to be another failed experiment. Having looked into the 'Home Zone' principle I am not convinced that it is right for Sandymoor, but more suited to an urban development, close to amenities and employment opportunities.</p> <p>I feel the justification for the 'Home Zone' style of housing on Sandymoor is flawed.</p> <p><u>Good points:</u></p> <ul style="list-style-type: none"> - Location of sports areas on flood plain – sensible. - Wildlife corridors – good, but open grassland areas seem inadequate (will impact on wildlife). <p>Village centre – good.</p>	<p>Noted</p>
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Darren Faulke, Woodthorn Close		<p>Youth orientated sports fields should be dropped in favour of family orientated picnic areas. Playgrounds have already been vandalised and gang culture prevails.</p> <p>Existing pond area close to flood zone will feel too private by new dwellings enclosing it, especially if these buildings are tall town houses.</p>	<p>Playing field provision is provided in accordance with the requirements of the National Playing Fields Association Standards.</p> <p>Noted. Ponds will be designed to be accessible by the general public.</p>
<i>Mr & Mrs D Wilson, 22 Woodthorn Close, Daresbury, WA4 6NQ.</i>		<p>Please note our concerns. Increased traffic onto Keckwick Lane. Road is only suitable for light traffic. With the proposed mini roundabout – traffic will be directed onto the Lane which struggles to handle traffic already. There are no footpaths, which would endanger people walking up to the canal. Also road is used by horses coming down from the stables – which will also be dangerous.</p> <p>Traffic should be directed through Sandymoor to meet up with the Daresbury Expressway. We moved here to be in a semi-rural location – increase in the traffic would ruin a lovely country lane.</p>	<p>The new roundabout provides safe egress/ingress to the new site – it does not direct traffic along Keckwick Lane.</p> <p>Noted.</p>
David Ash, 37 Newmoore Lane, Sandymoor, WA7 1QX. For Mandy (Wife), Sarah (10) and Thomas (7)		<p>I attended the forum at the community centre and appreciated the opportunity to see and discuss the plans in detail. I would prefer Sandymoor to stay ‘just as it is’, but accept the need for change. I would obviously prefer if the plot directly opposite our house was not to be the first to be built.</p> <p>We are please to see that the established play areas are to be supplemented with sports fields, but a little concerned about how these will be supervised/maintained. We certainly don’t want them to become a focal point for jobs/vandalism (there is growing evidence of these already in the play area nearest to Sandymoor Hall). Our <u>primary</u> concern, however, is one for traffic volume/safety and parking on Newmoore Lane.</p> <p>The current traffic volume/speed has already lead to several RTA’s and many more very near misses. During recent roadworks on the Expressway</p>	<p>Noted.</p> <p>Noted. All routes within the Masterplan area (i.e. ‘Village Street,’ home zones) will be designed for speeds of 20mph or less except the Avenue, to be designed for speeds up to 30mph.</p> <p>The Masterplan provides two new additional routes that will be used</p>

	<p>the issue was assessed as significant enough for Halton Borough Council to impose a 20mph speed limit. This was followed by the application of very superficial attempts of traffic calming (these consist of imitation ‘painted on’ speed bumps. Needless to say, they have no effect, and the hazard remains. Can I draw your attention to the junction of Herons Way to Newmoore Lane (highlighted on the attached plan), and the fact that there is virtually zero line of sight vision of this junction when travelling towards Moore. In my view, it is a matter of time until there is a serious RTA at this junction.</p> <p>As development begins/continues the volume of traffic here will grow. The growth will come in 4 areas; (1) construction traffic, (2) residential traffic to/from the plot opposite our house, (3) traffic from the developing general area taking Newmoore Lane as a preferential route to Warrington (avoiding Daresbury Expressway), and (4) as (3) but traffic heading to junction 11 of the M56.</p> <p>As the volume grows then so does the risk. For this reason I would urge the installation of traffic calming measures between point ‘A’ and point ‘B’ again on the attached marked up plan [<i>these points show the whole length of Newmoore Lane up to proposed new mini-rooundabout on Calmington Lane</i>]. This would have a dual benefit; (a) dissuading the ‘rat running’ described above, (b) slowing the remaining traffic down. The result would be a significant reduction in the hazard, for modest outlay.</p> <p>The second concern re traffic is one of parking, especially in and around the new developments, where I understand parking space will be very limited. If we add this to the provision of sports fields and shrinking recreation areas elsewhere, then parking on Newmoore Lane is likely to become common place or even widespread (this happens already at point ‘C’ on the plan [<i>point denotes where Newmoore Lane intersects with Keckwick Brook</i>]) due to</p>	<p>minimising the impact to Walsingham Drive. However, as part of the overall scheme, speed reduction measures will be provided along Walsingham Drive. Funds for this scheme will be secured by EP through the developer of Sandymoor South in order for the scheme to be implemented by HBC or the developer</p>
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		<p>cars bringing children to the park). For this reason I would urge the application of double yellow lines for some/all of Newmoore Lane.</p> <p>I would very much like a response on the above. My comments are intended as useful/constructive, and are based on genuine concerns rather than a desire to 'whinge'.</p> <p>P.S. I assume that these comments will be shared between all 6 partners in the development?</p>	
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Residents Feedback - Public Exhibition 27th November 2006

A further formal public consultation event was held at Sandymoor Hall on Monday 27th November 2006. Two weeks prior to the event, A5 colour leaflets were distributed to circa 1,500 existing residents within Sandymoor and the neighbouring Windmill Hill area, and the event advertised in the local press. The leaflets provided residents with a brief description of the development proposals, and additional information in relation to the consultation event including date, opening times and location.

The consultation event itself operated during the following hours:

- **7.45am – 8.45am**
- **12.15pm – 7.30pm**

The aforementioned opening hours sought to provide all Sandymoor and Windmill Hill residents with the opportunity to attend the consultation event sometime during the course of the day, in particular those people working outside of Runcorn. At the event, the development proposals for Sandymoor South were displayed on a series of large exhibition boards, providing an overview of the application site in the context of the emerging Masterplan including illustrative layout, physical linkages, and proposed landscaping. Members of English Partnerships and the consultant team (GVA Grimley LLP, Atkins, RSK ENSR, Jon Rowland Urban Design) were on hand to welcome attendees, discuss the information presented on the exhibition boards, and answer any questions raised in relation to the proposals.

Comments forms were distributed to all attendees upon entry as a means of formally recording the views and opinions of those in attendance. A comments box was made available in Sandymoor Hall for people to post their comments. This remained at the Hall for one week post-consultation to allow non-attendees the opportunity to comment.

All of the comments received from residents both during and after the consultation event are set out in the table below:

Consultee	Date and Method of Response	Comments	Response
Mr A Plumbley 21 Walsingham Drive, Sandymoor, WA7 1XB		<p>Newsagent/general food stores badly needed. We do not need a public house, as one is already being built at top of Pitts Heath Lane on Daresbury Express Way. There are plenty of wine bars/pub's etc in Stockton Heath 10 minutes away.</p> <p>Walsingham Drive does not require speed humps as these cause structural damage to houses, we had experience of this 10 years ago when the road was not made up; I would suggest a 30 mph indicator sign to slow traffic down. A sign also would be a good idea at the top of Walsingham Drive to stop large lorry's many from abroad, pointing out that this is a housing estate, and not an industrial estate.</p>	<p>Alternative methods of speed reduction, using horizontal deflection methods, are being considered along Walsingham Drive.</p>
Mrs B Harrop, 15 Dorchester Park, Sandymoor, WA7 1WS		<p>The village centre shops – a shop would be very welcome as long as it is not a late shop i.e. close by 8 or 9pm at latest and strict control on sale of drink, if sold. The last thing we want is teenagers hanging around at night with drink. This is a lovely area to live in and we do not want it spoiled.</p>	<p>Noted. The Local Centre proposals incorporate up to 3,000 sq. m of commercial and retail floorspace. The opening hours of the facility are currently unknown.</p>
H Keiley Long Spinney		<p>Very thoughtful layout incorporating housing of different sizes.</p> <p>Please, please can we have a convenience store near the community centre as soon as possible.</p> <p>I am very glad to hear there will be access to the new development from Windmill Hill Avenue to ease congestion – much needed with increase use of the roads due to more vehicular traffic.</p> <p>Good luck for getting on with the project as soon as possible.</p>	<p>Noted.</p> <p>Local Centre proposals incorporate 3,000 sq. m of retail and commercial floorspace.</p> <p>Noted.</p>

Cllr D Inch, 10 Great Riding, Norton Cross, Runcorn		Local amenities – doctors, dentist and local schools. When are they going to happen, road goes to now were – residence been involved – volume of traffic on Windmill Avenue East. How can you sort out.	Local Centre proposals incorporate provision for new local facilities. No timescales currently available for their development.
G Plumbley 21 Walsingham Drive, Sandymoor, WA7 1XB		<p>Walsingham Drive needs traffic calming measures, but please not speed bumps. These may slow traffic but are very disruptive for residents who live by one.</p> <p>A convenience store is badly needed we were told 9 years ago one was to be built within 2 years.</p> <p>A new road from Pit Health Lane needs to be built before any new development is started, was all traffic is going to use Walsingham Drive, an extra 1200 homes will mean 2000 extra cars a day, on was it already a busy road.</p>	<p>Alternative methods of speed reduction, using horizontal deflection methods, are being considered along Walsingham Drive.</p> <p>Local Centre proposals incorporate provision for new local facilities. No timescales currently available for their development.</p> <p>An new access will be provided across the canal to Windmill Hill Ave. At worst a total of 469 residential units will be partly served by Walsingham Drive. Further information is available in the planning submission Transport Statement for Sandymoor South.</p>
Thomas & Dawn Rossmueller, 81 Dorchester Park, Sandymoor		The design looks good on paper, however I have some concerns. Two access roads appear to few for such a large development. By becoming so large, Sandymoor may lose its appeal, which lies in it being surrounded by countryside. The market will become flooded by properties making both new and existing properties difficult to sell – possibly leading to down valuation of property prices. The loss of further tracts of countryside, leading to harmful environmental changes and a loss of habitat for wildlife.	The Transport Assessment for Sandymoor has identified that the proposed highway network at Sandymoor has sufficient capacity to accommodate an increased number of vehicular movements. Sandymoor is allocated for residential development in the Halton UDP, and the principle for its development has long been established given it represents a natural extension to the existing urban area.
Mr T Hossop 15 Dorchester Park Sandymoor WA7		Regarding the further expansion of housing in the Sandymoor area. I am very concerned about the reduction of the green area and	Sandymoor is allocated for residential development in the Halton UDP, and the

1QA		removal of existing trees, which will have a drastic effect on the countryside, I am sure any additional housing can be accommodated in the redundant and reclaimed area's of Halton borough. Once the countryside has gone, it gone forever.	principle for its development has long been established given it represents a natural extension to the existing urban area.
Miss C A Spargo, Mr P R Kelsau, 20 Glastonbury Close		Get the balancing lake sorted out. Flooding is a huge issue to current residents as we are refused house insurance by some companies i.e. Barclays. Make the sustainable drainage 'compulsory' not a recommendation or an idea. Enforce it!	The masterplan provides elements of sustainable drainage along the full length of the Brook and main ditch. The existing positive drainage has the capacity to accommodate all sewerage discharge form the new development.
R Baxter, 22 Glastonbury Close		I have concerns as to the size – location of facilities for the current and expected level of teenagers that will have not a lot to do other than kick a ball around in the summer and no where to go in the winter – other than to the current community centre which I believe will not cope with the 'potential' users that could be attracted.	Along with the sport pitches and Multi Use Games Area a 'Pavilion' is also planned. The exact use of this building has not yet been determined
R G Knight, 28 Adlington Road, Runcorn, WA7 6NE		Fail to see the sense in using Windmill Hill Avenue East as the access route. Walsingham Drive appears to be must here direct i.e. easy access from the expressway, not the volume of traffic against the volume on Windmill Hill Avenue East, the volume of which, appears to be increasing as the months go by.	Windmill Hill Ave access provides a safer route for construction traffic in the short term and allows some traffic from Sandymoor south to have an alternative access to the wider area. Further information is available in the planning submission Transport Statement for Sandymoor South.
R L Seddon, 32 Adlington Road, WA7 6NE		The opening of Wharford Farm Road as an access route is sure to attract more traffic to Windmill Hill Avenue which is already a very busy and dangerous road. Traffic from Sandymoor will use Wharford Farm Road as short cuts to and from local shop and schools. Sandymoor should be provided with its own school before further houses are built. Access to the proposed site should be through Sandymoor and NOT Windmill Hill.	Further information on the likely impact of the Sandymoor development is available in the planning submission Transport Statement for Sandymoor South.
R Stanley & S		Our concerns are over the use of the	Construction traffic will

Ashcroft, 5 Culford Close, WA7 6NH		currently blocked road that joins Windmill Hill Avenue East adjacent to our close. Traffic from construction vehicles in the first instance and later residents and non residents creating noise and other disturbance is something we are opposed to. We would not be keen on this route being served by public transport vehicles, and have concerns over the removal of the present barrier allowing access for travellers. Any proposed screening for the purposes of noise reduction, could have implications for our property and our neighbours properties due to these being built in an elevated position. We have already had problems caused to drains by the existing trees and bushes.	be restricted by health and safety risk mitigation plans that must be in place before any development can take place. Further information on the likely impact of the Sandymoor development is available in the planning submission Transport Statement for Sandymoor South.
Ashea Mills, 22 Stevenson, Sandymoor, WA7 1UB		We do need a medical centre as a priority – especially as Sandymoor is getting bigger. We need a better bus service. We would like a few shops – e.g. chemist, spa.	Local Centre proposals incorporate provision for new local facilities. No timescales currently available for their development.
John Taylor, 41 Chatteris Park, Sandymoor, WA7 1XE		I am concerned that this new plan increases the density of housing. I am also concerned that the quality of this development is maintained. Whilst I am assumed there will be no shared ownership. This stance must be maintained. I have concerns of security that the perimeter road (Village Street) will become a race track.	The density of new housing development will be in accordance with regional planning guidance. Traffic management measures will be implemented to increase road safety, subject to an agreement with the Local Planning Authority.
Mary Allen 84 Dorchester Park		Will look forward to shops and medical centre please.	Noted.
Sue Cooper, 15 Oakmore, Sandymoor, WA7 1NR.		We definitely need a primary and secondary school within the area. Parents are finding it extremely difficult to get their children into primary and secondary and this causes a slump in selling our houses. We will not send our children to Halton high.	The Sandymoor masterplan reserves the allocated school site for future development. The development of a school will be determined by the Local Education Authority at a time when it is considered such a facility is required.
Mr A Miller, 27 Godston, WA7 1UE		I live in Godston, at the rear of my house there is a 'paddock', which is classed as a wood. This 'wood' only has a couple of trees. In the	Noted.

		<p>corner of sunnside the fields floods in heavy rain, this problem is getting worse, the drainage in no's 26, 27, 28 back gardens is getting worse. I would like to suggest more trees planted in this 'wood' to help with the drainage.</p> <p>I would like to see traffic calming on Pitts health Lane at Godston end traffic (local residents!!) Come off the Daresbury Epxressway at very advanced speeds, this section of Pittsheath lane has lots of young mothers and children crossing the roads – Moore school and nursery at Sandymoor Hall. There has been several 'minor' bumps on this section, no police where involved, so record will be kept.</p>	<p>Noted. Traffic calming measures will be implemented to increase road safety, subject to agreement with the Local Highways Authority.</p>
6 Walsingham Drive		<p>Do not want 'bump' traffic claming in Walsingham Drive. Before road surface was finishes off and it had pot holes and uneven surface the lorries and cars would bump over them causing pictures to more and cracks in the walls. It took a petition locally to get road surface finishes to stop this. Agree with the flashing signs that remind you of speed limit but do not want to see ramps in road. It also causes noise and we sleep at front of house.</p> <p>Not really keen on seeing a pub in Sandymoor as again this could bring trouble to the area. Pub has now been built at roundabout entrance to Sandymoor so not really needed anyway. Area needs local shop asap.</p>	<p>Alternative methods of speed reduction, using horizontal deflection methods, are being considered along Walsingham Drive.</p> <p>A public house is proposed at Sandymoor Local Centre, but measures will be implemented to minimise anti-social behaviour and crime.</p>
		<p>Please ensure street names are not too samey e.g. Glastonbury Close and Glastonbury Place as per map – very confusing for postman!</p>	<p>Noted.</p>
N Screen		<p>Get a pub and a shop asap!</p>	<p>Noted.</p>
Unsigned.		<p>Like the idea of the village green and more amenities at Sqandymoor. Concerned re traffic along Walsingham Drive. Concerned re how long building work take and construction traffic.</p>	<p>Noted. Traffic calming measures are proposed along Walsingham Drive to increase road safety. At present, building work is scheduled to take between 7-10 years.</p>

Ian Bradbury		I am interested in when more amenities will be built including: Doctors, Dentists, School, Shops, Pub.	Proposals for Sandymoor Local Centre have been submitted to Halton Borough Council. No timescales are currently available for the sites development.
Unsigned.		Please keep the emphasis on 'green' trees and pathways really make Sandymoor an environmentally pleasant place. Concerns over parking for visitors and 2 car households, will they end up parking in front of houses along roads?? Access to the area via Walsingham Drive as the main entrance/exit and congestion on mini roundabouts near expressway. Concern for house prices of present housing if smaller houses rented will this change the 'feel' of the area? New building should be owner occupied to keep the quality/respect for the area.	Noted. Tree planting and greenway routes are proposed at Sandymoor.
Unsigned.		A primary/secondary school is needed, so it is already very difficult to get children into Moore or a good secondary school, as no one would send their child to Halton High. No really bothered about a shop, I have lived here for over 10 years and it has never bothered me, as they attract gangs and litter. No very modern houses as they wouldn't fit in with the existing housing on Sandymoor. More speed bumps to slow traffic down.	The Sandymoor masterplan reserves the allocated school site for future development. The development of a school will be determined by the Local Education Authority at a time when it is considered such a facility is required.
Mr C Harrison, 20 Holford Moss, Runcorn, WA7 7GB		Whilst I agree with the policy of building new home so that every angle of placing more people into less space because if you don't there will be no green or brown space left. I have noticed a practice of builders being allowed to park vehicles on sections of pavements forcing people to walk in the road, I hope you will not allow this to continue. P.S. I have tried to place this in the Comments box, the people who are in the building have locked the perimeter gate (11 am Wed 29 th Nov) it is possible that other people with comments will not be able to place them in the	Noted. Conditions will be enforced by the Council upon the developer upon the grant of any planning permission.

		comments box and you will not get the response you should get.	
Unsigned		Good to keep as much greenery as possible. Could the football pitch area also be laid out for tennis courts? Village centre much needed now. I know you are working on this. New access road good – any traffic calming measures to be introduced?	Noted. Traffic calming measures are proposed at Walsingham Drive. The sports pitches will be grass facilities, as they form an important part of the flood mitigation measures in northern Sandymoor. Proposals for tennis courts will be considered.



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SANDYMOOR

Draft Supplementary Planning Document

Sustainability Appraisal Report



Presented for Public Consultation between
XX December 2007 and XX January 2007

Operational Director – Environmental Health and
Planning
Environment Directorate
Halton Borough Council
Rutland House
Halton Lea
Runcorn
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HALTON BOROUGH COUNCIL

Sandymoor SPD
Draft Sustainability Appraisal Report

Presented for Public Consultation
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1 Summary and Outcomes

1.1 Non-Technical Summary

This document contains the information relating to the appraisal of the *draft* Sandymoor Supplementary Planning Document (SPD) in relation to how it contributes to meeting environmental, social and economic objectives. Put simpler, this document assesses how the SPD contributes towards achieving development that ensures a better quality of life for everyone, now and for future generations. The technical name for this document is a Sustainability Appraisal or SA for short. The SA is required to be produced because of new government guidance and legislation relating to the planning system.

The objectives that are used to test the SPD, to find out if it contributes towards achieving sustainability, have been taken from documents that identify the sustainability priorities of the local community. The main source for objectives is the Community Strategy; this was produced in close consultation with the people of Halton. The remaining objectives have been taken from the Sustainability Framework for the North West, which is produced by the North West Regional Assembly. This document also reflects the sustainability priorities of the people who live and work in the North West because it was based on consultation.

The objectives that are used to test the sustainability of the SPD are set out in a table (Appendix A), this table is called the Sustainability Appraisal Framework (SAF). This table sets out how the council will measure each of the objectives to see if quality of life in Halton is improving. In 2006, in advance of producing the full SA, the Council asked a number of bodies if they agreed with the objectives that we included in the SAF. These bodies agreed with us, all their comments and how the Council responded is set out in a table (Appendix B).

At the same time as asking these bodies about the SAF, we also asked if they agreed with us if we needed to produce a Strategic Environment Assessment (SEA) of the SPD. The SEA is like an SA but looks in more detail at the effects that the SPD could have on the environment. SEA is required by a European Directive on plans and programs that could have a significant effect on the environment. The Council made an initial screening of whether a full SEA was needed to be produced,

and decided it was not. The statutory bodies agreed with us.

The Council then tested the *draft* SPD against the objectives in SAF, to appraise if the SPD contributes to achieving sustainability. This is set out in a table (Appendix D). The appraisal recognises that the SPD is supplementary policy and will not make dramatic changes to the way that we live, but will make small changes to the way buildings and places are designed. Therefore the SPD will not significantly affect any of the environmental, social or economic objectives set out in the SAF.

Overall the appraisal shows that the SPD will have a positive effect upon contributing towards achieving sustainability, but there are many objectives that are difficult to test the SPD against because the Council is unsure how the SPD will affect those objectives. The appraisal also tells us that the positive effects will be seen in the medium to long term when taking into account the gradual changes the SPD will make over many years at Sandymoor as new development takes place.

This SA is not the end of the process, if you think that the appraisal has missed something out, or hasn't properly realised the effect that the SPD could have on a particular objective then let us know by following the instructions in section 1.3. A final SA, which includes all the comments received on this appraisal, will be published alongside the SPD when it is adopted. Sources of further information about the process and purpose of Sustainability Appraisals can be found in Appendix F.

1.2 Statement on the difference the process has made

Although the scope of the SPD is not significant, it is supplementary policy, providing practical guidance in relation to policies contained within Halton Unitary Development Plan (UDP), the SA process has made a valuable contribution to the process of producing the SPD. Firstly it focused attention at the pre-production scoping stage to identify the key areas that the SPD needed to address. This was achieved through the analysis of

baseline information. This process has helped to shape the purpose of the SPD, which has provided a strong foundation upon which the rest of the SPD has been constructed.

By testing the SPD against the SAF it has helped to recognise the limitations of the SPD and how these might be overcome through additional planning policies or by other means (such as the need for better training within the planning section to understand 'design' better). The 'testing' process has also enabled those within the forward planning team who were not responsible for the SPD's production to challenge those officers who did produce it. This has helped create a sharper more responsive SPD focused upon its purpose and contributing to achieving sustainability. The SA process has made a real difference to help ensure a quality end product.

1.3 How to comment on the appraisal

If you would like to make comments on the SA or the SPD, which it has been produced to appraise, please complete one of the representation forms, which can be obtained from places of inspection, from the Council's website or by contacting the forward planning section. Representations may be accompanied by a request to be notified at a specific address of the adoption of the SPD and hence the publishing of the final SA.

2 Sustainability Appraisal Rationale

2.1 Approach adopted to the SA

The methodology selected to be applied within this SA has been chosen to ensure that the SPD is tested against the most appropriate sustainability criteria. The methodology of the SA has therefore been drawn from the priorities, objectives and targets of the Community Strategy. In addition, these objectives have been complemented with a number of broader sustainability objectives drawn mainly from the regional sustainability framework - Action for Sustainability, produced by the North West Regional Assembly (NWRA). In some instances these objectives have been amended to take account of Merseyside sub-regional issues and objectives. The objectives, their indicators and other information is set out in the SAF, which is contained in Appendix A.

The approach adopted was consulted upon as part of the Pre-Production Scoping Report. This consisted of consultation with the four statutory SEA bodies (English Nature, English Heritage, Countryside Agency and Environment Agency) and other stakeholders. Only minor comments in relation to the approach adopted were made; the fundamental approach being taken was not challenged. These comments are set out in Appendix B.

The Local Strategic Partnership (LSP) monitors the improvement targets, set within the Community Strategy, annually. Similarly most of the regionally derived objectives are monitored by the NWRA. It will therefore be possible to assess the impact of this SPD against the appropriate targets, although obviously this will be within the context of other factors affecting the targets. The monitoring can also be seen to be independent as it is conducted by the LSP and NWRA, the former is subject to the scrutiny of the LSP board. This approach offers the most realistic means for monitoring the impact of this SPD.

It is our intention that the objectives, targets and indicators that form the SAF within this document will be broadly consistent throughout all sustainability appraisals that the Council undertakes.

2.2 When the SA was carried out?

The SA process began in October 2005 with the production of the SA Pre-Production Scoping Report; this document was consulted upon between **2nd February 2006** and **16th March 2006**. The responses to the Pre-Production Scoping Report were considered and have informed and led to the production of this document. The SA process has been an integral part of the production of the SPD, and has been prepared to enable its publication to coincide with the public consultation on the Sandymoor Supplementary Planning Document.

2.3 Who carried out the SA?

The SA has been completed externally from the Council, by GVA Grimley LLP, on behalf of English Partnerships. However, the Council have retained responsibility for the consultation stages and have ensured that consultation at the appropriate stages with statutory consultation bodies (for the SA and SEA process) and other stakeholders has been completed as necessary. This approach was felt to be commensurate to the intended purpose of the SPD. Responses to the Pre-Production Scoping Report, particularly those from the statutory consultation bodies, acknowledged the scope of the SPD and did not raise any significant issues. To ensure a degree of independence in the production of the SA and the assessment of the effects of the SPD, the SA has been prepared by a member of the forward planning section who was not directly involved in the production of the SPD itself.

2.4 Who was consulted, when and how?

The scope of the SA was formally consulted on between **2nd February 2006** and **16th March 2006**. The consultation was targeted at those who the Council felt were best placed to further shape the SA process and the purpose of the proposed SPD. A three-week period of Partnership Consultation was held between **28 July 2006** and **14 August 2006**, where the four statutory consultation bodies and key stakeholders reviewed the draft Sandymoor SPD and SA, and provided initial representations with regards to their scope and content. A list of those consulted, their comments and the how these have been addressed in the SPD is provided in the accompanying Statement of Consultation.

3 Background

3.1 Purpose of the SA Process and the SA Report

The Sandymoor SPD will form part of the Halton Local Development Framework (LDF). This document will not form part of the Statutory Development Plan for Halton. To be able to be formally adopted as part of the Halton LDF, the process of forming the SPD must comply with Part Five of The Town And Country (Local Development) (England) Regulations 2004. Part Five requires the production of a SA for SPDs. The purpose of preparing a SA is to encourage sustainable development, through improved integration of sustainability considerations throughout the preparation and adoption of land use plans and policies.

3.2 Purpose of Sandymoor SPD (Draft)

The purpose of this SPD is to build on the broad principles previously established for the development of the Sandymoor area. Sandymoor is allocated for residential development in the adopted Halton Unitary Development Plan 2005 (UDP). The content of this SPD is based on a new Masterplan prepared in 2006 following the identification of an area of floodplain within northern Sandymoor, which along with significant changes to Government Policy in relation to planning and design issues necessitated the revision of the Masterplan to ensure that no new residential dwellings built at Sandymoor are at risk of flooding. As a result, this has superseded the original Sandymoor Masterplan jointly prepared in 1999 by the Commission for the New Towns and Halton Borough Council.

This SPD provides additional practical guidance and support for those involved in the planning of the new development.

The key aims of the Sandymoor SPD are to:

- a *Create a mixed and inclusive community that offers a choice of housing and lifestyle through comprehensive development.*
- b *Promote high quality design to create an attractive environment and a sense of place and community;*
- c *Incorporate the latest 'best practice';*
- d *Give priority where possible to pedestrians and cyclists rather than cars;*

- e *Provide more opportunities for access to public transport;*
- f *Making the most appropriate of land available and applying best practice sustainable principles;*
- g *Working in partnership to achieve lasting quality and form of development, working collaboratively with public, private, voluntary and community groups to add value to the SPD.*

The draft SPD is specific to the Sandymoor development area, and therefore is not a borough-wide document.

3.3 Compliance with the Strategic Environmental Assessment (SEA) Regulations

In accordance with the Environmental Assessment of Plans and Programmes Regulation 2004, the SA Pre-Production Scoping Report included a Strategic Environmental Assessment (SEA) screening statement. The Council's intermediate determination of the statement was that the proposed SPD was unlikely to have a significant environmental effect and accordingly does not require a SEA to be produced. The four statutory agencies (English Nature, Environment Agency, English Heritage and Countryside Agency) were consulted as part of the pre-production scoping stage and they agreed with the Council's intermediate determination (Appendix B).

Therefore a formal determination can be made that the Sandymoor Supplementary Planning Document is unlikely to have significant environment effects and accordingly does not require a Strategic Environmental Assessment. The screening statement from which this determination has been made is set out in Appendix C of this Sustainability Appraisal.

4 Sustainability Objectives, Baseline and Context

4.1 Links to Other Strategies, Plans and Programmes and Sustainability Objectives

In producing the UDP the Council considered and took account of relevant plans and programmes as the plan progressed. In relation to the proposed SPD a number of specific relationships and issues can be identified. Relevant policy issues of particular reference to the SPD are outlined below:

National Planning Policy

Planning Policy Statement 12 (PPS12): *Development Plans in the Planning System* states that local authorities must include policies on design and access. It states that "*well designed development responds well to the local physical, social and economic context, being safe, clean, attractive accessible for all users*". National Planning Policy Statement 1 (PPS1): *Creating Sustainable Communities* states that planning should promote sustainable patterns of development by (amongst other things) ensuring high quality development through good design and ensuring that development supports existing communities and contributes to the creation of safe, sustainable and liveable communities. PPS1 identifies that design policies should encourage developments which "*create safe environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion*". The proposed SPD is produced to improve the planning policy framework in relation to achieving good design in development within Halton.

Issued in 2006, PPS3 '*Housing*' reflects the Government's objective towards the promotion of sustainable patterns of development. New housing and residential environments should each be well designed and make a significant contribution towards the promotion of urban renaissance and an enhanced quality of life. The guidance suggests that where possible, residential development should be directed towards areas with the greatest facilities, and be integrated with good access to public transport, walking and cycling provision which reduces both the need to travel and private car dependency.

PPS3 now requires Local Planning Authorities to identify a five-year supply of developable and deliverable housing land. This approach should minimise the potential for an oversupply of new housing relative to local housing needs, and the premature development of available land. The sequential approach to sustainable development advocated within PPS3 promotes the Government's

key objective for the re-use of existing land and buildings to accommodate new residential dwellings, prior to the consideration of greenfield development.

Density guidance within PPS3 promotes a minimum density of 30 dwellings per hectare. Where Local Planning Authorities identify the need for or support of lower densities, this approach should be fully justified. Greater priority is afforded to the development of affordable housing provision where this is identified through a Housing Needs Assessment. Based on local market conditions and housing need, Local Planning Authorities can set variable site-size thresholds for affordable housing where this can also be justified.

Regional Spatial Strategy 13 & Sustainability Framework

RSS13 provides the broad development framework for the North West. The overriding aim of RSS is to '*promote sustainable patterns of spatial development and physical change.*'

The approach towards housing is one that promotes greater quality in terms of both housing stock and residential environments, ensuring that new development demonstrates high quality design and respect for its setting.

RSS suggests that new development should be located so as to make the most effective use of land through promoting a mix of appropriate uses within a site and its wider surroundings, making efficient use of transport facilities, and assisting people in meeting their needs locally.

It is recognised that development should provide opportunities for a wider mix of tenures and housing choice, with localised employment opportunities and good services. This, however, has to be balanced against the objectives of ensuring an appropriate scale, nature and environmental quality to create and conserve attractive neighbourhoods to meet local housing needs.

Draft Regional Spatial Strategy

The North West Regional Assembly has prepared a draft Regional Spatial Strategy (RSS) to replace existing North West Regional Guidance, published in January 2006. This will provide the spatial vision for the North West region over the next 15 to 20 years when adopted in early 2008. The broad key principles of draft RSS build upon the existing

Regional Spatial Strategy 13.

One of the key issues within draft RSS is the requirement to meet the wide housing needs of each sub-region within the North West, including housing renewal and affordable housing. The development of stronger links between the economy and housing within the region is fundamental to enable the North West to compete with other parts of the UK. This in part can be achieved through a competitive regional economy, and the development of urban and rural communities as safe, sustainable and attractive places for people to live and work. Coupled with this, RSS continues to promote the introduction of a safe, reliable and effective integrated transport network that supports opportunities for sustainable growth, and which provides enhanced links with jobs and services in the region.

Halton Unitary Development Plan

Housing Policy H1 'Provision for New Housing' of the adopted Halton UDP (2005) details the phasing of future housing development at Sandymoor. Sandymoor sites 6A and 9 are identified as committed sites during Phase 1, from 2002 to 2007. The remaining 15 sites are allocated for development during Phase 2.

Development on these sites is not permitted to commence prior to May 2007, provided that around 1,650 dwellings (330 per year 2002-2007) in Phase 1 have been developed, and the number of dwellings completed on windfall sites is not substantially higher than allowed for in Phase 1.

Policy H1 advises that the release dates of these sites may move forwards or backwards during the plan phases if through monitoring it is shown that:

- a) The windfall allowance catered for within the Plan has not been met, through either substantial shortfall or an oversupply in capacity; or,
- b) The anticipated rate of development on Phase 1 sites has not come forward for such reasons as;
 - *unforeseen physical or economic constraints;*
 - *the required prior investment not being forthcoming.*

In addition to housing policy, large parts of Sandymoor comprise areas of Important Landscape Features, as identified through UDP Policy GE24. This states that new development will not be permitted if development would have an unacceptable effect on the visual or physical characteristics for which a site was designated as having Important Landscape Features.

Sandymoor also incorporates an allocation for a Proposed School (Policy S24), and Proposed Local Centre (Policy TC1). It is anticipated that several Proposed Greenways (Policy TP9, GE6) will also run throughout the Sandymoor development site area.

The Halton UDP was subject to a SA (as promoted by PPG12) at two key early stages in its production. These were the UDP First Deposit and Second (Revised) Deposit stages. This process helps ensure that the policies that this SPD is based upon contribute towards achieving sustainable development.

Community Strategy & Corporate Plan

The Sandymoor SPD should contribute to the priorities, principles, objectives and targets of the Halton Community Strategy, 2002/03 to 2005/06. This strategy coordinates the resources of the local public, private and voluntary organisations towards common purposes.

Halton Borough Council is also signed up and committed to contributing to achieving the priorities of the Community Strategy. The Council's priorities are set out in the Corporate Plan 2001/02 to 2005/06.

Both the Strategy and the Plan identify appropriate priorities relevant to the SPD.

'Promoting Urban Renewal'

The overall aim of the plan is to transform the physical fabric and infrastructure through restoring derelict sites and creating a vibrant community.

Key objectives associated with achieving this aim at Sandymoor comprise:

- a) *Promoting sustainable development;*
- b) *Securing continual investment in developing the quality and range of housing opportunities in the Borough;*
- c) *Remodelling and extending key open spaces to provide a better network of high quality recreational open space;*
- d) *Ensuring high quality design and landscaping throughout the Borough, and eradicate visible dereliction.*

'Ensuring Safe and Attractive Neighbourhoods'

The overall aim for neighbourhoods is to ensure both pleasant and secure neighbourhood environments, with attractive safe surroundings, clean well-lit streets and walk ways, and good quality local amenities.

The key objectives associated to achieving this aim include:

- a) To create and sustain safer neighbourhoods by improving road safety, reducing the number of casualties and improving training and understanding by road users;
- b) To bring about environmental improvements in all areas of the borough reflecting the priorities of the public to improve public perceptions and attractiveness;
- c) To promote an integrated transport system that balances the need for people and goods to move around, including improved accessibility to local services, whilst also reducing the adverse impacts on local neighbourhoods from traffic pollution and noise.

The priorities in the Community Strategy and the Corporate Plan are based on the priorities set by the people of Halton. These were identified through community involvement via area panels, focus groups, and a telephone questionnaire. The Corporate Plan was based on the same community involvement and statistical information compiled for the State Of Borough Report, this report will be updated in 2005.

4.2 Description of the Social, Environmental and Economic Baseline Characteristics and the Predicted Future Baseline

The baseline information for the proposed SPD, can be put into two categories. Firstly, information relating to specific issues that the intended SPD is proposed to contribute towards, and secondly, other generic sustainability baseline information that is consistently applied as a baseline to all appraisals within Halton.

Site-Specific Baseline Information

The Sandymoor SPD and Masterplan have been influenced by a number of key issues. The following site-specific baseline information details each of these:

Utilities

One of the more significant existing constraints at Sandymoor comprises the two high voltage overhead electric cable routes that run along both the eastern and western edges of the site. The western cables are 275kV high voltage power lines maintained by National Grid Transco, although they have been designed so to conduct 400kv. The eastern overhead power lines are 132kV high voltage, maintained by Scottish Power. Both stakeholders were contacted, with each providing their respective statutory safety clearance distances from the overhead cables and supporting pylons. This information was forwarded to the consultant team to ensure that each of the individual constraints was incorporated within the Masterplan. As a result, only recreational uses are considered appropriate beneath each of the powerlines.

An additional health and safety concern related to the need for a safety stand-off distance between new development and the overhead power lines, a requirement as a consequence of the potential impact of electro-magnetic fields (EMF's). At present there are no statutory regulations managing the issue of EMF's with regards to residential development, hence the overriding constraint at Sandymoor is fundamentally the statutory minimum safety clearance required.

Over the past twenty years, major research programmers throughout the world have investigated as to whether EMF's have an adverse impact upon human health. Although the balance of the evidence collated is largely against a link between ill health and EMF's, some studies have suggested that exposure to EMF's may be harmful to health. This issue has been explored by International bodies such as the World Health Organisation and the International Agency for Research on Cancer and, in the UK, the National Radiological Protection Board (NRPB), which is now part of the Health Protection Agency (HPA). They have each concluded that there is no established cause-and-effect link between EMF's and ill health. They have, however, recognised that the possibility cannot be wholly dismissed, and this has been investigated further by the Stakeholder Advisory Group ELF EMF (SAGE). This group has been established to bring together the range of stakeholders to identify and explore the implications for a precautionary approach to ELF EMF (electric and magnetic fields) and make practical recommendations for precautionary measures. The remit of SAGE is to provide advice to Government. It is for Government to take decisions on policy relating to EMFs and health, based on this advice and whatever other inputs it deems necessary. To date only SAGE have issued a interim assessment, April 2007 and we await any further comment/ conclusions.

Residential development is clearly one of the most sensitive forms of development in the vicinity of overhead electricity cables, and there are also operational and maintenance issues in respect of overhead powerlines to be considered in addition to the safety clearances. The existing corridor to the adjoining residential to the north of Sandymoor is between 20m – 30m from the centre of the overhead cables. A minimum distance of 25m is therefore proposed within the SPD, to be applied from the centre line of the overhead cables to the nearest residential dwelling. This separation distance is considered sufficient enough to take account of the statutory safety distances required, and identified as the minimum distance for future development adjacent to the 275kv power lines along the western edge of Sandymoor.

Noise

The original Sandymoor Masterplan reserved the 100m buffer zone to the east of the site for public open space. However in 1998, this issue was reviewed based on current knowledge and government guidance on planning and noise. The buffer zone was, and remains, one of the planning conditions attached to the 1988 Sandymoor Section 7.1 approval.

Following computer modelling techniques, it was concluded that in terms of average noise levels (LAeq), most of the 100m buffer zone falls within the noise exposure categories of A or B. However, the maximum noise levels generated by regular train movements during the night result in levels exceeding 85dB (LA max) over the majority of the buffer zone, which places much of the zone into NEC C - *'development should not normally be permitted.'*

In August 2000, a noise report for the Persimmon Homes site within Sandymoor, which bounds the West Coast Main Line (WCML) to the east of the site, was produced. It was identified through this study that approximately one-third of the site falls within the buffer zone. A high number of noise measurements at several locations within this plot were recorded, and it was subsequently concluded that all areas of the site would require some form of noise mitigation prior to the commencement of development on site.

Proposals included the screening of gardens behind houses; locating sensitive living space purposely so as to face away from the railway; and acoustically treated ventilation in sensitive rooms facing on to the railway.

As a result of both studies, it was concluded that acoustic treatment would be required so as to provide a form of protection for any development situated within the 100m buffer zone. It was decided that in order to prepare a suitably detailed and persuasive Masterplan for Sandymoor, it would be essential to undertake further acoustic modelling through utilising outline building layouts.

The first element of the subsequent acoustic modelling was to consider plot 28B at Sandymoor, situated close to the WCML and potentially adversely affected by noise from frequent train movements. As a result of the upgrading of the WCML itself, and the adoption of new high-speed rolling stock, it was suggested that previous assessments of the impact of noise on residential amenity at the site might no longer be of relevance. Thus it was concluded that in the present case, during the daytime, almost all of the development falls within NEC A, except for the east-facing façade of the proposed terrace nearest the railway line, and part of its northern return, which marginally falls within NEC B.

During the night, the majority of the development falls within category NEC B. There are acoustic shadows behind attached or semi-detached dwellings that fall within NEC A. The east-facing façade, together with part of the northern and southern returns, falls within NEC C.

It is suggested therefore that, in the light of these conclusions, and the advice outlined in PPG24, that development could reasonably be permitted with appropriate conditions so as to ensure that protection from noise is both adequate and commensurate where deemed appropriate.

The most recent report incorporated an assessment to determine the suitability for residential development, in accordance with PPG24, along the full length of the WCML, and Manchester to Chester railway lines. In this respect, the Noise and Exposure Category (NEC) for the residential development has been determined based only on the noise contribution from the adjacent railway lines.

The night-time assessment was found to result in the higher NEC allocation. The majority of the development plots fall within NEC B with a stand-off distance to the NEC B/C boundary of approximately 50m from the WCML. This reduces to approximately 30m for the Manchester to Chester railway line due to fewer rail vehicle movements along this particular stretch of line. The eastern boundary of Sites 28B and 18 is located in close proximity to the NEC B/C boundary.

NEC B advises that noise issues should be taken into account when determining planning applications

and, where appropriate, conditions should be imposed so as to ensure an adequate level of protection against noise.

The NEC contour plots are based on an open site, and therefore do not include the proposed residential buildings. It is anticipated that the acoustic shadows behind those dwellings fronting directly onto the railway may fall within NEC A.

Transportation

A number of technical specifications were considered during the initial options testing of the Masterplan. Several key aspects have been established to which the Masterplan proposals must conform, outlined as follows:

- a) Ensure that proposed residential units are no greater than 400m or five minutes walk from the designated bus route;
- b) Ensure that the Village Street does not link directly to the Local Centre access road to discourage traffic from using this road to access the expressway. This will ensure that the peak number of vehicles using the Local Centre access road remains below 100, so to allow the village square element to have reduced kerb heights of 40mm;
- c) Locate accesses and orientate the new eastern Local Distributor Road purposely so as to encourage an equal split of traffic between the new Local Distributor Road, and the existing Walsingham Drive;
- d) The existing highway link to Windmill Hill, across the Bridgewater Canal will be upgraded and adopted as a new access. This will provide an important alternative link to the proposed southern development providing a permeable network to Sandymoor. The sharp bend has been realigned and the appropriate safety treatment added to bring the highway up to adoptable standards. This will ensure that vehicle speeds are kept low upon entering the development. It is the intention for this access route to be used by construction vehicles during the development of the southern Sandymoor sites.
- e) Do not provide a direct link from the proposed eastern Local Distributor Road past or through Site 28 to Runcorn Road, thus avoiding the situation whereby Sandymoor traffic utilises Moore Village to access the A56.

Upon the Masterplan being updated with regard to new plot extents and densities, the hierarchy of the highways was established. As the process progressed, junction layouts were amended so as to accommodate the revised highways orientation, and the access points into each individual plot. The modifications were required to meet with Halton Borough Council highway standards, taking into account aspects including road type, junction spacing, frontage access, and visibility.

A street hierarchy has been developed since the outcome of the public exhibition held at Sandymoor Hall in April 2005 which highlighted the overwhelming desire amongst existing residents for traffic calming measures to be implemented.

Drainage and Flood Risk

An initial Section 105 flood mapping study was undertaken to assess the extent of inundation in a 100 year flood event.

Following flooding in August 2004 the Environment Agency instigated further modelling to reassess the extent of flood risk on Keckwick Brook. This study, which was delivered in November 2006, demonstrated an increased area of floodplain at Sandymoor.

This redefinition of the floodplain forced a change in the 1999 Masterplan layout and led to the redistribution of land use within the site. Water-compatible development such as leisure/recreational land was directed to the floodplain, while residential development was diverted towards areas outside of the floodplain.

“Planning Policy Statement 25: Development and Flood Risk” (PPS25) was introduced in December 2006 to ensure that future development is safe without increasing the risk of flooding elsewhere. Flood Risk Assessments are now required for all sites in excess of 1ha in area or which are within the 100 year floodplain.

The “Sandymoor Proposed New Residential Development - Flood Risk Assessment” (August 2007), assessed the impacts of flooding on the site and also the potential effect of the proposed development on flood risk elsewhere in the catchment. In accordance with PPS25 this was required to support the separate planning applications submitted in connection with the Sandymoor Master Plan.

The “Sandymoor Proposed Local Centre Development – Flood Risk Assessment” (August 2007) supported the detailed planning application

for the development of the Local Centre site within the context of the overall Sandymoor Masterplan.

The Flood Risk Assessments have developed detailed flood mitigation measures to manage flood risk within Sandymoor, whilst ensuring that flooding is not exacerbated elsewhere. The proposed development site will be defended against flooding by creating a series of on-line and off-line flood storage areas and by physically raising vulnerable residential development areas above the 1% (100 year) flood level. The off-line storage areas will be constructed on the recreation land towards the north of the development, whilst the on-line flood storage will be created within the brook by reprofiling the existing channel to increase capacity. The excess material from the excavation of the flood storage areas will be utilised on site to physically raise ground levels. These flood mitigation measures will maximise the developable land within the site whilst ensuring that there is no loss of floodplain storage within the brook/floodplain system.

An agreed freeboard allowance will be applied to take account of the potential impacts of Climate Change and tolerances within the computational hydraulic model. This will ensure that the design for the flood mitigation measures will be suitably robust.

Landscape and Visual

An Arbouricultural Management Report was published in October 2002. This identified important trees and hedgerows within Sandymoor, and provided detailed information relating to their state of condition. An Amphibian Survey was issued concurrently. This identified the location of Great Crested Newts, Smooth Newts, Frogs and Water Voles at Sandymoor.

The Masterplan proposes the relocation of newts to two conservation areas, and the enhancement of habitat along the waterways so to encourage water voles and other small mammals.

Ecology and Nature Conservation

A detailed Ecological Assessment was undertaken in 2004/05, essentially providing an update of the two previous reports, with the addition of Phase 1 habitat surveys. Existing areas of woodland, managed by the Woodland Trust, were identified, and their requirements in relation to development were discussed in detail. Based on a series of guidelines established by the Woodland Trust, it was concluded that buildings would have a stand-off distance of 20m from the tree canopies, whilst limiting or preventing access to the woodland, except via recognised access points.

A combination of issues relating to electricity pylons, flood risk areas, noise corridors and sewer easements assisted in the formulation of the landscape strategy of wildlife corridors to the east, west and central areas of Sandymoor. The more formal urban spaces have been located in association with the floodplain, The Ride, and the Village Green. Discussions were held between the consultant team and the Council to assess in more detail the specific use(s) of these areas. These comprised of meetings with the relevant landscape and ecological officers based at the Council. Factors that were considered included the implementation of the UDP 'Greenways' plan, which included the provision of strategic footpaths and cycleways, and a bridle path around Sandymoor.

Geotechnical and Topographical

The geological review of Sandymoor, and the available exploratory hole records, indicate that the entire site is underlain by glacial till, comprising marine and estuarine alluvium, blown sand and localised clay, and rocks of the Triassic Mercia Mudstone and Sherwood Sandstone groups.

Further investigation of a geotechnical nature comprising shell and auger boreholes, and trial pits including associated geotechnical testing, is considered necessary for certain areas. For example, this will include those areas where there is presently no information on ground and groundwater conditions, (Plots 17 and 18a), and in areas with limited information (areas adjacent to the Bridgewater Canal to the south, Plots 12 and 21A).

There is no evidence through previous site history to suggest that the site has been contaminated as a result of previous use(s). The majority of Sandymoor has essentially remained as agricultural land, with extensive residential development within the immediate surrounding areas.

The majority of the Sandymoor development area has been covered by topographical surveys. However, due to the nature of the site, further inspections may be required on an individual site-by-site basis. Sandymoor is predominantly flat in nature, but falls gently from the south towards the Mersey Basin situated to the north. A lower, wetter area is found in the north-east corner of Sandymoor.

Recreation and Amenity

The formulation of open space provision at Sandymoor has been based on the utilisation of the identified areas of constraint, rather than following the layout of the previous 1999 Masterplan.

The 6 broad areas of constraint comprised of:

1. Areas affected by noise from railway lines;
2. Areas underneath high voltage power cable;
3. Areas affected by flooding;
4. Narrow corridors alongside the main brooks;
5. Established open space adjacent to existing houses;
6. Existing woodland.

Each of the above constraints has influenced the spread and location of the formal and informal open space, whilst in addition naturally sub-dividing each area for development.

The Halton BC *'Audit of Open Space'* expressed the need for playing pitches to be developed at Sandymoor, as shown on the 1999 Masterplan. Playing pitches are a valuable asset, but only where and when they are usable. Obviously, allowing these to flood occasionally is preferable to properties flooding. Sandymoor will accommodate more pitches than is required to meet local needs, and thus represents the best use of land identified as being at risk from flooding. Existing houses situated near to the floodplain have previously encountered problems with flooding, and therefore the Masterplan seeks to minimise the impact of this on future development, whilst concurrently introducing mitigation measures to protect existing dwellings.

It is considered that open space for wildlife should be provided in the more remote parts of Sandymoor, and should not be surrounded by residential development. This explains the use of the edges of Sandymoor, and the southern part of the site for this purpose.

To establish play area provision, the National Playing Fields Association '6 acre standard' (2.4ha) per 1000 population has been conformed to.

It is estimated that Sandymoor will comprise of an average population of 2.2 people per dwelling, providing for a total population of approximately 5,000. Based on this calculation, the open space provision required throughout Sandymoor equates to an overall total of 12 hectares. However, it is estimated that the Sandymoor Masterplan has provided for 49.37 hectares of formal and informal areas of open space.

Urban Form and Density

The density of existing development at Sandymoor was initially estimated to average around 22 dwellings per hectare. PPS3 *'Housing'* has identified the need to raise these densities in order to create more sustainable communities. 1,423 dwellings are

expected to be built on a developable area of around 37 hectares. The Sandymoor Masterplan responds to this guidance, and proposes an average density across the site of around 35 dwellings per hectare. Dependent upon location and local conditions, it is envisaged that densities will vary at a rate of between 20-60 residential units per hectare throughout Sandymoor.

The urban form of development will also differ to that at present. Existing development is characterised by inward-looking groups of houses clustered around cul-de-sacs. This has had a detrimental impact with regard to generating poor public realm, whilst simultaneously providing a lack of variety in both the nature and mix of development. The revised Sandymoor Masterplan proposals conform to the guidelines established through *By Design*, and the *Urban Design Compendium*.

Concept of Development

A series of concept studies, based on the initial understanding of the opportunities and constraints at Sandymoor, have previously been generated. The advantages and disadvantages of each were subsequently appraised during two stakeholder consultation events (31/08/04 and 19/09/04). This was accompanied by a design rationale that established the basis of each different option. The concept studies incorporated amendments to the original 1999 Sandymoor Masterplan as a result of the identification of an extended area of floodplain within the northern area of Sandymoor.

The appraisal and consultation relating to each of the issues led to a preferred option being determined. This has since become the basis of the conceptual Masterplan. The main impact upon the Masterplan as a result of the revised floodplain area has been to further reduce the area of developable land. The extent of the development land has subsequently been redefined, and resulted in the following proposals:

- Relocation of the playing fields to the northern lying floodplain area from southern Sandymoor, thus releasing compensatory housing land;
- Establish the potential to reduce the width of the noise buffer through the broad acceptance that mitigation measures will be implemented through architectural and other means;
- Rationalise wildlife corridors and newt habitat to a new conservation area at the southern tip of the site in order to create more appropriate development sites, and consolidate open space between Brook and Bog Woods;

- Complete ‘*The Ride*,’ initially by establishing a counterbalance to the Village Green, and latterly by continuing it to a canal-side destination at the southern tip of the site;
- Reconfigure and rationalise the movement network to create a clearly understood street system. This comprised designing streets in areas identified as possessing a development constraint, including areas comprising powerlines and woodland.

Generic sustainability baseline information

The Council has identified a range of generic sustainability baseline information that it feels needs to be considered with all SA applied to land use plans and policies. This baseline information relates closely to the sustainability issues identified in the following section. Appendix A outlines the generic baseline information.

Predicted future baseline information

The current generic baseline information set out in Appendix A will continue to be used until such a time as it is felt a review of the baseline is required. Situations that may require the baseline information to be reviewed could include

- a New baseline information emerging that better reflects the current objectives in the sustainability framework;
- b Changes to the objectives in the sustainability framework; and
- c Direction from a consultation body that baseline information needs amending.

It is felt that the current generic baseline information represents a competent rationale for assessing the sustainability issues that are relevant to Halton and the wider area, specific baseline information to assess the effect of the proposed Sandymoor SPD. Therefore information relating to specific issues that the intended SPD is proposed to contribute towards were used for the function of establishing the purpose of the proposed SPD and its draft content.

4.2 Difficulties in collecting data and limitations of the data

The existing baseline information, which is contained within the Sustainability Appraisal Framework (SAF) contains some omissions, this is because presently targets, base dates and figures, and

sources have not been established for some indicators. This is largely due to the difficulties associated with accurate data collection such as the information being out of date and the reliance on external bodies collecting the data. Reliance on external bodies may also result in some baseline data not being collected in the future.

4.3 The SA Framework, including Objectives, Targets and Indicators

In determining an appropriate SA approach to apply to this SPD, it is important to draw upon sources that identify those sustainability issues that are relevant to Halton and the wider area. This can be achieved by identifying issues that are:

- a based upon sound quantitative analysis; and
- b involved extensive community participation in setting sustainability priorities.

There are two sources that identify sustainability issues relevant to Halton that meet criteria a) and b) above. The sources selected are the Sustainability Framework for the North West – Action for Sustainability, produced by the North West Regional Assembly (NWRA), and the Halton Community Strategy. The rationale for selecting these two sources was addressed in section 2.1 within this report.

These two sources identify the following sustainability issues as being important to the North West and Halton.

Action for Sustainability

The NWRA adopted, Action for Sustainability (AfS) in 2000, which is currently being updated. It recognises that the path to true sustainable development involves tough, often controversial choices. The sustainability framework aims to establish a firm foundation for sound, balanced decision-making that takes the region's economic, environmental and social needs into full account. The AfS was developed through a consultation exercise involving 600 individuals and organisations, a draft was then distributed across the region and to key national organisations. In all 1,200 copies were distributed. From this, ten priorities for AfS to address were identified and a vision for 2020 established.

The AfS has a vision for '*A North West that embraces sustainable development as the sound foundation for delivering an improved quality of life for the people of the region and across the world*'.

The vision has been translated into a number of priorities and long term goals for the North West:

- **Sustainable transport and access**, reducing the need to travel and allowing access for all to places, goods and services;
- **Sustainable production and consumption**, ensuring that energy and resources are used both efficiently and effectively by all;
- **Social equity** that respects, welcomes and celebrates diversity and allows all communities and generations a representative voice;
- **Biodiversity and landscapes** that are valued in themselves and for their contribution to the region's economy and quality of life;
- **Active citizenship** that empowers people and enables them to contribute to issues that affect the wider community;
- A culture of **lifelong learning** that allows people to fulfil their duties and potential in a global society by acquiring new skills, knowledge and understanding;
- **Cultural distinctiveness**, nurturing and celebrating our diversity to create a vibrant and positive image;
- An active approach to reducing our contribution to **climate change** whilst preparing for potential impacts;
- **Healthy communities** where people enjoy life, work and leisure and take care of themselves and others; and
- **Enterprise and innovation**, harnessing the region's educational and scientific resources and the creative and entrepreneurial skills of its people to achieve sustainable solutions.

These in turn have been translated into a number of regional sustainability objectives. These objectives have been developed so that every organisation, business and individual can take ownership of them and take them into account in their actions.

Halton Community Strategy 2002/03 2005/06

The Community Strategy (CS) for Halton was developed by Halton's Local Strategic Partnership (LSP) - the Halton Strategic Partnership Board. The Halton Community Strategy 2002/2003 to 2005/2006 has been selected as it offers the most robust framework for testing the extent that this SPD contributes towards achieving sustainable

development within Halton because:

- a The CS was produced in accordance with the Local Government Act 2000. Part I (4) of the Act states that "Every local authority must prepare a strategy (known commonly as a Community Strategy) for promoting or improving the economic, social and environmental well-being of their area and contributing to the achievement of sustainable development in the United Kingdom" Therefore the priorities, objectives and targets contained within the CS seek to achieve and monitor progress towards achieving sustainable development;
- b One of the stated guiding principles of the Strategy is "Improving the quality of life for today's Halton residents without jeopardising that of future generations and enhancing the biodiversity of the area". Therefore if this SPD has negative implications for the priorities, objectives and targets contained within the CS, It would by virtue have negative implications for seeking to achieve sustainable development; and
- c The CS was developed with a clear rationale, based on quantitative evidence (contained in the 'State of the Borough' report) and through the involvement of the community. Involvement of the community is achieved through the membership of Halton Strategic Partnership Board that brings together representatives from all sectors of life in the Borough; and through the community consultation process that helped shape the CS. This ensures that the priorities, objectives and targets within the strategy provide a SA methodology framework that is relevant to the community, with realistic quantitative and qualitative targets set.

The Vision of the CS is "Halton will be a thriving and vibrant Borough where people enjoy a good quality of life with:

- good health;
- a high quality, modern urban environment;
- opportunity for all to fulfil their potential;
- greater wealth and equality; and
- safe and attractive neighbourhoods."

The CS sets the strategic direction through until 2005/6 by identifying a number of priorities for improving the quality of life in Halton Borough, centred around five strategic priorities:

- Improving health
- Promoting urban renewal

- Enhancing life chances and employment
- Increasing wealth and equality
- Ensuring safe and attractive neighbourhoods

The CS and AfS set out the sustainability issues and accompanying targets appropriate to this SPD. These are outlined in Appendix A. The Sustainability Appraisal Framework (SAF) has been tested against itself and the proposed purpose and principles of the intended SPD. At this stage it is not envisaged that there is any conflict between the objectives. No weighting has been apportioned to any one of the SA objectives, as no priority is considered more important than another.

4.5. Main Social, Environmental and Economic Issues and Problems Identified

The SAF (Appendix A) has been produced to reflect the main social, environmental and economic issues and problems identified through consultation with the people of Halton, supplemented by broader sustainability issues identified through regional consultation (as discussed throughout this report).

5 Plan Issues and Options

5.1 Main strategic options considered and how they were identified

Three strategic options for delivering the purpose of the draft SPD were considered. These were identified and considered as part of the Pre-Production Scoping Report to this SA. This approach was taken as it was felt important that before the Council resources were committed to progressing the policy response selected to deliver the intended purpose of the SPD, the option selected was:

- a based on which would address the issues identified in the scoping report;
- b most likely to contribute to achieving sustainable development, and
- c supported by the statutory consultation bodies and other stakeholders.

In summary the options considered during the pre-production scoping stage were identified based on the preliminary purpose and geographical coverage of the intended SPD. The coverage of the SPD is not borough wide, and therefore directly relates to the identified geographical area of Sandymoor. The preliminary purpose and coverage were consulted upon, and neither has been amended as a result of responses to the consultation exercise. The comments received in relation to the Pre-Production Scoping Report consultation and the Council's responses are contained in Appendix B.

Therefore the preferred option identified and selected in the Pre-Production Scoping Report is the option appraised within this SA. For comprehensiveness the options considered at that stage in the process are contained in Appendix E.

5.2 How Social, Environmental and Economic Issues were considered in comparing the options and choosing the preferred option.

As stated in 5.1 the purpose and coverage of the intended SPD were tested as part of the Pre-production Scoping Report and have not been amended as a result of the consultation exercise. The report included the formal screening exercise required by Strategic Environmental Assessment (SEA) regulations. This exercise made an initial assessment of the characteristics of the proposed SPD, and its (environmental) effects, and of the area likely to be affected by it. This assessment demonstrated that the purpose and coverage of SPD would not have a significant environmental effect.

This process also contributed to identifying the limited scope of the SPD, that it will only provide additional practical guidance to policies that have already been scrutinised and consulted upon through the plan making process, which are adopted in the Unitary Development Plan (UDP). This recognised that the UDP itself been through the Sustainability Appraisal process. The screening process identified that the purpose of the SPD is to promote sustainable development by creating a more pleasant, healthier and safer environment. The statutory SEA bodies and other stakeholders have agreed with the Council's conclusions during the screening process.

The preferred option for delivering the purpose of the intended SPD has been established and tested through the Pre-Production Scoping Report, it is recognised as contributing to achieving sustainability and that its scope is only to provide additional practical guidance. This is felt to represent a sufficient scrutiny of comparison of the options identified. It also establishes that the preferred option that has been selected is commensurate to the scope of the intended SPD.

5.2 Other Options Considered

This was established and consulted upon as part of the Pre-Production Scoping report. The relevant extract is contained in Appendix E.

5.3 Proposed Mitigation Measures

No proposed mitigation measures were considered necessary at this stage in the process, because of the scope of the SPD and its purpose of providing supplementary practical guidance to the adopted UDP.

6 Assessment of the Social, Environmental and Economic Effects of the draft Sandymoor SPD

6.1 Significant Social, Environmental and Economic Effects of the draft SPD

The Pre-Production Scoping Report, which incorporated the formal SEA screening statement, established that the intended SPD was unlikely to have a significant environmental effect. Additionally the screening statement established that the intended scope of the SPD will be to provide additional practical guidance to policies within the adopted UDP. Within the context of this, an assessment of the likely social, environmental and economic effects can be made to accompany the draft Sandymoor SPD. This assessment is set out in Appendix D.

The assessment tests the likely effects that the proposed SPD will have on the social, environmental and economic objectives set out within the Sustainability Appraisal Framework (SAF). These objectives relate to the indicators derived from the Halton Community Strategy and the Regional Sustainable Development Framework for the North West. This ensures that the SPD is tested against local and regional priorities, as stated in section 2.1 of this SA. The SAF was established in the Pre-Production Scoping Report and is contained in Appendix A.

6.2 Consideration of Social, Environmental and Economic Problems in Developing the draft SPD

The pre-production stage enabled the identification of the social, environmental and economic problems relevant to Halton and to the intended purpose of the SPD, this was mostly through the collection and analysis of baseline information. This process influenced the preliminary purpose of the SPD (which remains unchanged) and the preferred option to achieve its delivery. Additionally, the approach taken in relation to the SA, was also identified. These issues were 'tested' and consulted upon through the Pre-Production Scoping Report consultation. The outcome of this consultation led to the production of the SPD which continued to take into account the relevant social, environmental and economic problems that could be addressed through the purpose of the SPD.

6.3 Proposed mitigation measures

No proposed mitigation measures were considered necessary after the testing of the SPD against the

objectives contained within the SAF because the assessment did not identify any issues that could be suitably mitigated for. Additionally, the scope of the SPD and its purpose of providing supplementary practical guidance to the adopted UDP means that necessary policy checks are in place that afford greater protection to areas such as protected wildlife habitat, which the SPD is supplementary to.

6.4. Uncertainties and Risks

The assessment of the likely effects that the proposed SPD will have on the social, environmental and economic objectives (as set out in Appendix D) identified that the effect of the SPD on a number of objectives was difficult to determine. This creates a degree of uncertainty in relation to the effects of the SPD. Additionally, the incremental cumulative nature of the changes that the SPD will make to places is difficult to test and predict against the objectives in the SAF.

7 Implementation

7.1 Links to other tiers of plans and programmes and the project level

The strategy for implementation of the proposed SPD, once adopted as a formal SPD will include Council Officer training in relation to the guidance set out in the SPD. This is to ensure that its purpose is achieved more consistently across the Borough. The SPD will also be actively signposted by relevant Officers to ensure that the development industry is fully aware of the content of the SPD, and take it into account within their proposals.

The Halton Local Development Scheme 2005 (LDS) also identifies a number of other SPDs that will be produced over the LDS period that will address matters in relation to design. These include the following SPDs: Design of New Commercial and Industrial Development; Design of New Residential Development, and;

Transport and Accessibility. These SPDs will need to take into account the guidance set out within the Sandymoor SPD to ensure a consistent policy approach towards design is maintain within the Halton Local Development Framework. As Development Plan Documents replace the Unitary Development Plan, it will be necessary to ensure that a suitable policy is provided to create the linkage through to the SPD.

7.2 Proposals for Monitoring

The objectives, targets and indicators contained within the SAF will be monitored as part of the Council's Annual Monitoring Report. This will bring together the monitored data from their source, such as the Regional Sustainable Development Framework for the North West monitoring report, and collect data deficits where appropriate.

Appendix A: Sustainability Appraisal Framework

Part 1- Local Objectives				
SA/ SEA Topic	Objective Source	Indicator	Target	Baseline Data
Local Social Objective 1: To promote a healthy living environment and lifestyles to protect the health of the public, sustain individual good health and well-being, and help prevent illness.				
Population & Human Health	Community Strategy Improving Health	Life Expectancy at Birth	Narrow the gap between life expectancy at birth in Halton and the national average by at least 10% by 2010.	From birth onwards, women in Halton UA Authority can expect to live an average of 78.92 years and men to live an average of 73.83 years. This compares to a life expectancy of 80.4 for women and 75.8 for men for all England and Wales.(Source: North West Public Health Observatory, 2004)
Population & Human Health	Community Strategy Improving Health	Death Rate	Reduce the overall death rate in Halton by 10% by 2010.	In 2001, the overall death rate in Halton PCT was 1033.97 for every 100,000 of the population compared to 1113.8 for the North West as a whole. (Source: North West Public Health Observatory, 2004)
Local Social Objective 2: Reassure the community and reduce fear of crime.				
Population & Human Health	Community Strategy - Ensuring safe and attractive neighbourhoods	Fear of crime	Achieve a reduction in fear of crime as measured by public opinion surveys, with the people feeling more reassured in relation to community safety from Spring 2004 baseline.	Annual Surveys show the fear of crime has reduced by 42% since 2000. (Source: Halton crime and community safety survey, reported in Halton Strategic Partnership Annual Report 2003/2004)
Local Social Objective 3: To maximise an individuals potential to increase their income.				
Social Inclusiveness	Community Strategy Increasing Wealth and Equality	Index of Multiple Deprivation	Reduce the gap between average household income in Halton and the UK average by 3 points by 2010. This is a moving target as UK average may also change.	Gap closed by 4 points by 2003 (Source: Office of the Deputy Prime Minister)
Social Inclusiveness	Community Strategy Increasing Wealth and Equality	Index of Multiple Deprivation	Improve Halton's ranking in Government Index of Multiple Deprivation to 40th by 2010.	Halton ranked 30th in 2004 index (Source: Office of the Deputy Prime Minister)
Local Economic Objective 1: To contribute towards reducing the unemployment rate in Halton and increasing the economic activity rate.				

Part 1- Local Objectives				
SA/ SEA Topic	Objective Source	Indicator	Target	Baseline Data
Economic Development	Community Strategy Enhancing Life Chances and Employment	Employment Rate	Reduce the unemployment rate in Halton to the regional average by 2006 current regional average 2.8%, Halton 3.8%. This is a moving target as regional average may also change.	Employment Rate (Working age) - 55.3% Unemployment rate (Working age) - 7.3% Economic Inactivity (Working age) - 40.4% (Source: Office of National Statistics, Labour Market Summary for Halton; March 2002 to February 2003, not seasonally adjusted)
Local Economic Objective 2: Remould and enhance the three town centres (Runcorn Old Town, Runcorn Halton Lea and Widnes Town Centre) and adjacent residential areas.				
Economic Development	Community Strategy Promoting Urban Renewal	Footfall	Increase the footfall through the town centres year on year.	Base and source to be determined.
Economic Development	Community Strategy Promoting Urban Renewal	Average town centre rents	Increasing levels of rent from base rate.	Base and source to be determined.
Economic Development	Community Strategy Promoting Urban Renewal	Vacancy rates	Decrease vacancy levels from base rate.	Base and source to be determined.
Local Economic Objective 3: To improve the overall image of the Borough in order to attract regenerative investment, by maximising attractiveness of waterfront areas and canals in particular.				
Economic Development	Community Strategy Promoting Urban Renewal	Business Community Perceptions	Improve the appearance and perception of the area by 10%.	As measured by business community survey, base to be determined. (Source: Halton Strategic Partnership Annual Report)
Economic Development/ Cultural Heritage and Landscape/ Water and Soil	Community Strategy Promoting Urban Renewal	Land Reclamation	Reclaim 40 hectares (of derelict or contaminated land by 2006).	From 1st April 2002. (Source: Halton Strategic Partnership Annual Report)

Part 1- Local Objectives				
SA/ SEA Topic	Objective Source	Indicator	Target	Baseline Data
Local Environmental Objective 1: To bring about environmental improvements in all areas of the Borough reflecting the priorities of the public to improve public perceptions and attractiveness.				
Cultural Heritage and Landscape	Community Strategy Ensuring Safe and Attractive Neighbourhoods	Residents' Satisfaction	Raise the level of residents overall satisfaction with attractiveness of the neighbourhood/area where they live by 10% by 2006.	From 2002 baseline. (Source: residents survey conducted by Halton Strategic Partnership)
Water and Soil	Community Strategy Ensuring Safe and Attractive Neighbourhoods	Percentage of total waste (in tonnage) recycled and or composted	Targets (percentage): - 2004/05 13% Recycled 9% Composted 2005/06 15% Recycled 10% Composted 2006/07 15% Recycled 10% Composted.	2003/04 actual rates (percentage): 11.92% Recycled 5.78% Composted. (Source: Halton Best Value Performance table 2004/05)
Cultural Heritage and Landscape/ Social Inclusion	Community Strategy Ensuring Safe and Attractive Neighbourhoods	Percentage of new homes built on previously developed land	Seek to achieve annual targets as set out by various organisations: <ul style="list-style-type: none"> • 60% in National Planning Policy Guidance 3 (PPG3) Housing • 55% Unitary Development Plan between 2002 – 2016. 	42% achieved in 2003/04. (Source: Best Value Performance Plan 2004/05)
Local Environmental Objective 2: To safeguard and improve air quality in Halton.				
Climatic Factors/ Air	Community Strategy - Ensuring Safe and Attractive Neighbourhoods	Air Quality	To meet all air quality objectives by the specified date, as set and amended by Department for Environment and Rural Affairs. Objectives are contained in the Air quality strategy for England, Wales, Scotland and Northern Ireland; it can be viewed at - www.airquality.org.uk .	From 2004 baseline. (Source: DEFRA air quality data)
Local Environmental Objective 3: To promote an integrated transport system that balances the need for people and goods to move around, including improved accessibility to local services, whilst also reducing the adverse impact on local neighbourhoods and the environment from traffic pollution and noise.				

Part 1- Local Objectives				
SA/ SEA Topic	Objective Source	Indicator	Target	Baseline Data
Population and Human Health/ Climatic Factors/ Air	Community Strategy - Ensuring Safe and Attractive Neighbour-hoods	Bus Passenger Journeys (i.e. boarding's) per year in Halton	Increase bus patronage by 5% by 05/06.	2000/03 - 6,121,200. (Source: HBC Local Transport Plan Annual Progress report for 2002/03)
Population and Human Health/ Climatic Factors/ Air	Community Strategy - Ensuring Safe and Attractive Neighbour-hoods	Journeys to work and school by bicycle and walking	Increase cycling to 6% of all journeys to work and 2% of all journeys to school by 05/06. Increase walking to 9% of all journeys to work and 55% of all journeys to school by 05/05.	00/01 - Cycling accounts for 3% of journeys to work and 1% of journeys to school 00/01 - Walking accounts for 7% of journeys to work and 50% of journeys to school. (Source: HBC Local Transport Plan Annual Progress report for 2002/03)
Population and Human Health/ Climatic Factors/ Air	Community Strategy - Ensuring Safe and Attractive Neighbour-hoods	Number of people killed or seriously injured on roads in Halton	To reduce the number of people killed or seriously injured on roads in Halton to 80 (01/05 average).	1994 - 1998 average of 33 people killed or seriously injured on roads in Halton.

Part 2: Regional Objectives				
SA/ SEA Topic	Objective Source	Indicator	Target	Baseline Data
Regional Social Objective 1: To protect, enhance and manage the sub-region's rich diversity of cultural and built environment and archaeological assets.				
Cultural heritage and landscape	Regional Sustainable Development Framework for the North West	Number of listed Buildings on 'at Risk' Register	No target set at present.	Daresbury Hall, Daresbury Lane Grade II* Listed Building and in a Conservation Area - Condition classed as POOR which means a building or structure with deteriorating masonry and/or a leaking roof and/or defective rainwater goods, usually accompanied by rot outbreaks within and general deterioration of most elements of the building fabric, including external joinery; or where there has been a fire or other disaster which has affected part of the building and the priority level is A which means it is at Immediate risk of further rapid deterioration or loss of fabric; no solution agreed. Undercroft of West Range, Norton Priory - Scheduled Ancient Monuments, Not Listed Condition classed as POOR which means a building or structure with deteriorating masonry and/or a leaking roof and/or defective rainwater goods, usually accompanied by rot outbreaks within and general deterioration of most elements of the building fabric, including external joinery; or where there has been a fire or other disaster which has affected part of the building and the priority level is C which means it faces slow decay; no solution agreed.(Source: English Heritage, Buildings at Risk Register 2003)
Regional Social Objective 2: To improve local access to good quality, affordable and resource efficient housing.				

Part 2: Regional Objectives				
SA/ SEA Topic	Objective Source	Indicator	Target	Baseline Data
Social Inclusion	Regional Sustainable Development Framework for the North West	Proportion of unfit private dwellings made fit or demolished as a result of direct action by Halton BC	Targets: <ul style="list-style-type: none"> • 9.10% by 2004/05 • 9.20% by 2005/06 • 9.30% by 2006/07 	9.9% in 2002/03 (Source: Halton Best Value Performance table 2004/05)
Social Inclusion	Regional Sustainable Development Framework for the North West	Ratio between average price and average salary	Target not to be set.	2003/04 - average price to salary ratio of 4.9, compared to regional average of 5.3 (Source: land Registry and New earnings survey by NOMIS)
Social Inclusion	Regional Sustainable Development Framework for the North West	Average Standard Assessment Procedure (SAP) energy rating of LA owned dwellings	Targets (rating out of 100): <ul style="list-style-type: none"> • 62 by 2004/05 • 62.5 by 2005/06 • 63 by 2006/07 	61.69 in 2002/03. (Source: Halton Best Value Performance table 2004/05)
Regional Economic Objective 1: To improve educational achievement, training and opportunities for lifelong learning and employability.				
Social Inclusion/ Economic Development	Regional Sustainable Development Framework for the North West	Adult Education	Increase participation in adult community education programmes by 3% by 2005.	5.4% of population currently participating. (Source: Halton Best Value Performance table 2004/05)

Part 2: Regional Objectives				
SA/ SEA Topic	Objective Source	Indicator	Target	Baseline Data
Social Inclusion/ Economic Development	Regional Sustainable Development Framework for the North West	Percentage of 15 year old pupils in schools maintained by the local education authority achieving five or more GCSEs at grades A*-C or equivalent	Target to achieve: <ul style="list-style-type: none"> • 50 % by 2004/05 • 54% by 2005/06 • 56% by 2006/07 	2002/03 - 42.7%. (Source: Halton Best Value Performance table 2004/05)
Regional Economic Objective 2: To increase use of locally produced goods, foods and services.				
Economic Development	Regional Sustainable Development Framework for the North West	To be determined.	Target to be set.	Base and source to be determined.
Regional Environmental Objective 1: To increase the proportion of energy generated from sustainable and renewable sources.				
Air/ Climatic Factors/ Economic Development	Regional Sustainable Development Framework for the North West	To be determined.	Energy White Paper 2003 set a national target that 10% of the UK's electricity supply comes from renewable source by 2010; 15% by 2015 and 20% by 2020.	Base and source to be determined.
Regional Environmental Objective 2: To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance.				
Biodiversity, fauna and Flora/ Water and Soil	Regional Sustainable Development Framework for the North West	Percentage of Halton Biodiversity Action Plan targets achieved.	No target to be set.	Base and source to be determined.
Biodiversity, Fauna and Flora/ Water and Soil	Regional Sustainable Development Framework for the North West	Condition of Sites of Special Scientific Interest	No target to be set.	Flood Brook Clough SSSI - 100% Unfavourable (no change) (Assessment 30/04/00). Mersey Estuary SSSI - 99.95% Favourable, 0.05% Unfavourable (recovering) (Assessment 03/07/03). Red Brow Cutting SSSI - 100% Favourable (Assessment 05/06/01). (Source: English Nature)

Appendix B: Statement of Consultation: Strategic Environmental Assessment (SEA) and Sustainability Assessment (SA) process

Draft Supplementary Planning Document (SPD): Sandymoor Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA) - Statement of Consultation

SA Pre-production Scoping Report (incorporating SEA screening statement): **2nd February 2006 – 16th March 2006.**

Date of consideration of representations: **February 2006 – April 2006.**

Consultee	Date Received and How Responded	Comments	Response
Environment Agency	22 February 2006 Written Response	<ul style="list-style-type: none"> EA welcomes and supports the inclusion of '<i>Biodiversity and Landscapes</i>' as long-term priorities in the SA for Sandymoor. The development of Sandymoor provides an ideal opportunity to sensitively incorporate a '<i>Sustainable Urban Drainage System</i>' (SUDS). Reedbed and wetland creation would enhance biodiversity, and contribute to the Cheshire and Halton Biodiversity Action Plan (BAP) targets for Phragmites Reedbed. Reference should be made to existing flood storage basins adjacent to Keckwick Brook downstream in Manor Park. Opportunities exist to enhance and undertake sensitive remedial works to the channellised Keckwick Brook Corridor. The EA will object to any residential development in areas of high flood risk. The EA supports the development of open space in flood-risk areas. 	<p>Existing sewerage system designed to accommodate surface water drainage. Roof drainage/SUDS where appropriate.</p> <p>Opportunity for Phragmites Reedbed is contained in area designated for wildlife and particularly in the southern Sandymoor nature reserve area.</p> <p>As part of overall wildlife strategy the existing brooks will be enhance to improve wildlife habitats.</p>

<p>English Heritage</p>	<p>6 February 2006 Written Response</p>	<ul style="list-style-type: none"> • EH acknowledge the conclusion that the SPD is unlikely to have significant environmental effects, and thus does not require a SEA. • Identify that the Scoping Report does not include information on the historic and built character of the area in the section on <i>Site-Specific Baseline information</i>. • EH suggest that the baseline information be supplemented by an appraisal of the 'landscape and townscape character' of the area to identify areas of importance, and areas for protection and enhancement. This is considered important in reference to the aims of the SPD; to promote high-quality design and create a sense of place. 	<p>The character of the area has been formed by the 80's/90's development. There is a chance to create a unique new character at Sandymoor. No formal appraisal has been published but as part of design process the important landscape and townscape characteristics have been identified, and protected and enhanced where possible.</p>
<p>Countryside Agency</p>	<p>27 February 2006 Written Response</p>	<ul style="list-style-type: none"> • CA consider that the draft SPD for Sandymoor is unlikely to have a significant effect on the landscape, nor the enjoyment of it through access. • The Scoping Report does not refer in detail to landscaping issues. 	<p>The draft Masterplan has taken into account effects on the local landscape and has also recognised and enhanced access to the wider countryside as well as providing access through the development.</p>
<p>English Nature</p>	<p>27 February 2006</p>	<ul style="list-style-type: none"> • No comment 	<p>N/A</p>

Appendix C: Strategic Environment Assessment (SEA) Screening Report

C1 Requirements of the SEA Regulations

The Environmental Assessment of Plans and Programmes Regulation 2004 (from now on referred to as 'the regulations'), places an obligation on the Council to undertake a Strategic Environmental Assessment (SEA) on land use and spatial plans. Part of this process includes a screening exercise to determine the need for a SEA to be undertaken, by assessing if the proposed plan is likely to have any significant environmental effects. This screening process stage is particularly relevant where the plan being proposed can be considered to be small scale. The Sandymoor Supplementary Planning Document (SPD) can be considered to be a small-scale land use plan.

C2 Screening Process Methodology

The regulations provide a set of criteria for determining the likely significant effects on the environment of land use and spatial plans. These criteria are derived from Annex 2 of SEA Directive (2001/42/EC) and are set out in Schedule 1 of the regulations and can be summarised as:

1. The characteristics of plans and programmes, having regard, in particular, to:
 - a The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;
 - b The degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
 - c The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;
 - d Environmental problems relevant to the plan or programme; and
 - e The relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:
 - a The probability, duration, frequency and reversibility of the effects;
 - b The cumulative nature of the effects;

- c The trans-boundary nature of the effects;
- d The risks to human health or the environment (for example, due to accidents);
- e The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);
- f The value and vulnerability of the area likely to be affected due to:
 - i Special natural characteristics or cultural heritage;
 - ii Exceeded environmental quality standards or limit values; or
 - iii Intensive land-use; and
- a The effects on areas or landscapes, which have a recognised national, [European] Community or international protection status.

These criteria will form the framework of the screening process

C3 Screening Process for Supplementary Planning Document (Draft): Sandymoor

The intended purpose of the Sandymoor SPD is to build on the broad principles for the development of the area that are set out in the adopted Halton Unitary Development Plan (UDP). Recent changes to the planning system have meant that Local Planning Authorities should prepare a SPD in accordance with Part 5 of the Town and Country (Local Development) (England) Regulations 2004.

This SPD provides additional practical guidance and support for those involved in the planning of the new development.

The SPD's key aims are to:

- a *Create a mixed and inclusive community that offers a choice of housing and lifestyle through comprehensive development.*
- b *Promote high quality design to create an attractive environment and a sense of place and community;*
- c *Incorporate the latest 'best practice';*
- d *Give priority where possible to pedestrians and cyclists rather than cars;*
- e *Provide more opportunities for access to public transport;*

f *Making the most appropriate of land available and applying best practice sustainable principles;*

g *Working in partnership to achieve lasting quality and form of development, working collaboratively with public, private, voluntary and community groups to add value to the SPD.*

The intended geographical coverage of the SPD is site-specific. Using the criteria in Schedule 1 of the regulations as a framework, the requirement for the need to carry out a SEA on the intended Sandymoor SPD can be determined.

1. The Characteristics of the Proposed Sandymoor SPD	
Criteria	Assessment
(a) The degree to which the SPD sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	The Sandymoor SPD is intended to be supplementary and complementary to existing local development plan policies as outlined within the adopted Halton UDP (2005).
(b) The degree to which the SPD influences other plans and programmes including those in a hierarchy	It is intended that the scope of the SPD will be to provide additional practical guidance to local development plan policies that have previously been fully assessed and consulted upon during the plan-preparation process.
(c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development	An overriding aim of the SPD is to promote high-quality design through new residential development at Sandymoor, fundamentally through the preparation and implementation of Design Codes which in turn contribute to the creation of a safe and pleasant living environment for people in which to live.
(d) Environmental problems relevant to the SPD	The SPD promotes the quality enhancement of the built and green environment at Sandymoor. A high-standard of residential design should encourage the utilisation of transport modes aside from the private car, thus reducing greenhouse gas emissions. At the same time, adopting a high-quality design of development should assist towards ensuring that the existing character of the natural environment is respected and enhanced where possible.
(e) The relevance of the SPD for the implementation of [European] Community legislation on the environment (for example, plans and programmes linked to waste management or water protection)	There are no direct linkages with the implementation of European Community legislation.

2. Characteristics of the effects and of the area likely to be affected by the proposed Sandymoor SPD	
Criteria	Assessment
(a) The probability, duration, frequency and reversibility of the effects	<p>The anticipated effect of the SPD will be to provide clear practical guidance for developers and the Council in relation to future residential development at Sandymoor during the course of the UDP Phase 2 housing period and beyond.</p> <p>Once adopted as part of the Halton Local Development Framework (LDF), the impacts of the SPD are expected to be long-term, in particular when taking into account the estimated duration of development at the site, and the permanency of new development.</p> <p>As part of the LDF process, the Sandymoor SPD will be subject to annual review, whereby its relevance and effectiveness will be monitored regularly. The LDF system allows for the SPD to be amended, replaced or deleted relatively easily if required.</p>
(b) The cumulative nature of the effects	<p>The cumulative nature of the effects of the SPD will be assisted by the promotion of a high design standard, which in turn will provide for a positive contribution with regards to enhancing the quality of the built environment for people in which to live. At the same time the SPD will ensure that new development at Sandymoor respects and enhances the existing character of the natural environment wherever possible.</p>
(c) The transboundary nature of the effects	<p>There are no trans-boundary effects arising from the SPD due to the intended scope of its purpose, and its site-specific geographical coverage.</p>
(d) The risks to human health or the environment (for example, due to accidents)	<p>There are no significant or likely risks to human health or the environment arising from the SPD.</p>
(e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	<p>The Sandymoor SPD is a site-specific document. Therefore, the effects from the SPD will not be borough-wide, indeed they will concentrate predominantly upon the Sandymoor area.</p>
(f) The value and vulnerability of the area likely to be affected due to: i. Special natural characteristics or cultural heritage; ii. Exceeded environmental quality standards or limit values; or iii. Intensive land-use.	<p>The intended SPD is site-specific. It will not impact upon areas of value or vulnerability as identified in i - iii.</p>

2. Characteristics of the effects and of the area likely to be affected by the proposed Sandymoor SPD	
Criteria	Assessment
(g) The effects on areas or landscapes, which have a recognised national, [European] Community or international protection status.	The Sandymoor SPD is site-specific and supplementary to adopted local planning policy. The practical guidance it will contain will be considered in the context of the local development plan policies in relation to the safeguard and enhancement of areas or landscapes which have a recognised national, community or international protection status. Therefore the SPD is not expected to have a negative effect on such areas, but will seek to offer additional guidance to promote the enhancement of existing natural features i.e. through the acknowledgement of local distinctiveness within the design of new development.

C4 Intermediate Determination of the need for an SEA

In accordance with Part 2(9) of the regulations, the Council, as the responsible authority consider that the intended Supplementary Planning Document (draft): Sandymoor is unlikely to have a significant environmental effect and accordingly does not require a Strategic Environmental Assessment.

The intermediate determination is subject to consultation with the bodies required under Part 1(4) of the regulations. Once responses from these bodies have been received the Council shall make a formal determination, subject to powers of the Secretary of State.

Appendix D: Testing the Purpose of the Sandymoor SPD against the Sustainability Appraisal Framework

Key



Positive Effect




Negative Effect












Neutral Effect


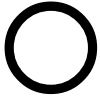





Unknown Effect

	Objective	Nature of Effect	Additional Comments
Local Social Objective	1. To promote a healthy living environment and lifestyles to protect the health of the public, sustain individual good health and well-being, and help prevent illness		By seeking to reduce crime, the fear of crime and anti-social behaviour, the Sandymoor SPD will promote the use of alternative transport modes from the private car in accordance with the Government's key objectives, subsequently reducing car emissions and encouraging more frequent walking and cycling amongst residents, and resulting in positive long-term health implications. The Masterplan has been designed to specifically incorporate user-friendly walking and cycling routes to encourage higher levels of non-private car travel.

	Objective	Nature of Effect	Additional Comments
	2. Reassure the community and reduce fear of crime		It is acknowledged that crime and fear are by far the most important factors considered by people when assessing their quality of life. The Sandymoor SPD has sought to reassure the local community and reduce their fear of crime by conforming to <i>Secured by Design</i> guidance during the preparation of the Sandymoor Design Codes. The Masterplan and Street Design Guide Principles have been strongly influenced through the need to ensure the safety and security of the local community. The need for natural surveillance of areas of open space throughout Sandymoor is emphasised strongly throughout the SPD.
	3. To maximise an individuals potential to increase their income		The direct/indirect impact of the SPD on this objective is difficult to qualify. However, the SPD provides for the future development of a safe and secure educational facility at Sandymoor (if required), and good accessibility to external Schools, Colleges and Universities. It is anticipated that the development of a new Local Centre at Sandymoor will provide new employment opportunities for members of the local community. Within the wider Halton Borough there are several allocated Regional Investment Sites (RIS) comprising circa 126 hectares of land, in addition to a major allocated RIS in the neighbouring Warrington Authority. These sites will provide significant employment opportunities for the local community upon development. It will be essential for sufficient housing provision to be built within Halton to support the future development of these sites. Furthermore, Sandymoor is well served by the existing road network providing residents with quick and direct access to employment opportunities within the major North West cities of Manchester, Chester and Liverpool.
Local Economic	1. To contribute towards reducing the unemployment rate in Halton and increasing the economic activity		The direct/indirect impact of the SPD on this objective is difficult to qualify. However, sufficient housing provision will be required within Halton to attract new people and businesses to the Borough. Given the site's location and external transport linkages, Sandymoor provides an excellent opportunity towards satisfying this need.
	2. Remould and enhance the three town centres (Runcorn Old Town, Runcorn Halton Lea and Widnes Town Centre) and adjacent residential areas		The direct/indirect impact of the SPD on this objective is difficult to qualify. However, based on the site-specific nature of the SPD, it is unlikely to have any direct/indirect impact upon the town centres as listed. The SPD requires for existing residential amenity within and adjacent to Sandymoor to be retained and enhanced where possible during the planning and construction periods, and beyond.

	Objective	Nature of Effect	Additional Comments
	3. To improve the overall image of the Borough in order to attract regenerative investment, by maximising attractiveness of waterfront areas and canals in particular		Sandymoor is situated directly adjacent to the Bridgewater Canal, which runs along the western and southern boundaries of the site. The SPD seeks to maximise the potential of the canal frontage through the protection and enhancement of the waterfront. The SPD requires for existing environmental features to be retained and enhanced, and for pedestrian and cycleway linkages to be planned for and developed and subject to natural surveillance where the opportunity exists.
Local Environmental Objective	1. To bring about environmental improvements in all areas of the Borough reflecting the priorities of the public to improve public perceptions and attractiveness		The fundamental purpose behind the preparation of the SPD is to guide future residential development at Sandymoor, and to meet the housing requirements of Halton. As identified in the baseline information, the fear of crime is a significant concern of people living in the Borough. The SPD seeks to enhance the safety of Sandymoor residents through enhancing the quality and security of both public and private spaces, which in turn should help contribute towards an enhanced perception and attractiveness of the area.
	2. To safeguard and improve air quality in Halton		By seeking to reduce crime, the fear of crime and anti-social behaviour at Sandymoor through the promotion of good design, the SPD encourages the use of alternative transport modes to the private car. Concurrently, the SPD promotes increased levels of walking and cycling amongst the local community. The cumulative long-term effects of this will be to reduce car emissions and subsequently enhance local air quality. However, the extent to which the SPD will contribute to meeting this objective is virtually impossible to quantify.
	3. To promote an integrated transport system that balances the need for people and goods to move around, including improved accessibility to local services, whilst also reducing the adverse impact on local neighbourhoods and the environment from traffic pollution and noise		The SPD encourages the use of alternative transport modes to the private car. This includes provision for a public transport network (bus) which upon completion will serve the majority of Sandymoor residents. New pedestrian and cycle routes will be developed throughout the site and link directly with existing pedestrian and cycle routes to further encourage non-private car use. In addition, maximum speed restrictions will be imposed throughout the site to enhance both pedestrian and driver safety, and in turn seek to detract from high levels of private car travel. Through its location, Sandymoor offers residents easy access to East Runcorn train station which in turn provides direct access to jobs and services in the major NW cities of Chester, Liverpool and Manchester.
Regional Social	1. To protect, enhance and manage the sub-region's rich diversity of cultural and built environment and archaeological assets		The impact of the SPD on this objective is difficult to qualify.

	Objective	Nature of Effect	Additional Comments
	2. To improve local access to good quality, affordable and resource efficient housing.		The SPD promotes the development of high-quality new housing at Sandymoor, in terms of both design and construction. However it should be expected that requiring developers to fulfil these objectives could potentially increase the actual end cost of new residential units at Sandymoor.
Regional Economic Objective	1. To improve educational achievement, training and opportunities for lifelong learning and employability		The direct/indirect impact of the SPD on this objective is difficult to qualify. However, the SPD will provide for the potential future development of a local educational facility at Sandymoor at a time which the Local Education Authority determine such new provision to be required.
	2. To increase use of locally produced goods, foods and services		The direct/indirect impact of the SPD on this objective is difficult to qualify. The SPD promotes new development that encourages increased levels of walking and cycling, which in turn may result in more persons regularly utilising amenities and services provided at the proposed Local Centre, as opposed to travelling outside of Sandymoor.
Regional Environmental Objective	1. To increase the proportion of energy generated from sustainable and renewable sources		
	2. To protect, enhance and manage biodiversity, the viability of endangered species, habitats and sites of geological importance		The SPD and Masterplan specifically require the protection and enhancement of existing greenspaces, woodlands, flora and fauna. Where development proposals may have a detrimental effect upon endangered species or habitats, positive enhancement and biodiversity programmes will seek to increase their viability.

Appendix E: Options Considered

Extract of Pre-Production Scoping Report

As a Local Planning Authority, it is important to consider the options available for meeting the purpose of the intended SPD. The options considered are:

Option 1: Do Nothing

This approach relies on existing policy within the UDP and government advice, for example, publications such as: 'By Design, Urban Design in the Planning System: Towards Better Practice' or the 'Urban Design Compendium', produced by English Partnerships and the Housing Corporation, to help inform planning decisions and applications. Alternatively another agency or function of the Council could produce guidance we can subsequently adopt. Other Government publications from which guidance can be drawn include 'Living in Urban Britain,' and guidance published by CABI in relation to the development of new buildings.

In seeking to achieve sustainable forms of development, it is important that practical guidance is produced that will have sufficient weight to promote better design within Halton. This can only really be achieved if a SPD is adopted. It would be difficult for another agency or function of the Council to lead on the production of what is essentially a planning document. Therefore although this option is rejected, it is necessary to ensure that all relevant agencies and functions of the Council are closely consulted throughout the production of the SPD, as their knowledge relating to the design and formation of new development at Sandymoor will assist in creating an effective SPD.

Option 2: Adopt Government documents as SPD

Another option is to seek adoption of government documents as SPD. Documents of relevance to achieving the key aims of the SPD comprise of:

- By Design;
- Design Bulletin 32;
- Urban Design Compendium;
- Assessing the Design and Quality of New Homes;
- PPS1: Delivering Sustainable Development;
- PPS3: Housing.

It is possible to adopt these documents as SPD for Halton, but firstly it would be difficult to amend them after a consultation exercise; secondly, the combined length of the documents would be difficult to digest by those involved in the planning and design of development, and; thirdly, the documents would not have the flexibility to respond to local circumstances.

Therefore, it would not be the most effective means to deliver more sustainable places. It is clearly important that these three documents are used as a basis for developing a specific tailored document for Halton.

Option 3: Produce a Sandymoor SPD

This option is to produce a SPD for Sandymoor. This would be produced to meet the specific purpose and objectives of the need for developing Sandymoor as a residential area.

This is the most likely option to create more sustainable places, although the SPD must take into account national documents that relate to housing, environmental matters; infrastructure and services, and these must be referred to in the SPD. The intended SPD must be shaped throughout by those who are involved in seeking to meet the same objectives as those set out in the intended purpose of the proposed SPD. It is therefore proposed to progress option 3.

Appendix F: Further Information



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Halton Borough Council
Rutland House
Halton Lea
Runcorn
WA7 2GW

REPORT TO: Urban Renewal Policy and Performance Board

DATE: 23 January 2008

REPORTING OFFICER: Strategic Director, Environment

SUBJECT: Transport Asset Management Plan

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 This report reviews the requirements for the production of a Transport Asset Management Plan (TAMP) and the work carried out to date in its preparation. Subject to the comments from the Urban Renewal and Corporate Services Policy and Performance Boards, the TAMP will be submitted to the Executive Board with a recommendation of adoption and for approval to be granted to embark upon the valuation phase of the Plan.

2.0 RECOMMENDATION: That the Urban Renewal Policy and Performance Board consider and comment upon the TAMP.

3.0 SUPPORTING INFORMATION

3.1 Well maintained local transport assets, including roads, footpaths, streetlights and street furniture are essential to the delivery of better transport and accessibility, and make an important contribution to the quality and liveability of public spaces.

3.2 The following statistics serve to illustrate just some of the assets for which the Council currently hold responsibility.

- There are a total of 543km of roads in the Borough.
- In addition to footways immediately adjacent to the carriageway, we also have a total of 200km of segregated footpaths in the Borough.
- There are over 178 separate Public Rights of Way, a total of 74km in length.
- We have 68 Km of safety fencing.
- In addition to the Silver Jubilee Bridge Halton has maintenance responsibility for a further 294 structures including bridges, sign gantries, retaining walls and culverts.

- Street lighting assets include 19,000 lighting columns, 55 Traffic Signals sites, 24 pedestrian controlled crossings, 3,000 illuminated signs and bollards and over 1,800 other Signs.

3.3 The current Local Transport Plan (LTP) commits the Council to the production of a Transport Asset Management Plan (TAMP), designed to demonstrate that it is managing its transport assets effectively. Extensive guidance on the preparation of asset management plans has been published and the TAMP for Halton presented with this report fully meets this. There are several key areas in the TAMP including sections on assessing levels of service, future network changes, work programmes, risk management, lifecycle plans and future monitoring of the TAMP.

3.4 The TAMP is aligned with the Council's Corporate Plan, its overall aims and objectives and is supported by the various management and operational procedures contained in the Highway Maintenance Strategy. Ultimately, the TAMP will contain the following key information:

- An asset inventory including notes on the characteristics of each asset group
- The levels of service (and associated performance measures) for managing the delivery of maintenance against the key criteria of safety, accessibility, condition and environmental sustainability.
- A forward work programme, funding profile and risk management procedure
- Lifecycle plans for the effective management and maintenance of each asset group.

3.5 Highways are the Council's largest single asset, yet measuring, maintaining and accounting for them presents many challenges. A key principle in accounting is that the consumption of capital assets should be funded throughout their life through revenue budgets, in order to both maintain the quality of the assets and ensure that the users of the services pay for their use. Highways, and their associated transport related assets, depreciate in value over time and this is in part offset against the level of revenue expenditure in maintenance. In 2007, CIPFA (Chartered Institute of Public Finance and Accounting) undertook a review of accounting, management and finance mechanisms in which it noted that currently, unlike other assets, the valuation given in accounts does not reflect the real capital or economic value or the true cost of maintenance of local authority transport infrastructure assets.

3.6 The TAMP will enable us to provide consistent information to support Whole of Government Accounts (WGA), a Government initiative to produce a comprehensive set of accounts for the whole of the public sector, applying best-practice accounting methods. One effect of WGA on local authorities is that each authority will be required to undertake a valuation of their transport asset. The initial valuation of Halton's

transport asset is £1.25Bn, based on Gross Replacement Cost, i.e. what it would cost to replace the asset with a modern equivalent.

- 3.7 The TAMP is designed to identify the true scope of the asset and to quantify both the actual value against a base date, and the rate of depreciation by means of an assessment of condition. This will give the Council the means to gauge the rate of depreciation compared to the level of maintenance expenditure. Historically this has not been possible and the TAMP will provide the means to calculate a realistic level of expenditure to maintain the highway network in a steady state of maintenance.
- 3.8 The TAMP formalises the processes involved in the assembly of condition surveys and provides the basis upon which to build sound valuation so that through proper asset management we can better understand the capital value and revenue cost of the assets under our stewardship. It also enables us to respond to changes to the accounting requirements for local government where accurate information can be compiled and reported. A full appreciation of the rate of change in the value of the asset will only be possible after an annual revaluation has been completed a number of times.
- 3.9 The TAMP is of such scope and complexity that it cannot be addressed in a single year, and the 2007 plan is only the first stage of a much longer development programme. For example, the initial valuation of our asset is based upon a very coarse assessment of our current data. The next edition will further refine our inventory information and its value by means of a more detailed examination of the various elements that make up the highway network. It will also apply the principles of depreciation to allow a clearer understanding of the relationship between our maintenance funding and the changes in the value of the asset as a whole. It is intended that this data will eventually be incorporated into the LTP to underwrite the basis upon which maintenance funding of this vital infrastructure is calculated. The process is wholly compatible with the principles of Best Value.
- 3.10 Future development of the Plan will involve staff input into data collection, the asset valuation process, and the preparation of life cycle plans. It is also likely to require external consultant support to supplement in house resources. Work to date has been carried out with the assistance of E C Harris who specialise in this field.

4.0 POLICY IMPLICATIONS

- 4.1 The Council is required to have in place a suitable TAMP and has already given a commitment to its production in the LTP. Failure to do so would leave the authority open to litigation and also breach its duty as Highway Authority.

- 4.2 The TAMP will enable a clearer identification of the relationship between maintenance expenditure and the depreciating value of the highway asset. Without this information representations to Government on the basis by which levels of highway maintenance funding are calculated will be far less effective.
- 4.3 The TAMP is a vital part of a documentary framework for the maintenance of Highways in Halton. The Council adopted a Highway Maintenance Strategy Document on 1998 that complements the TAMP and a Skidding Resistance Policy in 2006. These policy documents underpin the basis upon which the Council discharges its obligations as Highway Authority

5.0 OTHER IMPLICATIONS

- 5.1 The TAMP is an overarching document with wide ranging affects. To some degree, its outcomes will affect both residents and the wider traveling public from outside Halton and to this degree, it will impinge, either directly or indirectly, on all of the Council's strategic priorities.

5.2 Children and Young People in Halton

Access to schools and the provision of facilities to encourage extended education cannot be provided without an efficient transport network.

5.3 Employment, Learning and Skills in Halton

As with education, the access to places of work and training establishments automatically requires transport and communications.

5.4 A Safer Halton

Without continued investment in a well-maintained and correctly designed highway infrastructure it will not be possible to create safe and secure movement for highway users in Halton.

5.5 Halton's Urban Renewal

Effective planning of the needs of, and changes to the built environment and infrastructure of Halton can only be undertaken with a clear understanding of the transport network within the Borough and of Halton's links with its neighbours. This process will be substantially more effective with the assurance that maintenance of highway links and communications will be adequately funded. This process is supported through aims and maintenance programmes arising out of the TAMP.

5.6 Sustainability

Highway Maintenance is a fundamental part of the ethos of sustainability. Understanding of the whole life costs of the network and the correct use

and management of its resources will ensure that the Council receives the best possible return on its investment.

Essentially, whole life costing is aimed at answering the question “What is the total cost of an asset?” rather than the more limited question “What is the initial cost of buying the item?” This question will be relevant at many stages throughout the procurement process – from consideration of the initial business case to evaluation of tenders.

The capital cost is not the only cost incurred as a result of procurement. A more holistic view of the cost of an asset over its service life is essential to arriving at the most economic way of procuring and retaining an asset in a usable form. The cheapest initial purchase price is not necessarily the best overall procurement route. Valuation of the highway infrastructure in the TAMP is a vital step in evaluating whole life costs of the network.

5.7 Legal Implications

Highway Maintenance is a process underpinned by law. The TAMP however only makes reference to existing legislation. To this degree there are no new direct legal implications to its adoption.

5.8 Social Inclusion

Transportation Links are vital to maintaining a cohesive society. Failure to carry out this duty would have major negative effects on residents and substantially inhibit social inclusion.

5.9 Crime and Disorder

Management of the levels of crime and disorder relies heavily on good communication and effective transport linkages. The TAMP is an essential tool in ensuring that this process is efficiently delivered.

6.0 RISK ANALYSIS

6.1 The introduction of a TAMP that documents current policy is fundamental to the Council’s duty to maintain the Highway Network. Without its implementation there would be significant risk of litigation in the event of road traffic accidents citing a failure of correct procedure and current good practice.

6.2 The Council has an obligation to carry out its duties to nationally agreed standards. This cannot be met under the current policy framework.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 The TAMP is applicable to all the residents of Halton and those passing through the Borough equally. All derive a benefit to some degree from

the maintenance of good and well resourced highways. There are thus no negative Equality and Diversity implications arising as a result of adoption of the TAMP.

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

Framework for Highway Asset Management, CSS, (2004)

Framework for Highway Maintenance Management Plan, Technical Advisors Group (TAG), 2005

Full Guidance on Local Transport Plans: Second Edition, Department for Transport, 2004

Guidance Document for Highway Infrastructure Asset Valuation, County Surveyors Society (CSS)/TAG Asset Management Working Group, 2005

Halton Borough Council Highway Maintenance Strategy Document, 1998

Halton Borough Council Skidding Resistance Policy, 2006

Halton Borough Council Transport Asset Management Plan, 2007

Halton Borough Council Winter Maintenance Plan 2007-2008

Highways Act 1980

Local Authority Transport Infrastructure Assets, Review of Accounting Management and Finance Mechanisms, CIPFA, 2007

Maintaining a Vital Asset, UK Roads Liaison Group, 2005

Management of Highway Structures, A Code of Practice, UK Bridges Board, TSO, 2005

The Traffic Management Act 2004

Well Lit Highways, Code of Practice for Highway Lighting Management, UK Lighting Board, TSO, 2004.

Well Maintained Roads, Code of Practice for Highway Maintenance, UK Roads Board, TSO, 2005.

Place of Inspection: Rutland House

Contact Officer: C Dutton



Transport Asset Management Plan

April 2007



**Halton Borough Council
Transport Asset Management Plan**

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**Halton Borough Council
Transport Asset Management Plan**

Foreword by the Leader of the Council

I am pleased to have overseen the production and publication of the Council's Transport Asset Management Plan. This is the first time we have taken the opportunity to consolidate our various policies and procedures into one document that explains how we look after our highways and bridges in Halton.

We all take for granted our ability to have reasonable access to the shops, schools, hospitals and businesses both within and outside the Borough. In monetary terms the Halton highway network, which includes all the associated elements such as bridges, drainage, footpaths etc is estimated to be worth in excess of £1.25billion.

It is essential for the future prosperity of the Borough that we continue to invest in maintenance and improvement to the highway network and so ensure that we continue to obtain the benefits from what is the Council's single largest asset. In conjunction with the Local Transport Plan this document sets out our strategy and also underlines the Council's commitment to meet, and where possible, to exceed the national standards for Highway Maintenance.

I would like to take this opportunity to thank all those who have contributed to this publication.

Council Leader

Councillor Tony McDermott

EXECUTIVE SUMMARY

“Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers.”

The Local Transport Plan (LTP) is a document that describes the direction and strategy for the delivery of transport related services. The current LTP guidelines require every local authority to demonstrate that they are managing their transport asset effectively. This is to be achieved through the production of a Transport Asset Management Plan (TAMP).

The compilation of a TAMP will provide the Council with a tool to: -

- Support the Corporate need for detailed information on its assets held authority wide.
- Establish and communicate a clear relationship between the programme set out in the TAMP and the authority's LTP targets and objectives.
- Ensure existing highway assets are in a condition compatible with the delivery of the LTP.
- Enable the value for money of local road maintenance to be considered more effectively against other local transport spending, eventually assisting in local transport strategy and plan production.
- Obtain and organise information to support Whole Government Accounting (WGA) requirements.

Corporately the TAMP has to reflect the Council's Corporate Plan. The TAMP must also take into consideration customer expectations, availability of funding, identification of annual programmes of work and appropriate levels of service for the transportation infrastructure. This TAMP will set the framework for improving highway maintenance in the Borough in the longer term and to ensure that the aims set out in the Corporate Plan are achieved.

An initial coarse valuation has been undertaken and values the cost of replacing the asset at £1.25billion. The TAMP will be updated annually to refine data on Highway Assets and their value.

The Plan recommends that a number of actions be carried out.

1. Carry out further public surveys to improve understanding of the public perception of highway maintenance.
2. Complete the population of the Bridge Management System database.
3. Refine current levels of service.
4. Measure demand aspirations and associated service levels.
5. Develop the current 3 year maintenance programme in to one of 10 years.
6. Develop a formal risk register.
7. Produce lifecycle plans for each major asset.

The TAMP is a 'live' document that will be subject to constant review and updating to meet the ongoing demands of Highway Maintenance. Annual updates of the Plan will be published to maintain its relevance in the future.

1 Introduction

It is becoming widely acknowledged that the highway infrastructure is essential to the economic success of a region and indeed of the whole country. For a local authority its highway network is likely to be its most valuable asset under their control. However despite this, historical under funding has resulted in these assets deteriorating and not receiving sufficient attention to ensure they remain in an adequate state of repair and serviceable condition.

Highway authorities are responsible for operating, maintaining and improving their highway assets under ever increasing demands that include: -

- Inadequate budgets with funding diverted to support other services;
- Manpower shortages –in terms of both staff and skill shortages;
- Ageing highway network – compounded by under funding generating a backlog of maintenance works;
- Increased accountability – to the members of the public and fund holders;
- Increased public expectations – greater public awareness and consultation have lead to greater demands and expectations

Transport Infrastructure represents a significant major investment by the Borough.



In order to address these challenges and with encouragement from Central Government, Local Authorities are moving towards a more structured approach to the management of their highway assets and applying asset management principles as a means of prioritising and targeting scarce resources. The challenge for Halton BC is to respond efficiently and effectively to the increasing public demands and aspirations.

**Halton Borough Council
Transport Asset Management Plan**

1.1 The Purpose of a Transport Asset Management Plan

1.1.1 Local Transport Plan

The Local Transport Plan (LTP) is a statutory document required to ensure compliance with the Transport Act 2000. All Highway Authorities are required to produce a LTP every five years with an Annual Progress Report (APR) every year in the intervening years. The LTP is submitted to Central Government and is the primary basis on which Central Government financial support for transport related services is allocated.

The Local Transport Plan (LTP) is a document that describes the direction and strategy for the delivery of transport related services. The current LTP guidelines produced by central government require every local authority to demonstrate that they are managing their transport asset effectively. This is to be achieved through the production of a Transport Asset Management Plan (TAMP).

This is the first year that a formal asset management plan has been required. Halton BC recognises that the production and compliance with the plan's objectives will ensure the targeted application of scarce resource to the needs of the transport asset. The compilation of a TAMP will provide the Council with a tool to: -

- Support the Corporate need for detailed information on its assets held authority wide;
- Establish and communicate a clear relationship between the programme set out in the TAMP and the authority's LTP targets and objectives;
- Ensure existing highway assets are in a condition compatible with the delivery of the LTP;
- Enable the value for money of local road maintenance to be considered more effectively against other local transport spending, eventually assisting in local transport strategy and plan production;
- Obtain and organise information to support Whole Government Accounting (WGA) requirements;

1.1.2 Whole Government Accounting

Whole Government Accounting is a Government initiative to produce a comprehensive set of accounts for the whole of the public sector covering central government departments, local government, agencies, NHS trusts and other public bodies in a style similar to the private sector, following Generally Accepted Accounting Practice.

**Halton Borough Council
Transport Asset Management Plan**

The UK Government introduced Resource Accounting and Budgeting procedures for central government departments in 2001-02. Local authorities are required to follow central government's example.

The impact of whole government accounting on local authorities is that each authority will be required to undertake a valuation of their transport asset. The initial valuation is based on Gross Replacement Cost, i.e. what it would cost to replace the asset with a modern equivalent.



During the life of the asset its value decreases due to ageing, usage, deterioration, damage etc. This is known as consumption and each authority will have to measure and value this each year. The result of this exercise is that an authority will be able to show what is the Depreciated Replacement Cost of its transport asset.

The advantage to an authority in knowing what is the Depreciated Replacement Cost of the transport asset is that resources can be allocated to where the need is greatest.

However to undertake the initial valuation local authorities must know the extent of their asset and the consumption of the asset each year. The Transport Asset Management Plan is a means of obtaining this information in a consistent manner.

Over the next 12 months we will be undertaking a detailed valuation of the highway asset, however an initial coarse valuation has been undertaken and values the cost of replacing the asset at £1.5billion at today's prices. This value is then depreciated to take into account the wear and tear over the design life of the asset and this reduces the value to £1.25billion

1.2 What is Asset Management?

1.2.1 The Definition of Highway Asset Management

The County Surveyors Society have published their "Framework for Highway Asset Management" which stated: -

"Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers"



Framework for
Highway Asset Management

Halton Borough Council Transport Asset Management Plan

Arrangements for the management of highway maintenance need to be set within the context of an overall asset management regime. The development of a Highway Asset Management Plan (HAMP) is fundamental to demonstrating the value of highway maintenance in delivering the wider objectives of corporate strategy, transport policy and value for money. Highway asset management is however only one component of a much wider range of functions and services provided within the Environmental remit.

Well-maintained local transport assets, including roads, footpaths, bridleways and cycle paths, are essential to the delivery of better transport outcomes. The theme of asset management is strengthened by Government guidance encouraging local authorities in England to draw up Transport Asset Management Plans (TAMPs) as part of the second round of LTP preparation consistent with the advice contained in the CSS Framework document. The definition of a Transport Asset Management Plan is essentially an extension of the more basic HAMP and the terms have become largely interchangeable. References to both HAMP and TAMP within this document should thus be read as being mutually supportive.

The TAMP enables Highway Authorities to document the effects of under funding on the levels of service provided and allows an assessment of the concurrent risk resulting from such action.

The definition brings together a number of themes that define the approach that an authority should take. These are: -

- Strategic Approach:** A systematic process that takes a long term view;
- Whole of Life:** The whole –life /life-cycle of an asset is considered;
- Optimisation:** Maximising benefits by balancing competing demands;
- Resource Allocation;** Allocation of resources based on assessed needs;
- Customer Focus;** Explicit consideration of customer expectations;

1.2.2 Scope of the Transport Asset

In Halton, our Transport Asset consists of roads, bridges, footways, street lighting, signs, bollards, traffic signals, highway drainage, road markings, cycle ways, public rights of way, cycle-ways, bus signs and shelters and also includes a variety of associated structures such as retaining walls and culverts. We do not have responsibility for trunk roads and motorways, which are the responsibility of the Highways Agency, foul drainage looked after by United Utilities, or un-adopted roads and structures the responsibility of a variety of private organisations, Public Bodies and Private individuals.

**Halton Borough Council
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1.3 The Objectives and Benefits of a Transport Asset Management Plan

1.3.1 Influences on the TAMP

Our TAMP is influenced at the strategic level through Statute, Central Government direction and guidelines. At a regional level the influence comes from the LTP process. Corporately the TAMP has to reflect the Council's Corporate Plan, which has five priorities. These are: -

- A healthy Halton;
- Halton's urban renewal;
- Halton's children and young people;
- Employment, learning and skills in Halton;
- A safer Halton.

At an operational level the TAMP also needs to take account of the legal duties and responsibilities placed on the Council as highway authority and where appropriate best practice guidance specific to its areas of operation such as relevant Codes of Practice (C of P) and national works specifications.

The TAMP must also take into consideration customer expectations, availability of funding, identification of annual programmes of work and appropriate levels of service for the transportation infrastructure.

1.3.2 Objectives and Benefits

The compilation of a TAMP will provide the Council with a tool to: -

- Support the Corporate need for detailed information on its assets held authority wide.
- Establish and communicate a clear relationship between the programme set out in the TAMP and the authority's LTP targets and objectives.
- Ensure existing highway assets are in a condition compatible with the delivery of the LTP.
- Enable the value for money of local road maintenance to be considered more effectively against other local transport spending, eventually assisting in local transport strategy and plan production.
- Obtain and organise information to support Whole Government Accounting (WGA) requirements.

1.3.3 Maintenance Strategy

A maintenance strategy is outlined in this TAMP that will set the framework for determining transport asset maintenance requirements in the Borough, for developing maintenance regimes in the longer term and for ensuring that work programs contribute to meeting many of the aims and objectives associated with the Council's five priorities referred to in paragraph 1.3.1.

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Currently this is embodied in the document 'Highway Maintenance – A Strategy for Halton' which the Council approved as a statement of practice and procedures in 1998. Many changes have occurred since, not least being the introduction of modified and updated Codes of Practice for highway maintenance. An extensively revised strategy document is now required. It will contain details of actual working practices to compliment the TAMP. The revision of the original document has already begun.

It is important that the aims and objectives of the Corporate Plan are met. It must however be recognised that can be influenced by effective asset management have to be tailored to the availability of resources identified in the appendices to this TAMP. This document will allow prioritization of these scarce resources to ensure that the most effective economy and value for money are realized.

Our vision is to: -

“Improve value for money to stakeholders and to provide those who reside in, or visit, the Borough with an effective, safe and sustainable highway network”.

To achieve this vision requires all involved to: -

“To deliver a highly efficient, cost-effective and good quality highway maintenance service to the people of Halton”.

These two statements provide the basis for everything that is done within the Highways Transportation & Logistics Department of the Environment Directorate. This Transport Asset Management Plan has two functions in relation to this strategy. These are: -

- 1 It provides a statement of intent on what we will do to achieve the objectives outlined in the vision (subject to funding).
- 2 It creates a tool for measuring how well we are progressing.

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1.3.4 Regional Context

The Borough sits at a strategic location in the North West of England. To the north west lies the Merseyside conurbation, to the east the Manchester conurbation and to the south west North Wales.



1.3.5 Managing the Transport Asset

The flow chart (Figure 1.1) provides an overview of the process we intend to use to manage our transport asset. Sections 3 & 4 of this Management Plan cover further explanation of the process. The chart has formed the framework for the evaluation of the current processes and procedures itemised in Appendix A. contained in this Plan comparing them with the recommendations contained within the Codes of Practice for Highways, Bridges and Street Lighting. This has resulted in a gap analysis that defines areas for improvement. Further refinement will now take place to meet stated targets where current programmes are in need of further development.

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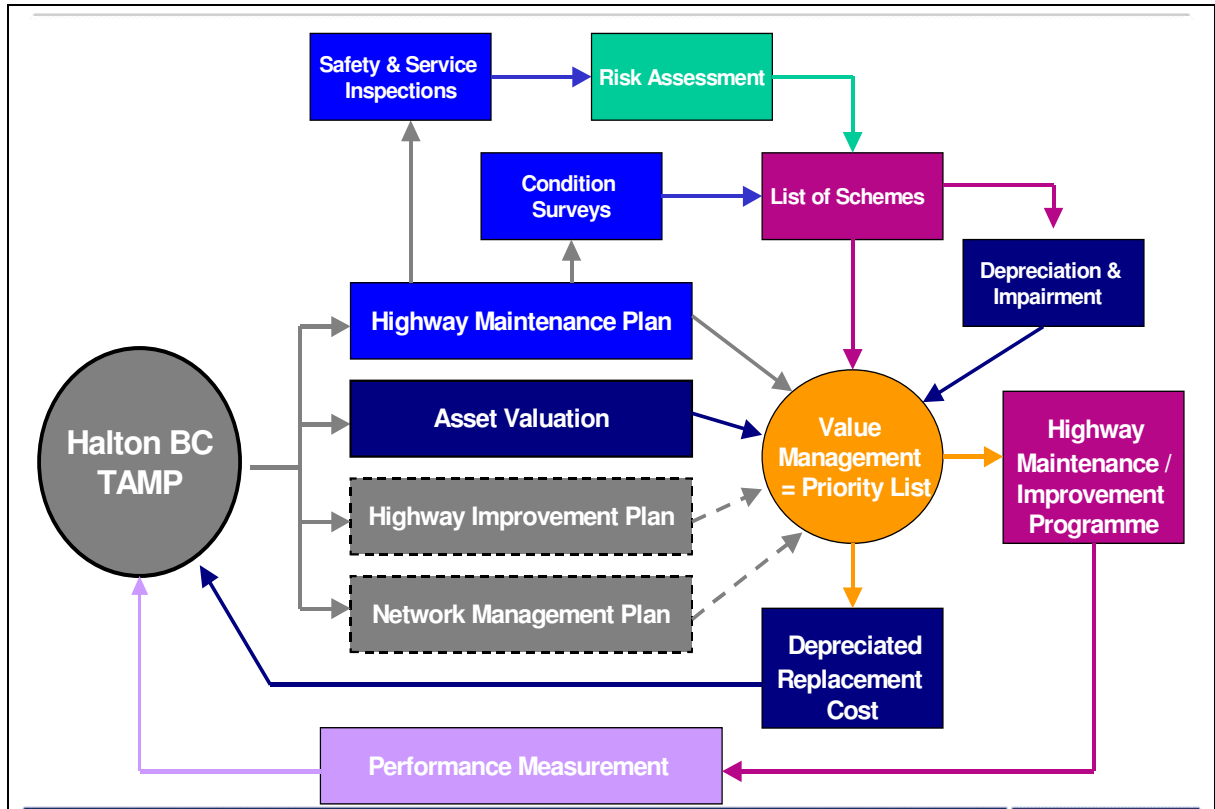


Figure 1.1 Highway Maintenance Management Cycle

2 Transport Asset Maintenance Objectives and Policies

2.1 Corporate and Departmental Links

This TAMP is aligned with the Council's Corporate Plan 2006 – 2011, its five key priorities and the aims and objectives associated with each of these. It is also aligned to the Local Transport Plan, the Council's Network Management Duties and the Environment Directorate's management processes. This chapter outlines how the TAMP relates to the Corporate Plan and to the Council's duties and responsibilities as a Highway and Traffic Authority. Some examples of the major role Highway and Transport Asset Management plays in delivering the Council's priorities are given below.

The delivery of a Highway Maintenance service provides a safe and effective travelling environment for all stakeholders within the Borough. It allows reductions in congestion that directly result in lower air pollution, reduced noise levels and fuel consumption. Well-maintained assets can also remove barriers to movement (both for the disabled and pedestrians in general for example) and reduce social exclusion by improving accessibility. The direct effect on the aims for a healthy Halton is apparent.

Improvements to the highway infrastructure are an integral part of the changing face of the Borough. Urban renewal depends directly on an efficient road, cycle and footway network in order to attract investment, improve economic growth and competitiveness, and revitalise town centres.

The Transportation Division have a well-established Safe Routes to Schools programme that actively encourages walking and cycling with a concurrent reduction in vehicle movements. Not only does this result in reductions in air and noise pollution it also contributes to the objectives for a safer Halton and the health and well being of children and young people.

Employment, learning and skills rely heavily on the availability of an efficient and effective highway network providing the ability to transport people between home, work and public services including educational facilities. Any reduction in its capacity can have extensive detrimental effects on industrial production and productivity, the potential for development and on travel to work and educational opportunities.

Halton has exceeded its targets for reductions in road traffic accidents. The effect of this is twofold in that there is a substantial saving to the exchequer in the provision of the emergency and health services but also the matching fall in trauma and injury suffered by the public themselves. It is recognised that well designed, well built and well maintained transport and highway assets make a major contribution to a reduction in accidents and also directly affect incidences of crime and disorder (for example through improved effective street lighting).

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It is clear that effective transport asset management contributes to the Council's five key priorities. Any change to these assets or their condition will impinge on movement in and through the Borough and have a major effect on the quality of life enjoyed by residents, businesses and visitors.

2.2 Objectives and Policies

The Council's strategies and policies are well developed, documented and are updated at regular intervals. This document will not replicate what is contained in these but refer to them by reference as appropriate.

2.2.1 National Policy

The Department for Transport published in July 2004 its "Future of Transport" White Paper. Its stated objective for 2030 is for a coherent transport network with: -

- the **road** network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;
- the **rail** network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;
- **bus** services that are reliable, flexible, convenient and tailored to local needs;
- making **walking** and **cycling** a real alternative for local trips; and
- **ports** and **airports** providing improved international and domestic links.

2.2.2 Duties placed on Halton BC as Highway Authority

The Duty of Maintenance: The Highways Act 1959 for the first time in English law imposed on the highway authority an express duty to maintain any highway—of any category—which falls within the categories of highways maintainable at the public expense. This duty is now contained in s.41 of the 1980 Act.

The duty to maintain a highway requires maintenance to the standard necessary to accommodate the ordinary traffic that passes, or may reasonably be expected to pass, along the highway. As the nature of traffic using highways in general, or any highway in particular, changes so may the standard of maintenance.

Case Law has established that it is the duty of road authorities to keep their public highways in a state fit to accommodate the ordinary traffic that passes or may be expected to pass along them. Wherever ordinary traffic expands or changes in character, so similar changes should also be made to the nature of the maintenance and repair of that highway.

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The Role of the Highway Authority: It is the responsibility of a Highway Authority to ensure that the adopted Highway is fit for purpose and can efficiently expedite the movement of traffic from place to place. The Authority discharges this by a number of linked functions.

- Planning – A Highway Authority will make sure that a system is in place to adequately predict traffic flows in relation to changes to the environment and ensure that effectively funded measures are designed to deliver the necessary highway infrastructure to support the requirements of the travelling public. The provision of facilities need not necessarily be funded directly by the Highway Authority and may be provided through third parties.
- Traffic Management – It is a duty under the Traffic Management Act 2004 to ensure the expeditious movement of traffic by the control of operations on the highway. The Role of the Highway Authority and the Traffic Manager is to ensure that any works carried out either by the Authority or others are done so in such a way as to minimise delay and disruption.
- Inspection and Maintenance – The Authority will have regard to the safety of road users and the potential for litigation by its failure to maintain the highway in a safe condition. There is an effective inspection regime that identifies both short term and long-term deterioration and puts in place adequate measures to retain the fabric of the highway as fit for purpose and in a steady state of maintenance.
- Network Management – The Council has at its disposal significant powers under various pieces of legislation that allows it to manage the safe and effective use of the highway and may discharge this function by the judicious use of enforcement measures where appropriate.

These obligations are translated into management and operational procedures and are linked though the TAMP to the Directorate's "*Highway Maintenance, A Strategy for Halton (1998)*" which is aligned with national best practice by reference to national codes of practice such as: -

- Code of Practice for Highway Maintenance 'Well Maintained Highways', published July 2005.
- Code of Practice for Structures 'Management of Highway Structures' published September 2005
- Code of Practice for Highway Lighting 'Well lit highways' published November 2004.

These Codes of Practice contain all-encompassing recommendations. These have been reviewed and Appendix A contains a summary of these recommendations and our application of these to the Borough's highway asset.

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Network Management Duties – The Traffic Management (Guidance on Intervention Criteria) (England) Order 2007 provides details of the responsibilities of highway authorities in managing their network. In summary the duties are: -

- to secure the expeditious movement of traffic on the network;
- to make appropriate arrangements for planning the action to be taken to perform the network management duties;
- to establish processes for ensuring (so far as reasonably practicable) that: -
 - identifying things which are causing;
 - road congestion
 - disruption to the movement of traffic
 - identifying things (including future occurrences) which have the potential to cause:
 - road congestion;
 - disruption to the movement of traffic
 - consider any possible action to be taken in response to the above.
- to ensure arrangements for determining specific policies or objectives in relation to different roads or classes of roads on the network
- to ensure arrangements are in place to monitor the effectiveness of the organization, the decision making process and the implementation of decisions.
- to ensure that arrangements are in place to assess performance in managing the network.

2.2.3 Local Transport Plan

The LTP sets out the Borough's transport strategy for the next 5 years. It explains how the strategy has been designed to achieve wider policy objectives, such as improving quality of life, protecting the environment and securing economic prosperity. The strategy is rooted in a thorough examination of current and future problems and opportunities. It is also set within the context of emerging sub regional, regional and national policies.

The overarching objective of the LTP is:

“The delivery of a smart sustainable, inclusive and accessible transport system and infrastructure that seeks to improve the quality of life for people living in Halton by encouraging economic growth and regeneration, protection and enhancement of the historic, natural and human environment”

The LTP contains a Toolbox of Primary Transport Strategies. This toolbox has identified eighteen transport strategies each with their own objectives. These objectives have been reviewed as part of the requirements for an asset management plan and Appendix B includes a progress report on our achievement in meeting those objectives.

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2.2.4 Performance Management

The Comprehensive Performance Assessment (CPA) for Halton Borough Council ranks us as one of the top eight local authorities in the North West. See Appendix D for the Audit Commission 2005 scorecard. The final scorecard for 2006 is awaited but our performance has been maintained as being 4 stars and improving well. The TAMP will be the means of demonstrating our strategy for improving performance in managing the highway asset.

2.2.5 Highway Maintenance – A Strategy for Halton

The Directorate's "*Highway Maintenance, A Strategy for Halton (1998)*" describes the legal framework and organisation of highway maintenance, long term objectives and policies, together with the techniques of management and methods used in order to achieve these objectives and policies. This TAMP should be read in conjunction with this strategy document which is currently being reviewed.

Our policies and procedures reflect the existing service standards that have been historically set. These will continually be improved and updated as a consequence of revised guidance, new technology, improved standards of provision and listening to the views of the community. In this way a process of performance management will be established that ensures delivery of the optimum value for money.

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3 Asset Inventory and Characteristics

3.1 Halton's Transport Asset

The Highways Division of the Environment Directorate undertakes the management of the Borough's transport asset. Its maintenance is primarily managed through five sections. These are: -

- Highway Management;
- Highway Maintenance;
- Bridges;
- Street Lighting;
- Capital Works;

Whilst the Highways Division manages the majority of the highways asset however some asset management responsibility sits within the Transportation Division such as: -

- Cycleways;
- Public Rights of Way;
- Bus Stops & Shelters;

3.2 The Highway Asset

3.2.1 Inventory

The inventory information was inherited from Cheshire County Council when Halton became a Unitary Authority in 1998. Further information was inherited through the demise of the Commission for New Towns.

3.2.1.1 Roads

There are a total of 543km of roads in the Borough. These are broken down into the following categories: -

Table 1 – Highway Inventory	
Category	
	Length (Km)
A	42
B	15.8
C	61
Unclassified	423.7

3.2.1.2 Footpaths

In addition to footways immediately adjacent to the carriageway, we also have a total of 200km of segregated footpaths in the Borough. These footpaths provide a link between areas of development. They are surveyed at the same time as the carriageway to which they connect.



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3.2.1.3 Cycle Routes



The Halton Cycling Strategy, developed in line with the Government's National Cycling Strategy (1996), is establishing a comprehensive cycle network in the Borough. This will promote improvements to the highway network to give priority to cyclists and enhance

safety and the general cycling environment. As part of this process a detailed inventory is being prepared of this particular asset.

3.2.1.4 Drainage

The highway drainage system which comprises, surface water drains and gullies has developed over time and the records inherited by the Borough are variable in their accuracy. We have records identifying the number of gullies and inspection chambers but this does not extend to data on their precise location or type. Currently there is limited information on the line and location of many highway drains although there is good data on more recent construction. The information is stored mostly in paper format and is held in several locations. This information is to be brought together into a single database and transferred to electronic format when funding allows. Maintenance of this system is currently reactive and a proactive regime of cleaning and jetting is to be developed in the future.

3.2.1.5 Road Markings and unlit Road Signs

We hold a database of all regulatory road markings (e.g. double yellow lines) and lit signs. There is also data held many of the unlit road signs on the road network. Records of other road markings are held as aerial photographs. Information on the remaining unlit signs is extensive but incomplete. Information is updated whenever maintenance is carried out to a sign for which data is not recorded. The remaining unlit signs will be added to the Mayrise database as part of an ongoing data collection exercise and will be integrated with the lit signs data for which we have complete coverage.

3.2.1.6 Safety Fencing and Pedestrian Guardrails

We have a detailed record of the extent of safety fencing on the network with 65 Km of fencing on the A, B, C and unclassified network and a further 3 Km on the Busway. Currently we can only undertake regular safety inspections on our highways, with limited structural checks when circumstances permit.

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It is proposed to introduce more extensive structural checks when resources allow. We therefore have partial records on the condition of this asset.

3.2.1.7 Public Rights of Way (PROW)

We are responsible for approximately 74km of Public Rights of Way. We maintain a definitive map and have a formal system of inspection. We currently work with members of the public and organisations such as landowners and the Ramblers Association to record defects.

3.2.2 Management of the Highway Asset

The management of the highway asset accounts for the major proportion of the Borough's maintenance budget. The Highway Management section undertakes routine maintenance such as gully emptying and highway patching and engages contractors through a term maintenance contract to undertake this work. The Section is also responsible for the annual survey of the network, which is the means of determining the extent of deterioration of the network. Results from these surveys are used to programme future maintenance improvements.

The Borough is divided into 76 parcels and these receive a safety inspection every three months. Category 1 defects are logged and dealt with within 24 hours. Other defects are recorded using a manual notebook system where the information is passed to the highway superintendent who will review and decide upon priorities.

Information on any defects provided by members of the public is logged and a Highway Superintendent will visit sites within 24 hours. The highway superintendent will decide if the fault is in fact a defect and if so it will be confirmed on the database.

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3.2.2.1 Highway Asset Management Systems

Table 2 Highway Inventory Summary				
Asset	Inventory Format	Content & Coverage	Frequency of Update / Review	Update Procedure in Place
Carriageways	Mayrise Highway Management database	80% coverage; road type, pavement type, carriageway width. All roads are located within a comprehensive street gazetteer but detailed information regarding width material types and other significant data is incomplete. Information is being collected as resources allow to enable this database to be populated.	Monthly	Yes
Footways & Footpaths	Mayrise Highway Management database	Complete to within 90% accuracy including location and type. This includes all Public Rights of Way contained in the Definitive Map and in particular all Urban (metalled) rights of way maintained as part of the adopted highway network.	Monthly	Yes
Cycleways/Greenways	Cycleways under development Greenways Excel Spreadsheet	As built plans created in 2005/06 with 100% coverage	Annually	Yes
Highway Drainage	Paper copies of construction drawings.	No certainty in coverage and accuracy. In process of conversion to electronic format.	In progress	Yes
Highway Gullies	Access database	Complete to within 90% accuracy- number of gullies per location only.	Continuous	Yes
Culverts/Outfalls	Access database	Complete to within 50% accuracy, Location and type	Annual	Yes
Safety Fencing	Excel Database	Complete 100% Location and type and condition	Annual	Yes
Pedestrian Guardrails	Excel Database	New installations recorded, existing added during maintenance operations	Quarterly	Yes

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Road markings	New markings recorded. Scanned copies of historic records.	Existing maintained as necessary, Statutory markings are recorded.	N/A	Yes
Verges	Mayrise Landscape Management database	Included as part of wider landscaping responsibility	Annual	Yes
Street Lighting	Mayrise Highway Management database	Complete 100% Location and type	Continuous	Yes
Traffic Signals	Mayrise Highway Management database	Complete 100% Location and type	Continuous	Yes
Lit Signs and Bollards	Mayrise Highway Management database	Complete 100% Location and type	Continuous	Yes
Unlit Signs	Mayrise Highway Management database	Database under development. Approx 40% coverage	Continuous	Yes
Bridges	WDM Structures Asset Database	Complete 100% Location and type	Continuous	Yes
Retaining Walls	WDM Structures Asset Database	Complete 100% Location and type	Continuous	Yes
Trees	Site Specific Surveys on a Computerised database (EzyTreev)	Data collected for a limited number of sites only	None at present. A need for funding for this function has been identified	Under discussion

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Table 3 Highway Condition Summary			
Asset	Survey Type	Survey Method	Frequency
Carriageways	Scanner and Scrim (Structural condition of carriageway)	Machine survey by outside contractors	A B & C roads 100% in one direction / annum
	Engineer's visual inspections of carriageways	Visual survey carried out by HBC engineers from a slow moving vehicle, or on foot where visibility is obstructed.	As required
Footways / Footpaths	General and safety Inspection	Visual survey carried out by outside contractors to meet BVPI 187.	100% quarterly safety inspections to the entire network.
Cycleways/Greenways	No survey undertaken although adopted sections subject to quarterly safety inspection	Quarterly inspection of Trans -Pennine trail	
Highway Drainage	No survey undertaken	Visual and CCTV as required.	Reactive surveys as required
Highway Gullies	Safety Inspection	Visual survey carried out by outside contractors	Annual
Safety Fencing	No structural survey undertaken	Safety inspection only. Structural inspections commenced from 2007.	Quarterly
Pedestrian Guardrails	Routine Safety Inspections	Included in Routine Visual Safety inspection.	Quarterly
Road markings	No formal survey undertaken	Included in Routine Visual Safety inspection.	Quarterly
Verges	No specific survey undertaken	Included in Routine Visual Safety inspection.	Quarterly
Trees	No specific survey undertaken	Safety inspection only & Routine inspection as required	Prominent trees annually, others less

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			frequent
Street Lighting	Outage, Bulk Change and visual structural survey	Outage Survey visual, Others by Contractor as part of maintenance schedule	Outage monthly Others tri-annually
Traffic Signals	Automatic outage monitoring, safety and condition survey	Outage by remote electronic system, Others by Contractor as part of maintenance schedule	Outage continuous, Others quarterly
Lit Signs and Bollards	Outage, Bulk Change and visual structural survey	Outage Survey visual, Others by Contractor as part of maintenance schedule	Outage monthly Others tri-annually
Unlit Signs	No specific survey undertaken	Inspection as work is required with additional visual assessment during highway safety inspections.	Quarterly safety inspection with additional ad hoc inspection during maintenance works.
Bridges	General Inspection	Principal Bridge Inspections on ad hoc basis	Annual
Retaining Walls	General Inspection	Inspection regime under development for implementation in 2007/8	Annual

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3.3 The Structures Asset

3.3.1 Inventory

There are a total of 469 structures on the network. Of these, Halton as highway authority have maintenance responsibility for 275 including responsibility for maintenance of 38 retaining walls. Within the 469 total there are also a further 20 structures owned by Halton and maintained by the Bridges section but not classified as highway structures. The remaining structures are owned and maintained by other parties such as the Highways Agency, Network Rail and Manchester Ship Canal Company.

Table 4 – Bridges inc. (Subway/Culverts & Tunnels)	
Road Category	Road Over/Under
A	69
B	9
C	7
Unclassified	57
Total	142

Table 5 – Footbridges. No.	
Footway Category	Number
Total	29

Table 6 – Sign Gantries. No.	
Road Category	Number
Total	8

Table 7 – Retaining walls. No.	
Road Category	Total
Total	58

Table 8 – Other HBC Maintained Highway Structures		
	Culverts <1.5m	Retaining Walls <1.5m
Total	25	13

Table 9 – Other HBC Maintained Non Highway Structures	
Total	20

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A significant proportion of the structures were built in the early 1970's as part of the Runcorn New Town development and are therefore all approaching the same stage in the maintenance cycle. Included within the 275 structures maintained by HBC is the strategically important crossing of the River Mersey and Manchester Ship Canal known as the Silver Jubilee Bridge (SJB). This bridge has three approach viaducts, and 38 other highway structures that form a vital part of the crossing and allow it to tie into the major highway network either side of the river. These 42 structures are collectively known as the SJB Complex.

3.3.2.1 Structures Inspections

Major, minor and routine maintenance activities are identified through a system of annual General Inspections supplemented where available by Principal Bridge Inspections, the frequency of which depends upon the status and indicative condition of the structure.

Each bridge and structure is subject to an annual general inspection using the national Bridge Condition Indicator proforma. Principal Bridge Inspections are also undertaken at a frequency determined based upon the status and indicative condition of the structure. All programmed inspections are usually undertaken from April to November each year.

Reactive inspections are also undertaken following reports of distress or damage, which can be received from members of the public, emergency services or highway maintenance staff. Maintenance requirements identified through the inspection regime are addressed either through LTP derived capital funding or through the HBC's revenue budget.

A paper copy of each bridge inspection is added to the maintenance file for each structure although HBC have recently installed an electronic Bridge Management System (BMS) referred to in Table 10. The BMS has the ability to bring together, link and allow access to all items of information related to HBC's bridge stock and would address the demands of the Management of Highway Structures Code of Practice.

3.3.2.2 Structural Assessments

68 eligible Halton maintained highway bridges have been assessed against national standards with regard to their ability to sustain 40 tonne loading. Any structures which have failed to satisfy 40 tonne assessment loading have been strengthened, restricted or managed or are being monitored prior to implementation of such measures. There is only one Highway Bridge where assessment is outstanding although this is due for completion before the end of 2007. There are also 23 other highway bridges owned by other parties that are eligible for assessment. Final assessment has yet to be completed for 3 of these structures all of which are owned by Network Rail.

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3.2.2.3 Asset Management Systems

The Department operates a proprietary electronic Bridge Management System, see table 10 below.

Table 10 Structures Asset Inventory Summary				
Asset	Inventory Format	Content & Coverage	Frequency of Update	Procedure In Place
Highway Structures	All structural records are held on an electronic Bridge Management System (WDM's Structures Management System). This allows access to all available data from any desktop PC within the Bridges Section.	100% coverage. Details include historical information, drawings, inspection, assessment and maintenance records.	Inspection data updated annually. Maintenance data updated as dictated by maintenance programme.	Highway Structures

3.2.2.4 Silver Jubilee Bridge

The Silver Jubilee Bridge (SJB) is the longest span structure in the UK maintained by a local authority. Maintenance inspection and repair accounts for approximately 90% of the Bridge Section's annual Capital budget. Consideration is awaited from the DfT of a major scheme bid for the implementation of its 10-year maintenance strategy for the Silver Jubilee Bridge complex of structures.



Major Structural Maintenance and Repair:

Generally in excess of £50,000 is funded through LTP allocation and may include:

- Structural painting
- Bearing replacement
- Parapet replacement
- Bridge deck waterproofing
- Expansion joint replacement
- Concrete repairs including electrochemical treatments

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Minor Structural Maintenance and Repair:

Generally less than £50,000 funded through the Council's Revenue budget and can include:

- Painting repairs
- Parapet repairs
- Expansion joint repairs
- Minor concrete repairs

3.4 The Street Lighting & Traffic Signals / Pedestrian Crossings Asset

3.4.1 Inventory

The street lighting and traffic signal asset was inherited from Cheshire County Council in 1998. Prior to unitary status the Lighting Section worked as Agents for Cheshire. The asset includes all street lighting, lit and unlit highway signs, traffic bollards and Traffic Signal assemblies. Unlit signs and bollards are maintained under the same contract as illuminated stock. The extent of the asset is summarised below.

Table 11 Street Lighting and other Electrical Highway Asset					
Lighting Columns	Traffic Signals	Controlled Crossings	Illuminated Signs	Illuminated Bollards	Non-Illuminated Signs
19,000	55	24	2,000	1,000	1,800+

3.4.2 Management of the Asset

Lighting columns and luminaries: - Inspections of the Structural condition of the Column and the visual condition of the electrical gear are undertaken at three year intervals as part of the bulk maintenance programme. A full electrical check is carried out every six years. Records of the asset are maintained on a Mayrise database.

Illuminated Signs & Bollards: - The maintenance programme follows the same regime as the street lighting asset with inspections every three years and electrical checks every six years. Records of the asset are maintained on a Mayrise database.

Non illuminated signs: - Fixed periodic condition inspections are not currently undertaken. Information on damaged equipment is collected by Lighting and Highway Inspectors as part of the Routine Safety inspections and reported to the Lighting Section. Maintenance is therefore reactive following these or from notification from the public. Known data is amended on the Mayrise database as a result.

Traffic signals & pedestrian crossings: - Annual visual inspections are carried out. The Lighting Section also has remote monitoring in place for most junctions with direct electronic links to each

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location that allows faults to be reported direct to the control centre. Response times are related to the severity of the fault. Records of the asset and system faults are maintained on a Mayrise database.

3.4.3 Asset Management Systems

Table 12 Street Lighting and other Electrical Highway Asset Summary				
Asset	Inventory Format	Content & Coverage	Frequency of Update or Review	Procedure In Place
Street Lighting	Data on Mayrise database and paper copies	100% Coverage; Numbers, location and unit details and condition.	See 3.4.2 above	Yes
Lit signs	Data on Mayrise database and paper copies	100% Coverage; Numbers, location and unit details and condition.	See 3.4.2 above	Yes
Lit bollards	Data on Mayrise database and paper copies	100% Coverage; Numbers, location and unit details and condition.	See 3.4.2 above	Yes
Unlit signs	Paper copies, 1800 number are recorded on Mayrise	Coverage uncertain	See 3.4.2 above	Yes
Traffic signals	Data on Mayrise database and paper copies	100% Coverage; Numbers, location and unit details and condition.	Continuous	Yes
Puffin, Pelican, Toucan and Zebra crossings	Data on Mayrise database and paper copies	100% Coverage; Numbers, location and unit details and condition.	See 3.4.2 above	Yes
Variable message signs / Journey time monitoring system	Data on Mayrise database and paper copies	100% Coverage	Continuous	Yes

Assets are maintained by Term Maintenance Contractors: -

Street lighting contract with MEWS commenced Autumn 2005 on a 5+5 year's term contract basis.

Traffic control equipment is maintained by Traffic Systems Co-operative under a contract commenced in April 2004 on 3 + 2 years term contract.

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3.5 Other Transport Assets

3.5.1 Inventory

Remaining transport assets are managed by the Department's Transportation Division and include, Cycleways Public Rights of Way, bus stops and bus shelters. There are over 178 separate Public Rights of Way comprising a total of 74km in length.

3.5.2 Management of the Asset

Cycle ways: – Management system under development.

Public Rights of Way: - Management system under development.

Bus Stops and Bus Shelters The Borough is divided into 13 areas and inspections are carried out on each area 4 times per year.

3.5.3 Asset management systems

Table 13 Other Transport Assets Summary				
Asset	Inventory Format	Content & Coverage	Frequency of Update or Review	Procedure In Place
Cycleways	Spreadsheet & Plans	There are currently four confirmed cycleway orders. Four orders await confirmation. A further five orders need to be formalised when resources permit.	Spreadsheet currently under review.	Yes
Public Rights of Way – routes (Including street furniture)	Original Paper copies of Definitive Maps. Access database "Countryside Access Management System" (CAMS).	Coverage % is uncertain Locations and lengths of footpaths and bridleways.	Annual	Yes
Bus shelters & bus stops	Location and type listed on spreadsheet Planned transfer of data on Routewise (Anite software) database based on national ID database Naptan.	Coverage 100% Routewise shows location, type and photos. Basic information shown on Plan Web GIS site.	13 weeks rolling	Yes
Bus Stations	Paper copy of bus stations information	Coverage 100%. Layout and location shown on Plan Web GIS site	Annual	Yes
Real Time passenger information system	Mayrise	100% coverage	Six monthly	Yes

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3.5.4 Development of Asset Data

It is apparent from the data listed in this section that there are marked variations in the extent and quality of the information held on the highway asset. This plan has for the first time produced a comprehensive overview of the information available and this will be updated as appropriate and as resources permit. Once the process is sufficiently advanced it will be possible to provide a clear programme of regular updating and to use the data collected to allocate budgets accordingly based on the delivery of maximum benefit to the highway user from the available funds. This process, which is called optimisation, will be referred to again in Section 4.

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4 Levels of Service

4.1 What is Level of Service?

4.1.1 Definition

The Framework for Highway Asset Management describes Levels of Service as the quality of services provided by the asset for the benefit of the customers. They are composite indicators that reflect the social, economic and environmental goals of the community. Levels of Service are therefore the manner in which we engage with the customer and they therefore reflect the customer's interests in terms of what can be measured and evaluated.

They will allow us to:-

- Document and measure the service we provide;
- Evaluate in an objective manner service against cost of provision;
- Clarify whether we are focussing on matters that are important to the customer;
- Establish if our operational systems actively support the achievement of strategic goals;

The framework categorises levels of service as either: -

Condition Assessment	Preservation of the physical integrity of the asset
Demand Aspirations	The service delivered by the asset in terms of its use, generally expressed in terms of safety, availability, accessibility, integration etc.

4.1.2 Condition Assessment

The physical condition of the asset has two components: -

- The perceived condition of the asset as “measured” by public and road user perception.
- The condition of the asset as determined by measurement and analysis of survey data.

It should be noted that the “perceived condition” of the asset is a relatively new measure and consequently we have very little prior data on this. Perceived condition will be established by referral to the results of various public consultations. They can also be created from analysis of public enquiries and complaints, from routine correspondence and requests for service and from the outcomes from questionnaires and surveys. Examination of these and other measures will be explored in more detail in this section of the Plan.

4.1.3 Demand Aspirations

Demand aspirations describe the non-condition related performance requirements of the asset and are used in the determination of service levels for the asset. Examples of performance requirements are safety, environment, availability, accessibility etc. The measurement of these results against national and local performance indicators is contained in the LTP.

4.2 Applying the Principles of Levels of Service

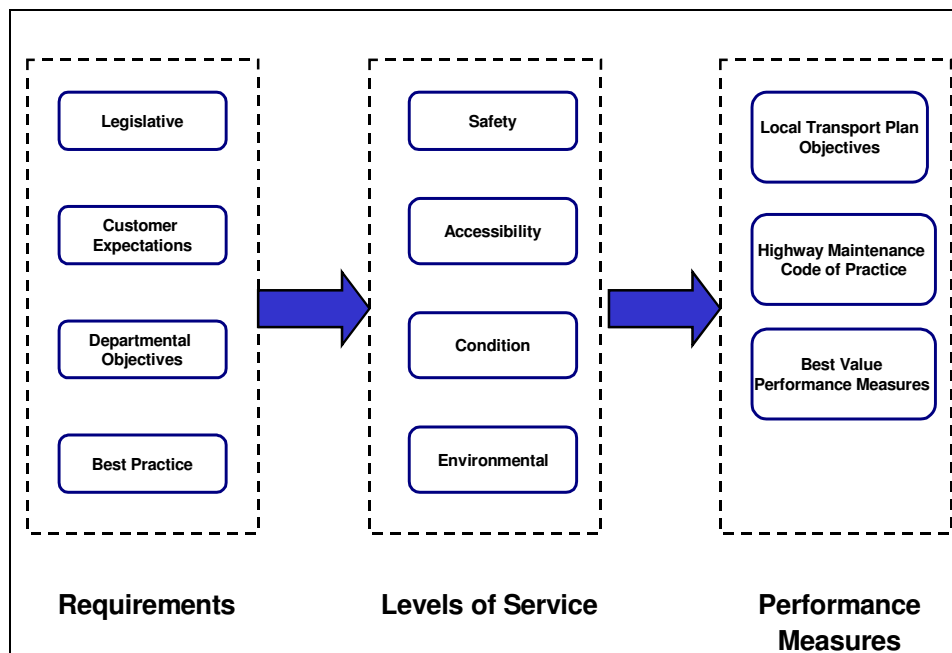
4.2.1 Setting the Level of Service

The setting of the level of service is a key aspect of the TAMP and will influence the outputs from the plan. It is important therefore that decisions taken are robust and consistent with the policies and objectives of the Council.

The concept of “Levels of Service” is not new however; historically it has been set solely on engineering and financial criteria. Based on the current definition the setting of appropriate Levels of Service will be an iterative process based on experience, engineering criteria, customer expectations, financial considerations and demand aspirations.

4.2.2 Establishing the Desired Level of Service

Before we can determine the desired Level of Service to provide it will be necessary to determine the Level of Service we are currently providing for each asset type. The flow chart below indicates our proposed methodology in determining the appropriate Level of Service.



Establishing our Levels of Service

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Transport Asset Management Plan**

4.2.3 The Requirements

There are four elements to establishing the appropriate levels of service. These are: -

- 1) Legislative
- 2) Customer Expectations
- 3) Departmental Objectives
- 4) Best Practice

Legislative Requirements: - Levels of service need to take due cognisance of the legislative framework that applies to highway maintenance.

Customer Expectations: - Highway networks are provided for the benefit of the travelling public. Thus the views and opinions of users are an important consideration in setting the appropriate level of service. Stakeholder feedback is collect by various methods, not least by face-to-face interview. Two surveys have been carried out so far and a further survey is planned for 2008. To establish an accurate comparison of the results, the same questions are used consistently on each survey. This will not preclude the use of additional questions in future surveys where circumstances dictate.

Corporate Objectives: - The levels of service will be aligned to the Borough's corporate documents such as the Corporate Plan, the LTP and other relevant documents such as the Highways Transportation and Logistics Service Plan.

Best Practice: - The levels of service will endeavour to meet the accepted UK best practice criteria contained in the relevant codes of practice and national standards.

4.2.4 Levels of service

Levels of service will be measured against four criteria. These are: -

- 1) Safety;
- 2) Accessibility;
- 3) Condition;
- 4) Environment;

Safety: - The overarching obligation placed on the Borough, as highway authority is to provide a safe network.

Accessibility: - The use of the asset, whether by vehicle, pedestrian or cycle is as important as maintaining the physical integrity of the asset.

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Condition: - The condition of the asset will be set by engineering principles such that we maximise the life of the asset at minimal cost.

Environment: - The levels of service must be set so that they are consistent with the Borough's objective of delivering an environmentally sustainable transport policy.

4.2.5 Performance Measures

We have assessed the current performance measures by which the Council perceives itself as carrying out its highway maintenance duties and the impact on the highway asset, compliance with National Codes of Practice and commitments made in the Local Transport Plan. For each type of asset we have determined on a scale of 0 to 4 where 4 is excellent service level and 0 is no service provided what is believed to be the existing level of performance.

Whilst we would aspire to be excellent in all we do, financial priorities mean that we must manage the levels of service we provide within the level of resource available. Our current assessment of service levels is included in Appendix C.

Determination of changes to the level of performance achieved will be directly affected by the resource allocation provided. The process by which this is achieved is known as Optimisation and is dependant upon clear evidence of current service levels and of the extent of the asset (for which see Section 3).

The assessment, development and maintenance of this data and the calculation needed to prioritise work so as to deliver the maximum benefit is a long-term aim of this plan. The results will focus resources more effectively giving improved value for money without compromising essential or mandatory functions. Part of this process will require the balancing of varying priorities between different disciplines (i.e. between Bridges, Highway Maintenance, Traffic Management and Street Lighting) and will not be fully achieved in the first year of this Plan.

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5 Future Network Changes

5.1 Local Transport Plan

5.1.1 Mersey Gateway

The proposed second crossing of the Mersey is Priority 1 in the Local Transport Plan. Formal DfT approval to progress the scheme was received in 2005. Work is currently ongoing to take the scheme through the statutory procedures with planned opening in 2014.

Once completed the new crossing will have an impact on the traffic movements in the Borough. It is anticipated that the high traffic volumes experienced on the existing Silver Jubilee Bridge (SJB) will transfer to the new crossing thus changing the future maintenance requirements of the SJB complex.

The timescale for the Mersey Gateway means that our current highway maintenance strategies will remain unchanged for the time being.

5.1.2 Quality Transport Corridors

The Council has approved the construction of Quality Transport Corridor routes. These were initially designed as improvements to major routes through the Borough to provide greater accessibility and to encourage greater bus use. The corridor approach was subsequently expanded to include minor highway and transport related improvements related to encouraging cycling and walking as well as bus usage in a more holistic approach. We will be implementing the provision of quality transport routes over the period of the LTP (2006 –2011).

5.2 Regeneration

The Council is committed to the regeneration of the Borough. A number of schemes are currently in progress, which will have an impact on existing traffic movements and highway maintenance strategies. These include: -

- EDZ Widnes Waterfront; Extensive development of an 80 Ha site with a mix of light industrial, residential, commercial, leisure and retail property adjacent to the approaches to the proposed Mersey Gateway.
- Halebank; Redevelopment of a former out of town retail site with up to 200 residential properties together with local retail facilities.

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- Canal Quarter; Development of Runcorn Old Town fronting the Bridgewater Canal to include a mix of shops, offices, bars, restaurants and residential accommodation as well as a relocated library all with direct access from the Expressway.
- Mersey Multi Model Gateway (3MG); A regional, sub-regional and national rail freight facility capitalising on existing rail and major road links in a site of over 180 Ha with investment in excess of £80m.
- Castlefields. Total investment of £120m in regeneration of an estate of over 2,400 dwellings which will in partnership with key stakeholders provide a sustainable environment with a redeveloped local centre, extensive public realm improvements, and replacement of existing deck access housing stock. The scheme will also include new private and mixed tenure properties.

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Transport Asset Management Plan**

6 Work Programme

6.1 Forward Work Programme

An integrated forward work programme is an accepted tool used by highway authorities to manage the long-term needs of the asset. The programme is the result of an in depth review of the condition of the asset and identification of the work necessary to maximise the life of the asset.

The “Framework for Highway Asset Management” recommends a 10 year forward programme as this offers the best whole life option for the asset. The forward work programme should integrate the work to be carried out including schemes from all funding streams and project initiatives to allow total co-ordination of the work.

We have traditionally reviewed our highway maintenance programme based on a prioritised rolling 3 year programme. If funding limitations delay commencement of a proposed scheme then it is re-considered and prioritised for inclusion as part of the subsequent year’s programme.



It is our intention to produce a 10 year forward work programme based on our existing knowledge of the network condition. This will be continually updated as more information on the condition of the asset is received. We accept that the reliability of this programme in later years will have reduced confidence limits.

We have assessed the reliability of the forward work programme and this is shown below: -

Table 14 Forward Work Programme		
Year	Method of assessment	Confidence
1	Work in Progress	100%
2	Firm Commitment to proceed subject to funding	95%
3	Reasonable assessment	80%
4-7	Informed assessment	60%
8-10	Assessment based on historic trends	Less than 40%

Table 14 Confidence levels in Forward Work Programme

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7 Highway Maintenance Funding

7.1 Source of Funding

Highway works within the Borough are generally funded from four main sources. These are: -

- a) **Capital Funding** – is bid for through the Local Transport Plan (LTP) process. Central government monitors the plan annually and allocates funding accordingly. Funding for specific highway improvements in connection with regeneration projects is also available. Capital funding can include a substantial element of maintenance related works.
- b) **Revenue Funding** – for all local services, of which the highway maintenance element forms a part, is calculated using the Government's Formula Spending Share (FSS). This funding is achieved from a combination of Government grants and Council Tax.
- c) **Grants** – Neighbourhood Renewal Fund and North West Development Agency offer match funding for specific approved capital schemes. In most cases this type of funding will not include any element of revenue spend. It is important to include an assessment of the future revenue implications for future maintenance requirements when bids are made for schemes under this heading.
- d) **Developers' Contributions** - These are contributions provided by developers as part of the planning process, they can include the construction of new infrastructure, upgrading of the existing asset or commuted sums to contribute towards maintenance in the future.

7.2 Integrated Transport Funding

Integrated transport investment primarily comes from LTP allocations but is supported by local capital investment and revenue support. There are also contributions from external sources, these are principally developer contributions associated with planning approvals.

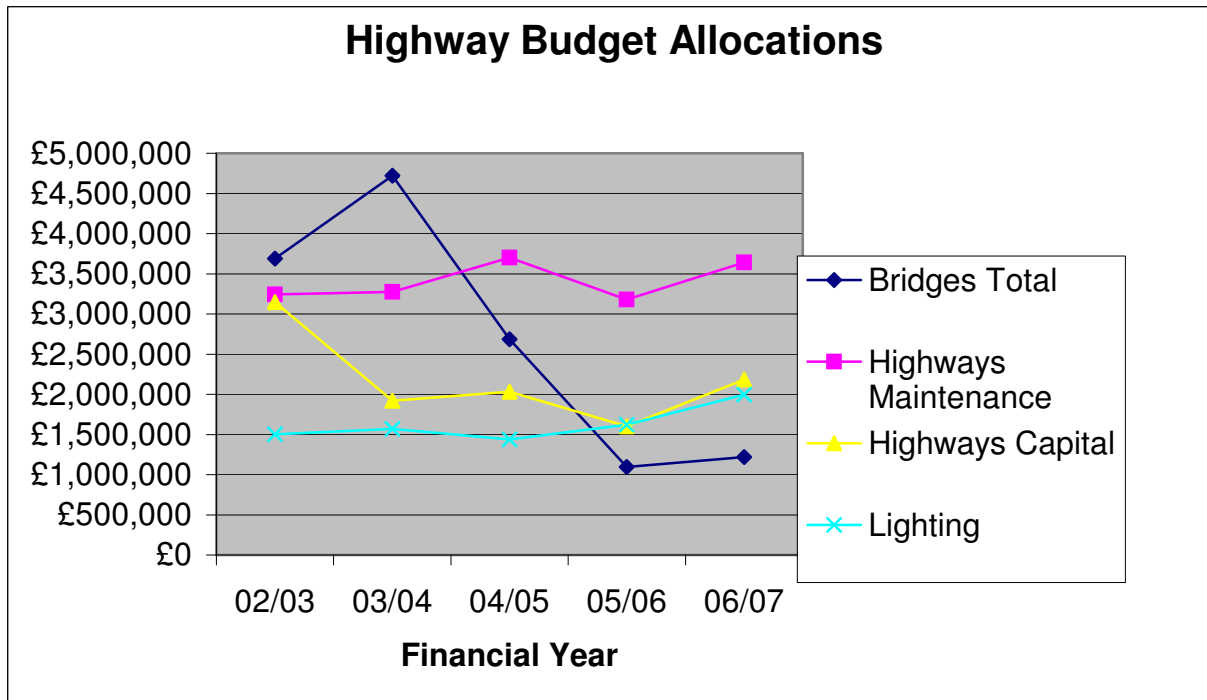
7.3 Highway Maintenance Funding

The financial commitment to highway infrastructure has fluctuated over the last five years. The total spend over the financial years 2002/03 to 2006/07 is summarised in table 15 below.

Table 15 Highway Maintenance Spend (includes an element of upgrading & improvement funding)	
Financial Year	Total Spend
2002 -2003	£11,581,499
2003- 2004	£11,484,194
2004-2005	£9,857,566
2005-2006	£7,497,250
2006-2007	£9,040,290

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It can be seen that over the period 2002 to 2006 the investment in our highway infrastructure fell by over 30%. This trend was halted in 2006 /07 with an increase in the previous year of 20%, however the graph below shows that the balance between the competing needs of the network and available resources is a difficult challenge.



The major reduction in Bridge funding reflects the contribution to maintenance funding made as a result of the major resurfacing and refurbishment of bridge parapets on the Silver Jubilee Bridge that were undertaken prior to 2004. Further funding as part of a long-term strategy is currently under consideration by the DfT. The bid is contained in the LTP as a major scheme bid for the implementation of Halton’s 10-year maintenance strategy for the Silver Jubilee Bridge complex of structures and the outcome is still awaited.

8 Risk Management

8.1 Introduction

The successful management of risk is an integral part of the asset management process. The Council has developed a Risk Management Policy and Toolkit together with Corporate and Directorate Risk procedures.

Risk Management is defined in the “Risk Management Standard “ published jointly by The Institute of Risk Management (IRM), The Association of Insurance and Risk Managers (AIRMIC) and ALARM The National Forum for Risk Management in the Public Sector, as: -

“Risk management is a central part of any organisation’s strategic management. It is the process whereby organisations methodically address the risks attaching to their activities with the goal of achieving sustained benefit within each activity and across the portfolio of all activities.

The focus of good risk management is the identification and treatment of these risks. Its objective is to add maximum sustainable value to all the activities of the organisation. It marshals the understanding of the potential upside and downside of all those factors which can affect the organisation. It increases the probability of success, and reduces both the probability of failure and the uncertainty of achieving the organisation’s overall objectives.

Risk management should be a continuous and developing process, which runs throughout the organisation’s strategy and the implementation of that strategy. It should address methodically all the risks surrounding the organisation’s activities past, present and in particular, future. It must be integrated into the culture of the organisation with an effective policy and a programme led by the most senior management. It must translate the strategy into tactical and operational objectives, assigning responsibility throughout the organisation with each manager and employee responsible for the management of risk as part of their job description.”.

**Halton Borough Council
Transport Asset Management Plan****8.2 Risk Identification**

The identification of risk and its management is an important component of transport asset management. Currently risks are identified and rated according to their impact and their likelihood and this gives an indication risk prioritisation. Risks are assessed in terms of their financial impact, reputation and business service impact on the Borough and cover the following areas: -

- Safety – context of both road user and highway maintenance staff;
- Natural Events – e.g. weather;
- Physical risks – failure of the asset;
- Economic – e.g. effect of increased energy charges on the budget for maintenance;
- Legislative – changes in government policy – e.g. road charging;
- Resources – ability to recruit skilled staff
- Systems – impact of system failure

8.3 Risk Analysis

We have reviewed the various risks and identified them in the Departmental Risk Register and Individual Service Plans. Each risk is ranked in order of importance. This ranking has been undertaken on the basis of: -

- Safety;
- Cost to the Borough;
- Cost to the Community;
- Likelihood of occurrence.

Having established the priority of risks we have identified risk reduction measures to obviate the impact of the risk. Each risk has been allocated an owner whose responsibility is to ensure that the risk reduction measures are effective.

8.4 Current Status

We currently have in place a formalised risk assessment process for employees employed on highway maintenance duties and general site work. Over the next 12 months we will develop the Risk Register to further address the matters identified in paragraph 8.2 above.

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9 Lifecycle Plans

9.1 Introduction

All, highway authorities have a statutory duty to maintain the highway network in a safe condition. To meet this duty Halton BC have produced objectives, strategies and plans to ensure that the legal obligations placed on the Authority are undertaken in a cost effective manner. To achieve this the Directorate have a range of maintenance techniques such as preventative, intervention, strengthening and improvements to the network.

The principles of Asset Management accept that every asset has a lifecycle from creation to disposal with various levels of maintenance applied throughout that life. Lifecycle management plans are prepared for individual assets or asset groups to identify the options available for managing and operating the assets at an agreed level of service.

9.2 Performance Gaps

The difference between the levels of service we are providing and the level of service we aspire to provide is known as the “Performance Gap”. We have identified a number of areas in the course of the production of this TAMP where there is a need to improve the level of service we provide. However the improvement of our service will be dependent on the level of resource allocated by the Borough and Central Government to looking after the asset. The current levels are identified in the appendices to this report and comments on the potential improvements are identified where appropriate. These will be developed further in future editions of this document.

It is also proposed to conduct further public consultation to provide a basis of comparison with previous similar surveys. From this a better understanding of customer perceptions and expectations will be developed and compared with existing service delivery standards.

9.3 Lifecycle Planning

The process for closing the performance gaps is to create lifecycle plans for the each asset group. We are in the process of producing lifecycle plans for: -

Highway Carriageway	Traffic Signals
Bridges (including subways, revetments retaining walls and other structures)	Drainage (including culverts)
Footways / Cycleways	Safety Fencing
Signs	Street Lighting

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A lifecycle plan will document how each phase of the asset's life is managed, from creation to disposal. It will recognise how the level of investment in say, routine maintenance affects the renewals required. The Options available are shown in Table 16 below: -

Table 16 Asset Lifecycle Options	
<p>Creation or Acquisition (Build or purchase a new asset)</p>	<p>Assets are created or acquired in response to one of three demands:-</p> <p>Development – Where existing assets are improved and new assets are created as part of new developments.</p> <p>Capacity – Where the current system is operating above its capacity one potential solution is the creation of new assets. A simplistic example would be the widening of a road to allow for increased traffic.</p> <p>Performance – The explicit measurement of levels of service will lead to information on where levels of service are not being met. This may enable the identification of where additional asset capacity is required.</p>
<p>Routine Maintenance carry out routine maintenance to maintain the asset in a serviceable condition</p>	<p>Routine maintenance regimes are generally based on historic practices rather than identified needs. Asset management demands the explicit identification of need. This is achieved by answering the following questions:-</p> <p>Condition Monitoring:- Is the condition of the asset routinely measured?</p> <p>Routine Maintenance Standards: - What RMS are in place and have they been reviewed in relation to customer demands?</p> <p>Reactive Maintenance:- What level of activity exists?</p> <p>Maintenance / safety inspections: - Are the outputs from these inspections used to assess the effectiveness of RMS activities?</p>
<p>Renewal or Replacement (Carry out work to return the asset to its “as new” capacity condition</p>	<p>Renew or replace the whole asset, or elements of it.</p> <p>Renewals and replacements are the major treatments that are used when routine maintenance alone cannot sustain the asset. The identification of renewals / replacements and in particular the timing of such treatments is a fundamental element of lifecycle planning. This is achieved by answering the following questions: -</p> <ul style="list-style-type: none"> • How are potential renewals identified? • How are renewals / replacements evaluated? • How is the linkage between routine maintenance and renewals evaluated? • How are the expected lives of treatments identified and checked?

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<p>Upgrading (Improve the asset above its original standard)</p>	<p>Upgrade the asset or part of it to meet future needs</p>
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<p>Disposal</p>	<p>Decommission or demolish obsolete assets. This is achieved by answering the following questions: -</p> <ul style="list-style-type: none"> • Under what circumstances are assets disposed of? • What is the process for disposal?
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In addition to these asset lifecycle plans, non-asset options may need to be considered. These include the management of demand to reduce usage and the amendment of standards or targets where it is accepted that the desired performance cannot be met. These may be particularly relevant if further reductions on funding availability become apparent.

9.4 Improvement Options

We currently do not have any lifecycle plans in place. Our strategy for the future will be to produce lifecycle plans for each major asset over the next two years.

**Halton Borough Council
Transport Asset Management Plan**

10 Future Monitoring of the Asset Management Plan

10.1 In producing this Transport Asset Management Plan we set up a TAMP working Group comprising: -

M Bennett	Bridge and Highway Maintenance Manager;
C Dutton	Section Leader (Highway Maintenance);
W Edwards	Partner EC Harris LLP;
M Hasoun	Principal Project Manager EC Harris LLP;
S Rimmer	Traffic and Street Lighting Manager;
J P Wright	Senior Engineer.

It is our intention to maintain this working group and for it to take responsibility for developing further the asset inventories, management systems, valuations and lifecycle plans and for monitoring the Council's achievements against this plan. It will report to Senior Management annually with the publication of a revised Plan at suitable intervals when significant progress can be demonstrated.

**Halton Borough Council
Transport Asset Management Plan**

11 References:

- Annual Review of CPA Improvement Priorities, Halton Borough Council, 2004
- Comprehensive Performance Assessment, Corporate Assessment Report, Audit Commission, 2005
- CPA The Harder Test, The Audit Commission, 2005
- Framework for Highway Asset Management, UK Roads Board / County Surveyors Society, 2004
- Framework for Highway Maintenance Management Plan, Technical Advisory Group (TAG), 2005
- Full Guidance on Local Transport Plans: Second Edition, Department for Transport, 2004
- Guidance Document for Highway Infrastructure Asset Valuation, County Surveyors Society/TAG Asset Management Working Group, 2005
- Halton Borough Council Corporate Plan 2006 – 2011
- Halton Borough Council Highway Maintenance Strategy Document, 1998
- Halton Borough Council Skidding Resistance Policy 2006
- Halton Borough Council Winter Maintenance Plan, 2007-2008
- Highways Act 1980, HMSO
- Local Authority Transport Infrastructure Assets, Review of Accounting Management and Finance Mechanisms, CIPFA, 2007
- Maintaining a Vital Asset, Department for Transport, 2005
- Management of Highway Structures, A Code of Practice, UK Bridges Board, TSO, 2005
- The Traffic Management Act 2004, HMSO
- Well Lit Highways, Code of Practice for Highway Lighting Management, UK Lighting Board, TSO, 2004.
- Well Maintained Roads, Code of Practice for Highway Maintenance, UK Roads Board, TSO, 2005.

Appendix A

Maintenance Codes of Practice Recommendations

Appendix B

Progress against LTP objectives

Appendix C

Level of Service Assessment

**Appendix D
CPA Scorecard**

Transport Asset Management Plan

CODE OF PRACTICE FOR HIGHWAY MAINTENANCE Recommendations			Section 5 Policy Framework			Three Years	
No	Title	Action	Applicable to Halton	In place ?	To be implemented	Target Completion / Priority	Comments
			Yes / No	Yes / No	Yes / No		
R5.1	Use of Code by Authorities	This Code of Practice should be used by authorities as a benchmark against which to develop and review local highway maintenance policy, and where necessary, to identify the nature and extent of local variations.	Yes	Yes			Variations to be identified as part of the AMP.
R5.2	Context of Corporate Policy	Policies, priorities and programmes for highway maintenance should be developed within the context of the wider corporately defined strategic objectives of the authority and cross-cutting issues, such as regeneration or social inclusion, in order to maximise opportunities for added value and to identify and resolve any potential conflicts. Conversely, maintenance policy and priorities should also where necessary help to influence and shape the wider policy agenda. [See Chapter 2]	Yes	No	Yes	One Year	Identified in LTP & Corporate Plan 2006 - 2011. A revised Highway Maintenance Strategy Document is in preparation and will more accurately reflect the current Corporate Pan
R5.3	Context of Transport Integration	Policies, priorities and programmes for highway maintenance should be developed within the context of the wider objectives for transport integration and network management, including strategies for public transport, walking and cycling, to ensure programme coherence, and to realise opportunities for added value.	Yes	Yes			Identified in LTP.
R5.4	Principle of Sustainability	Policies, priorities and programmes for highway maintenance should have particular regard to the principles of sustainability and the application of the 'precautionary principle'.	Yes	Yes			Agenda 21 documents.
R5.5	Highway Asset Management Plans	Policies, priorities and programmes setting out the longer term strategy for maintenance of the network and its contribution to the wider objectives of transport strategy should be set out in a Highway Asset Management Plan. The underpinning principle of this plan is to substantiate investment in highway maintenance by demonstrating value for money over the life of the asset.	Yes	No	Yes	One Year	Further Development required in following years.
R5.6	Risk Management	Authorities should adopt a risk management regime for all aspects of highway maintenance policy, investment and operations including: safety, service and condition inspections, setting levels of service, determining priorities and programmes, and procurement.	Yes	Yes			Corporate Risk Management Group.
R5.7	Publication and Adoption of Policy	Policies, priorities and programmes for highway maintenance should be formally approved and adopted by authorities after consultation, published and incorporated into the Highway Asset Management Plan. The approval and adoption process should involve the authority's Executive and be explicit, transparent and inclusive. [See Chapter 2]	Yes	Partially		One Year	Current Highway Maintenance Strategy Document under Revision.

Code of Practice for Structures

Milestone Statement [see following pages for recommendations requirements and current position].

Milestone

- 1 Milestone One is intended broadly to include the adoption of processes necessary to provide highway structures that are safe to use, inspect and maintain.
- 2 Milestone Two encompasses Milestone One and is also intended broadly to include the adoption of additional processes necessary to provide highway structures that are fit for purpose and meet Government requirements. Milestone Two represents an interim step on the progression towards Milestone Three.
- 3 Milestone Three encompasses Milestones One and Two and additionally requires the adoption of processes necessary to deliver the agreed levels of Service (and Performance Targets) at minimum whole life costs, and to align with current and emerging Government policy objectives. This represents the full implementation of the Good Management Practice set out in the Code of Practice for Structures.

CODE OF PRACTICE FOR STRUCTURES Recommendations			Section 2 Management Context			Three Years	
No	Action	Milestone	Applicable to Halton	In place ?	To be implemented	Target Completion / Priority	Comments
			Yes / No	Yes / No	Yes / No		
1	Employ suitably qualified, experienced and trained personnel (Section 2.2).	1	Yes	Yes			
2	Provide a programme of CPD and training for bridge managers, engineers and other staff to enable them to understand and implement the processes necessary to provide highway structures that are safe to use, inspect and maintain (section 2.2).	1	Yes	Yes			
3	Require agents and contractors to demonstrate their personnel are adequately qualified and experienced and are provided with appropriate CPD and training (Section 2.2).	1	Yes	Yes			
4	Maintain up-to-date documents on Government Transport Policy and Plans (Section 2.3) and Best Value, or equivalent, legislation (Section 2.4).	1	Yes	Yes			
5	Maintain information on legal and procedural requirements (Section 2.6).	1	Yes	Yes			
6	Maintain a Health & Safety policy and associated guidance notes tailored for the specific operations involved in the management of highway structures (Section 2.7).	1	Yes	Yes			
7	Maintain appropriate standards for maintenance (Section 2.8).	1	Yes	Yes			
8	Maintain a Technical Approval Procedure with an organisation or individual formally appointed as TAA (Section 2.8).	1	Yes	Yes			
9	Establish a process for compiling, storing and maintaining information on the management context of highway structures. Ensure the information is readily accessible and the process has a mechanism for keeping relevant staff informed of changes, amendments, updates, etc. (Section 2.1).	2	Yes	Yes			
10	Provide a programme of CPD and training for bridge managers, engineers and other staff to enable them to understand and implement the processes of Good Management Practice described in this Code (Section 2.2).	2	No	No	No		
11	Maintain up-to-date documents on Resource Accounting and Budgeting requirements (Section 2.5).	2	Yes	No	Yes	Two years	
12	Maintain guidance notes on the environmental (Section 2.9) and conservation (Section 2.11) requirements for management of highway structures.	2	Yes	No	Yes	Three Years	
13	Maintain procedures for stakeholder consultation and involvement (Section 2.12).	2	Yes	No	Yes	One Year	
14	Produce and maintain guidance notes, as appropriate, for dealing with other owners and third parties, e.g. developer promoted structures and structures over/adjacent to railways or canals (Section 2.13).	2	Yes	No	Yes	One Year	
15	Continue to provide an on-going programme of CPD (Section 2.2).	3	Yes	No	Yes	Two years	
16	Produce and maintain a guidance note on the ownership and maintenance of retaining walls and, as appropriate, a protocol for dealing with cellars and vaults and flooding at culverts (Section 2.6).	3	Yes	No	Yes	One Year	
17	Produce and maintain a guidance note on the sustainability requirements for the management of highway structures (Section 2.10).	3	No	No	No		

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<u>CODE OF PRACTICE FOR STRUCTURES</u> <u>Recommendations</u>			Section 3 Asset Management Planning			Three Years	
No	Action	Milestone	Applicable to Halton	In place ?	To be implemented	Target Completion / Priority	Comments
			Yes / No	Yes / No	Yes / No		
1	Nominate a highway structures representative to the asset management team (Section 3.3).	1	Yes	Yes			
2	Determine the content and scope of the Asset Management Regime that is appropriate for the authority's highway structures stock and align the Regime with the regimes for other transport assets (Section 3.5).	2	Yes	No	Yes	One Year	
3	Translate strategic goals and objectives and Levels of Service into performance targets for highway structures (Section 3.7).	2	Yes	No	Yes	One Year	
4	Identify the components of the Asset Management Regime that need to be developed for Basic and Advanced AM Planning (Section 3.7).	2	Yes	No	Yes	One Year	
5	Develop and implement components of the AM Regime needed to deliver the Basic AM Planning process for highway structures (Section 3.7).	2	Yes	No	Yes	One Year	
6	Develop and implement components of the AM Regime needed to deliver the Advanced AM Planning process for highway structures (Section 3.7).	3	Yes	No	Yes	Two years	

<p>Milestone One is intended broadly to include the adoption of processes necessary to provide highway structures that are safe to use, inspect and maintain.</p>	<p>Milestone Two encompasses Milestone One and is also intended broadly to include the adoption of additional processes necessary to provide highway structures that are fit for purpose and meet Government requirements. Milestone Two represents an interim step on the progression towards Milestone Three.</p>	<p>Milestone Three encompasses Milestones One and Two and additionally requires the adoption of processes necessary to deliver the agreed levels of Service (and Performance Targets) at minimum whole life costs, and to align with current and emerging Government policy objectives. This represents the full implementation of the Good Management Practice set out in this Code.</p>
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Transport Asset Management Plan

CODE OF PRACTICE FOR STRUCTURES Recommendations			Section 4 Financial Planning & Resource Accounting			Three Years		
No	Action	Milestone (see below)	Applicable to Halton	In place ?	To be implemented	Two years	Target Completion / Priority	Comments
			Yes / No	Yes / No	Yes / No	One Year		
1	Establish proper policies and procedures for the capitalisation of expenditure on structures maintenance, renewal and enhancement (Section 4.6).	1	Yes	Yes				
2	Prepare a Medium Term Financial Plan to support funding processes such as LTP, Spending Reviews, etc (Section 4.5).	2	Yes	Yes				
3	Prepare Annual Financial Plan to provide a basis for setting the Annual Budget (Section 4.5).	2	Yes	Yes				
4	Adopt the recommended procedures for determining commuted sums (Section 4.8).	2	Yes	No	Yes	Two years		
5	Prepare an integrated long term Transport Asset Management Plan, Medium Term Financial Plan and Annual Financial Plan as recommended. The plans should represent consequences of under-funding, by say 10%, 20% and 30% (Section 4.5).	3	Yes	No	Yes	Two years		
6	Establish a regime for the asset valuation of highway structures in accordance with the CSS Guidance Document (Section 4.7).	3	Yes	No	Yes	Two years		

<p>Milestone One is intended broadly to include the adoption of processes necessary to provide highway structures that are safe to use, inspect and maintain.</p>	<p>Milestone Two encompasses Milestone One and is also intended broadly to include the adoption of additional processes necessary to provide highway structures that are fit for purpose and meet Government requirements. Milestone Two represents an interim step on the progression towards Milestone Three.</p>	<p>Milestone Three encompasses Milestones One and Two and additionally requires the adoption of processes necessary to deliver the agreed levels of Service (and Performance Targets) at minimum whole life costs, and to align with current and emerging Government policy objectives. This represents the full implementation of the Good Management Practice set out in this Code.</p>
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CODE OF PRACTICE FOR STRUCTURES Recommendations				Section 5 Maintenance Planning and Management			Three Years	
No	Title	Action	Milestone	Applicable to Halton	In place ?	To be implemented	Target Completion / Priority	Comments
				Yes / No	Yes / No	Yes / No		
1		Check that the inputs to the maintenance planning and management process are in place (Section 5.6).	1	Y	Y			
2		Implement a formal emergency response process (Section 5.7).	1	Y	Y			
3		Implement a formal process for identification of needs (Section 5.10).	1	Y	Y			
4		Develop and implement an annual work plan that covers re-active maintenance (Section 5.14).	1	Y	Y			
5		Identify how maintenance work should be classified (Section 5.5).	1	Y	Y			
6		Store the data required for maintenance planning and management in a suitable format (Section 5.8) and determine current performance (Section 5.9).	2	Y	N	Y	One Year	
7		Develop and implement a regular maintenance regime (Section 5.10).	2	Y	Y			
8		Develop and implement lifecycle plans for common forms of bridge construction (Section 5.10).	2	Y	N	Y	Two years	
9		Develop and implement Value Management (Section 5.11).	2	Y	N	Y	Two years	
10		Develop and implement an Annual Work Plan that covers regular, programmed and re-active maintenance (Section 5.14).	2	Y	N	Y	Two years	
11		Implement a feedback loop to monitor and review delivery of the Annual Work Plan (Section 5.16).	2	Y	N	Y	Two years	
12		Identify and implement improvements to the maintenance planning and management process (Section 5.17).	2	Y	N	Y	Two years	
13		Develop and implement lifecycle plans for all groups and sub-groups of highway structures (Section 5.10).	3	Y	N	Y	Two years	
14		Develop and implement Value Engineering (Section 5.12).	3	Y	N	Y	Three Years	
15		Develop and implement a Forward Work Plan for the next 1 to 3 years (Section 5.13) and monitor delivery (Section 5.16).	3	Y	N	Y	Two years	
16		Organise the different components of the maintenance planning and management process into a complete and integrated process (Section 5.4) and align with the long term asset management planning process (Section 3.7).	3	Y	N	Y	Three Years	

CODE OF PRACTICE FOR STRUCTURES Recommendations			Milestone	Section 6 Inspection Testing and Monitoring			Three Years	Target Completion / Priority	Comments
No	Title	Action		Applicable to Halton	In place ?	To be implemented	Two years		
				Yes / No	Yes / No	Yes / No	One Year		
1		Implement a regime of Routine, Safety, Special and Acceptance Inspections covering all highway structures and any necessary testing and monitoring (Section 6.4).	1	Y	Y				
2		Implement a regime of General Inspections at an interval of not more than two years covering all highway structures (Section 6.4).	1	Y	Y				
3		Implement a process whereby the inspector has a clearly defined duty to inform the bridge manager, at the earliest possible opportunity, of any defects that may represent an immediate risk to public safety (Section 6.5).	1	Y	Y				
4		Implement a monitoring regime for all sub-standard structures (Section 6.7).	1	Y	Y				
5		Implement a regime of Principal Inspections at an interval of not more than six years covering all highway structures except those where a Principal Inspection would not add significantly to the defects picked up by a General Inspection (Section 6.4).	2	Y	N	Y	Two years		
6		Record the severity and extent of defects during General and Principal Inspections. It is recommended that the CSS Inspection Guidance, or a similar approach, is used (Section 6.5).	2	Y	Y				
7		Produce a full report for each Principal Inspection (Section 6.5).	2	Y	Y				
8		Carry out regular in-house inspection meetings to assess the consistency and competence of inspectors OR check that external contractors have suitably qualified/experienced inspectors who are also reviewed on a regular basis (Section 6.5).	2	Y	N	N			
9		Implement a regime of Principal Inspections covering all highway structures. Where appropriate, use risk assessment to determine the inspection interval (Section 6.4).	3	Y	N	N			
10		Produce an inspection, testing and monitoring manual that clearly defines the inspection requirements for the authority with H&S, Environmental and Conservation information recorded for each structure (Sections 2 and 6).	3	Y	N	Y	Two years		

CODE OF PRACTICE FOR STRUCTURES Recommendations				Section 7 Assessment of Structures			Three Years Two years One Year	
No	Title	Action	Milestone	Applicable to Halton	In place ?	To be implemented	Target Completion / Priority	Comments
				Yes / No	Yes / No	Yes / No		
1		Complete the already defined national programme for 40 tonne assessment loading and take appropriate actions arising from the assessments including any interim measures.	1	Y	Y			All Highway Authority structures completed although several Network Rail bridges still await funding authorisation
2		Check that assessments results are properly recorded and kept up-to-date (Section 7.6).	1	Y	Y			
3		Implement a regime of structural reviews and reassessments as defined in the Code (Section 7.4).	2	Y	N	Y	Two years	
4		Put in place a prioritised programme of structural reviews to establish the need to assess, or update the assessment of, all structures which have not been designed or previously assessed to current standards (Section 7.4).	2	Y	N	Y	Two years	
5		Store the assessment results in a Bridge Management System (Section 7.6).	2	Y	N	Y	One Year	
6		Utilise assessment results in the planning and management of future maintenance programmes.	3	Y	N	Y	Two years	

CODE OF PRACTICE FOR STRUCTURES Recommendations				Section 8 Management of Abnormal Loads			Three Years Two years One Year	
No	Title	Action	Milestone	Applicable to Halton	In place ?	To be implemented	Target Completion / Priority	Comments
				Yes / No	Yes / No	Yes / No		
1		Establish the roles of Abnormal Loads Officer, Structures Adviser, and Road Space Coordinator as specified in the Code (Section 8.2) .	1	Y	N	Y	One Year	
2		Establish procedures to check the suitability of a specific abnormal load to cross a particular structure broadly in accordance with the procedures given in Annex D of BD86 (Sections 8.5 and 8.6).	1	Y	Y			
3		Establish an Elementary System for the management of abnormal loads (Section 8.6).	1	Y	Y			
4		Establish how and to what extent the Authority will use the ESDAL system, when available, in particular the facility for Indicative Capacity Appraisals. Accordingly make the necessary data available to the ESDAL System (Section 8.6).	2	Y	N	Y	Two years	
5		Establish an Advanced System for the management of abnormal loads as appropriate to work alongside the ESDAL System (Section 8.6).	3	Y	N	N		
6		Ensure that the necessary data, including assessment results, are implemented and kept up-to-date within a Bridge Management System and used in the management of abnormal load movements (Section 8.5).	3	Y	N	Y	One Year	
7		Establish and monitor communication links between the Bridge Management System and the ESDAL System as necessary (Section 8.6).	3	Y	N	N		

CODE OF PRACTICE FOR STRUCTURES Recommendations				Section 9 Asset Information Management			Three Years Two years One Year	
No	Title	Action	Milestone	Applicable to Halton	In place ?	To be implemented	Target Completion / Priority	Comments
				Yes / No	Yes / No	Yes / No		
1		Identify data and information needs (Sections 9.5 and 9.6) .	1	Y	Y			
2		Review current data and information (Section 9.5) .	1	Y	Y			
3		Undertake a gap analysis and schedule data capture (Section 9.5) .	1	Y	N	Y	One Year	
4		Establish data capture, verification, transfer and storage processes and practices (Section 9.5) .	1	Y	N	Y	One Year	
5		Capture essential data (Section 9.6) .	2	Y	N	Y	One Year	
6		Establish Structure Files (Section 9.7) .	2	Y	Y			
7		Capture remaining data and information (Sections 9.5 and 9.6) .	2	Y	N	Y	Two years	
8		Programme cyclic data and information needs (Section 9.5) .	2	Y	N	Y	Two years	
9		Implement an on-going data and information review process (Section 9.5) .	3	Y	N	Y	Two years	

CODE OF PRACTICE FOR STRUCTURES Recommendations			Milestone	Section 10 Framework for Bridge Management System			Three Years	Comments
No	Title	Action		Applicable to Halton	In place ?	To be implemented	Two years	
				Yes / No	Yes / No	Yes / No	One Year	
1		The BMS should have a database with a listing of all highway structures with basic inventory details recorded for each asset. It would be preferable to store inspection results on the BMS (Section 10.8).	1	Y	N	Y	One Year	
2		The BMS should incorporate the following functional modules: User Interface (Section 10.5), Report Generator (Section 10.7), Asset Database (Section 10.8), Works Management (Section 10.9), Abnormal Load Management (Section 10.10), Performance Measures (Section 10.13), Decision Support for short term planning and Basic AM planning (Section 10.6).	2	Y	N	Y	One Year	
3		In addition to the above, the BMS should incorporate the following functional modules: Prediction Models (Section 10.11), Whole Life Costing (Section 10.12), Asset Valuation (Section 10.14), Decision Support for Advanced AM planning (Section 10.6).	3	Y	N	Y	One Year	

Transport Asset Management Plan

<u>CODE OF PRACTICE FOR LIGHTING</u> <u>Recommendations</u>					Three Years	
No	Action	Applicable to Halton	In place ?	To be implemented	Target Completion / Priority	Comments
		Yes / No	Yes / No	Yes / No		
3.2	The authority's policy in relation to the provision of its public lighting service should be clearly stated and should cover all the organisation and services involved in delivering the service.	Yes	Yes			The policy is outlined in the Highway Maintenance Strategy Document but will be subject to review due to increasing energy requirements
3.3.3	All personnel engaged in public lighting operations should be trained in accordance with national guidelines such as those produced by the Institution of Lighting Engineers and issued with the appropriate certification.	Yes	Yes			Maintenance work carried out by private contractor.
Appendix C	No operatives should be placed at risk due to lack of skills on the part of themselves or others dealing with electrical equipment.	Yes	Yes			Maintenance work carried out by private contractor.
3.3	Each authority should establish and maintain up to date and accurate inventory of all highway electrical equipment (including authority cable networks) as part of its asset management system.	Yes	Yes			
3.3	Authority cable networks should be recorded on Ordnance Survey based plans or alternatively on a Geographic Information System.	Yes	No	Yes	Three Years	Updated as information becomes available.
3.4, 4 & 5	An asset management system should be used to control and record all cyclical and reactive maintenance activities.	Yes	Yes			
4.1	Cyclical maintenance intervals for lighting installations should be determined to ensure the installation's correct operation and light output, minimize failures and maximize life.	Yes	Yes			
4.5	Lamp replacement policies should be carefully evaluated taking account of local technical and geographic considerations, to maintain light output whilst limiting the number of lamp failures to an acceptable level.	Yes	Yes			
5.2	Each authority should establish and operate a system for monitoring the operational status of its equipment.	Yes	Yes			
5.2	Each authority should establish and operate a system for the reporting of faults by the public. The system should allow for the reporting of emergencies 24 hours per day each day.	Yes	Yes			

Transport Asset Management Plan

CODE OF PRACTICE FOR LIGHTING Recommendations					Three Years	
No	Action	Applicable to Halton	In place ?	To be implemented	Target Completion / Priority	Comments
		Yes / No	Yes / No	Yes / No		
5.4	Each authority should establish and enforce specific response times for each maintenance task.	Yes	Yes			
	Each authority should determine the frequency of electrical inspection and testing and carry out such works at a frequency of not less than once every 6 years.	Yes	Yes			
4.6	The condition of all enclosures, including the general structural condition of lighting columns, illuminated traffic sign posts, feeder pillars, etc. should be recorded on the operative report at each maintenance visit.	Yes	Yes			
4.7	New steel lighting columns should, as a minimum, be hot dipped galvanised and consideration should be given to the application of further protective coating by the lighting column manufacturer at the time of manufacture.	Yes	Yes			
4.71 & 4.72	A programme for the maintenance and reapplication of protective coatings for in situ lighting column or illuminated traffic sign post should be determined and implemented taking account of the location, existing protective system and any other environment.	Yes	No		Two years	Policy to be determined in new Maintenance Strategy Document.
3.4 & 4.7.3	A risk assessment strategy for the management of the structural safety of lighting columns and illuminated traffic sign posts should be developed and implemented and where necessary structural testing of lighting columns and illuminated traffic sign posts.	Yes	Yes			
6	Each authority should negotiate a formal service level agreement with the Distribution Network Operator (DNO).	Yes	No	Yes		Under review nationally.
6.9	Each authority should ensure that their procedures, and those of any contractor, do not prevent the DNO from meeting agreed performance standards.	Yes	Yes			
7.1	Each authority should consider the use of competitive tendering for highway electrical maintenance as part of its Best Value policy.	Yes	Yes			
7.2	Each authority should seek competitively tendered supplies of electricity for its highway electrical equipment.	Yes	Yes			Carried out by LPA on behalf of Authority.

Transport Asset Management Plan

Halton Borough Council Local Transport Plan 2006/7 to 2010 / 11 Appendix 1 Toolbox of Primary Transport Strategies - stated objectives				Three years	Two years	One year	
Primary Transport Strategy	No	Objective	In Place?	To be implemented	Target Completion / Priority	Comments	
			Yes / No	Yes / No			
Cycling	3.6	Ensure that all cycle tracks are maintained and cleaned on a regular basis to ensure that any debris, which would discourage cyclists is removed, e.g. glass	Yes				
Intelligent Transport Systems (ITS) and signing	6.6	Maintain the traffic signals to the best possible standard, subject to finance being available	Yes				
Highway Maintenance	7.6	Continue to undertake inspection of road and footways to identify defects and programme repairs	Yes			Combined systems of inspection for safety and condition	
		Develop current maintenance programmes taking into account casualty data to give priority to works that contribute towards casualty reduction	Yes			Currently incorporated in Skidding Policy and Highway Maintenance strategy document. (Due for revision)	
		Continue to ensure that maintenance works are implemented to maximise efficiency and minimise disruption to the public	Yes				
		Implement a comprehensive programme of maintenance schemes over the period of the plan to ensure that the strategic routes within the Borough can operate safely and efficiently, taking into account the need to minimise disruption to highway users.	Yes			Programme subject to continuous scrutiny and revision.	
		Develop performance indicator targets to monitor the effectiveness of the highway maintenance programmes	Yes			Currently National BVPI supplemented by local indicators contained in annual report	
		Continue to monitor and repair trip hazards and loose flags on the footway network.	Yes			Section 58 inspection regime	
		Ensure that targets for emergency repairs and replacement of damaged street furniture are met.	Yes				
		Utilise surveys, records and maintenance plans at strategic locations and in particular culverts, watercourses, and flood attenuation tanks in order to reduce the risk of flooding	Yes			See Flood Defence Plan	
		Develop a noise reduction strategy involving the use of thin surface course materials.	No	Yes	Two years		
		Incorporate maintenance schemes with Quality Corridor works which combine measures to improve walking, cycling, bus infrastructure, safe routes to school and safety improvements	Yes				
		Identify scheme priorities to both meet Key performance Indicators and achieve a level of targeted maintenance that produces safer highway and safeguards highway assets	Yes				
		Continue to apply CSS developed "Bridge Condition Indicator methodology as a performance indicator means of effectively identifying, prioritising and implementing a programme of structural maintenance on the other highway structures in the Borough	Yes			Use SMS bridge management software for managing inspection results and calculating condition indices.	
		Instigate the application of the Code of practice for the Management of Highway Structures, in particular development of the four strategic performance measures for highway structures	Yes			Milestone 1 achieved	
		Complete any outstanding 40 tonnes assessments of privately owned highway bridges in the Borough	No	Yes	One year	Assessments completed although there are a small number of outstanding Network Rail issues to be overcome.	
		Complete the 40 tonne assessment of all highway retaining walls in the Borough.	No	Yes	One year	To be completed 2007/08	
		Where necessary, continue to implement strengthening measures arising from the 40 tonne assessment programme	Yes			All strengthening issues complete	
		Improve the supply and analysis of data relating to the condition of the highway network assets and to identify priorities.	Yes			Data management via website	

Transport Asset Management Plan

Halton Borough Council Local Transport Plan 2006/7 to 2010 / 11 Appendix 1 Toolbox of Primary Transport Strategies - stated objectives						Three years	
Primary Transport Strategy	No	Objective	In Place?	To be implemented	Target Completion / Priority	Comments	
			Yes / No	Yes / No			
		Implement the Highways Division's Service Plan, and to maintain highways to ensure that they provide an effective system for transport	Yes				
		Upgrade existing blocked out beam safety fencing identified in existing surveys as below current standards	Yes				
		Continue funding programmes to erect safety fencing on the central reserves of the Runcorn expressway that are not currently protected	Yes				
		Continue to liaise with Network rail to identify locations of "road on rail incursion" site, mainly on the Runcorn Expressway and make provision of appropriate remedies.	Yes				
		Identify, prioritise and implement carriageway schemes to reduce road casualties associated with poor skid resistance of the surface course	Yes			Currently incorporated in Skidding Policy and Highway Maintenance strategy document. (Due for revision)	
Highway Maintenance		Identify, prioritise, design, programme and implement repairs to failing roads to both improve safety and prolong the "life" of carriageways	Yes			Correlated with BVPI data (Scrim, Scanner CVI etc.)	
		Identify "hot-spots" of footway and footpath claims against the authority due to tripping and use the data to develop programmes of work	Yes			Priority given to flagged areas and plotted accident data.	
		Identify, prioritise, design, programme and implement repairs to failing footways, footpaths and cycleways to both improve safety and prolong the "life" of footways footpaths and cycleways	Yes				
		Continue regular surveys and maintenance to highway drainage of pipes, culverts, watercourses, and flood attenuation systems to develop drainage and flood defence programmes of work	Yes			See Flood Defence Plan	
		Further improve co-operation with other agencies, e.g. United Utilities and the Environment Agency or with riparian owners to plan programme and implement flood alleviation schemes	Yes			See Flood Defence Plan	
Public Rights of Way (PROW) and Greenways	11.6	Ensure that the surface of every Public Rights of Way is in proper repair, reasonably safe and suitable for its expected use.	Yes			Works in conjunction with the Groundwork Trust	
		Ensure that the surface of every Public Rights of Way are inspected regularly by, or on behalf of the authority	Yes			Annual inspection	
		Continue to produce and annual works programme for the maintenance of the Public Rights of Way network	Yes				
		Develop a rolling programme of improvement works for the Public Rights of Way network	Yes			Programme developed and published as a milestone statement	
		Maintain Bridleways to an acceptable standard	Yes				
Silver Jubilee Bridge Maintenance	14.6	Silver Jubilee Bridge Complex Maintenance	No	Yes	One year	Although it has received regional priority in the RFA programme, the Major Scheme Bid for implementation of a 10-year maintenance strategy for the SJB Complex remains under DfT consideration. H.B.C looking at implications for maintenance of the complex created by future operation of Mersey Gateway.	
Street Lighting	15.6	Maintain the street lighting to the best possible standard subject to finance being available	Yes				
		Review equipment used to reduce energy consumption	Yes				
Walking	18.6	Improve and maintain effective directional signing along pedestrian routes	No	Yes	One year		
		Ensure that adopted footways and footpaths are adequately maintained	Yes				
		Ensure where possible that maintenance works to the highway incorporate improved provision with wheelchair friendly dropped kerbs and tactile paving	Yes				
		Ensure maintenance is undertaken to facilitate use of footways footpaths etc and minimise accidental trips	Yes				

Appendix C

Level of Service

Level of Service

Appendix C

Level of Service

Appendix C

Transport Asset Management Plan

HALTON BC Transport Asset Management Plan					
SAFETY					
Ref No	Asset Type	Compliance Standards	Service Level		
			4	3	2
			Excellent	Good	Fair
S1	Third Party Claims	Number of Claims, Value of Settlements per annum	Pro-active management of third party claims optimised to reduce claim numbers year on year and those settled with integrated network management treatment and response	Pro-active management of third party claims targeted to achieve a reducing trend of claim numbers and those settled	Implementation of claims and risk management process to minimise the number of third party claims and target high risk claim situations
S2	Carriageway Surface Condition	Compliance with Code of Practice for Highway Maintenance & Skidding Resistance Policy	Surface condition to accord with skid resistance investigatory level and intervention targeted to take account of wet skidding related accidents. Planned surface treatment directed by condition surveys to improve asset condition and reduce accident risk	Surface condition to accord with skid resistance investigatory level and intervention policy. Planned surface treatment directed by condition surveys to improve asset condition.	Surface condition to accord with skid resistance investigatory level and intervention policy. Surface treatment directed by conditions surveys to maintain steady state condition
S3	Response to Emergencies	Local Performance Indicator	Pro-active response with call out teams on 24 hour patrol and ability to respond immediately and minimise risk within 30 minutes	Pro-active response with call out teams on 24 hour patrol and ability to respond within 30 minutes and minimise risk within 1 hour	Reactive response to unplanned safety related situations within 1 hour and minimise risk within 2 hours
S4	Weather Emergencies	To be developed	As above + Event escalation for co-ordinated management of major weather event or civil emergency	As above + Event escalation for co-ordinated management of major weather event or civil emergency	As above + Event escalation for co-ordinated management of major weather event or civil emergency
S5	Winter Maintenance	Compliance with Winter Maintenance Plan & Code of Practice	Pro-active and reactive winter maintenance treatment based on network hierarchy and extended to include all schools and heavily used footways	Pro-active and reactive winter maintenance treatment based on network hierarchy and extended to include some schools and some footways.	Pro-active and reactive winter maintenance based on network hierarchy and optimised to the level of risk, including reactive treatment of some footways
S6	Road, footways and related infrastructure safety inspection	Compliance with Code of Practice for Highway Maintenance	Safety inspection regime that is route optimised to meet or exceed national standards and linked to proactive management systems monitoring and works prioritisation and response	Safety inspection regime meeting national standards with inspection monitoring and management	Safety inspection regime meeting national standards with departures that have been assessed in terms of risk

Level of Service
Safety

Transport Asset Management Plan

h - Service Levels			
1 Minimum	0 None	Halton Service Level	Notes
Implementation of claims and risk management process to minimise the number of third party claims	No process in place	3	Quartely inspections undertaken to reduce potential claims
Surface condition to accord with skid resistance investigatory level and intervention policy. Reactive surface treatment directed by condition survey	No skid investigations take place	4	Council recently adopted skidding resistance policy
Reactive response to unplanned safety related situations based on nationally accepted response time of 2 hrs and to minimise the exposure to risk within 4 hours	Reactive response consistently below National minimum requirements.	3	
As above+ Event escalation for co-ordinated management of major weather event or civil emergency	Reactive response consistently below National minimum requirements.	3	
Pro-active and reactive winter maintenance treatment based on network hierarchy and in accordance with national guidelines and audit commission recommendations	Reactive response consistently below National minimum requirements.	3	Grit bins provided where access difficult
Safety inspection regime based on local priorities	Ad-hoc inspections	3	

Transport Asset Management Plan

HALTON BC Transport Asset Management Plan					
SAFETY					
Ref No	Asset Type	Compliance Standards	Service Level		
			4	3	2
			Excellent	Good	Fair
S7	Street Lighting and electrical equipment safety inspection	Compliance with Code of Practice for Street Lighting	Safety inspection regime that is route optimised to meet or exceed national standards and linked to proactive management systems monitoring and works prioritisation and response	Safety inspection regime meeting national standards with inspection monitoring and management	Safety inspection regime meeting national standards with departures that have been assessed in terms of risk
S8	Intelligent transport systems	Compliance with Code of Practice for Highway Maintenance	Continuous improvement with faults attended and fixed more quickly than required under contract	KPI's in place and used to reduce number of faults attended and fixed outside contract periods	6 hrs to attend, 20 hrs for full fault repair. Contractual time periods monitored
S9	Tree safety inspection	Code of Practice for Highway Maintenance, Tree Condition Survey under development	Safety inspection regime that is route optimised to meet or exceed national standards and linked to proactive management systems monitoring and works prioritisation and response	Safety inspection regime meeting national standards with inspection monitoring and management	Safety inspection regime meeting national standards with departures that have been assessed in terms of risk
S10	Footway Condition Assessment	BVPI 187 & Road Condition surveys	Annual assessment of footway condition as part of a road condition survey. Account taken of the condition of Category 1 and 2 footways as part of BVPI187 DVI survey. Priority attached to footways with flagged or modular construction to reduce accident cla	Assessment of footway condition as part of a road condition survey. Account taken of the condition of Category 1 and 2 footways as part of BVPI187 DVI survey. Flagged footways replaced with flexible construction where possible.	Assessment of footway condition as part of a road condition survey. Account taken of the condition of Category 1 and 2 footways as part of BVPI187 DVI survey.
S11	Traffic Calming	Reductions in accidents BVPI99	Schemes carried out on an annual programme targetted to meet requirements to reduce accidents subject to funding in the LTP.	Schemes carried out targetted to meet local requirements funded by Area resources.	Schemes carried out where substantial accident records dictate.

Level of Service
Safety

Transport Asset Management Plan

n - Service Levels			
		Halton Service Level	Notes
1	0		
Minimum	None		
Safety inspection regime based on local priorities	Ad-hoc inspections	3	
No contractual time periods for attending and repairing urgent faults.	Re-active response only	N/A	System currently being developed maintenance contracts to be agreed
Safety inspection regime based on local priorities	Ad-hoc inspections	0	
Footway condition assessed by reports from quarterly safety inspections coupled with reports generated from public complaints.	Footway condition assessed by reports from quarterly safety inspections.	3	
Schemes carried out on reactive basis to meet high demand	No provision	2	

Transport Asset Management Plan

HALTON BC Transport Asset Management Plan - Service Levels								
ACCESSIBILITY								
Ref No	Asset Type	Compliance Standard	Service Level				Halton Service Level	Notes
			4	3	2	1		
			Excellent	Good	Fair	Minimum	None	
A1	Use of Tactile surfaces	BVPI 165 for controlled crossings	Provision of tactile paving at all junctions and crossing points together with retrospective upgrading of existing locations to meet current standards.	Provision of tactile paving at major junctions and crossing points with additional facilities provided where there is a perceived need.	Provision of tactile paving at major junctions and crossing points to meet BVPI requirements.	Provision of tactile paving at locations to meet BVPI requirements.	Ad hoc crossings to meet specific requests	4 Survey for BVPI
A2	Provision of Vehicle accesses	Number of crossings constructed per year & non compliance notices served.	Construction carried out by Highway Authority to all new construction schemes together with provision of crossings on request.	Construction carried out by Highway Authority to all new construction schemes together with provision of crossings on request on a rechargeable basis.	Construction carried out by Highway Authority on request on a rechargeable basis.	Permission given for construction carried out by private individuals on request.	No provision	3
A3	Bus / passenger facilities	Local Transport Plan - Local Indicator, performance monitored and updated annually.	Providing Raised kerbs, specialised bus vehicles with low floors, better shelters and improved messaging and timetabling	Providing Raised kerbs, specialised bus vehicles with low floors, better shelters and improved messaging	Providing Raised kerbs, specialised bus vehicles with low floors, better shelters and timetabling	Providing Raised kerbs, specialised bus vehicles with low floors.	No provision	4
A4	Quality Corridors	Compliance with LTP2 Scheme Listing completions - Service Plan	Programme of improvements to meet the national requirements specified in previous LTP documents. The aim is to provide better facilities for walking, cycling, sustainable bus improvements, safer routes to schools etc. Funding provided from LTP.	Programme of improvements to meet the national requirements specified in previous LTP documents. The aim is to provide better facilities for walking & cycling. Funding provided from LTP.	Programme of improvements to meet the national requirements specified in previous LTP documents. The aim is to provide better facilities for walking, cycling, sustainable bus improvements etc.	Programme of improvements to meet the national requirements specified in previous LTP documents. The aim is to provide better facilities for walking, cycling etc.	No provision	4

Transport Asset Management Plan

HALTON BC Transport Asset Management Plan - Service Levels									
ACCESSIBILITY									
Ref No	Asset Type	Compliance Standards	Service Level					Halton Service Level	Notes
			4 Excellent	3 Good	2 Fair	1 Minimum	0 None		
A5	Event Planning	Compliance with the requirements of the Traffic Management Act. Regular meetings of the Event Safety Advisory Group.	Forward planning of proposed event on an annualised basis; Manage congestion caused by planned events by the implementation of an approval procedure and impact assessment with pro-active management on the event day whenever necessary	Manage congestion caused by planned events by the implementation of an approval procedure and impact assessment with pro-active management on the event day whenever necessary	Manage congestion caused by planned events by the implementation of an approval procedure and impact assessment	Re-active process to advertised events.	No process in place	3	
A6	Traffic Control Systems	Compliance with the requirements of the Traffic Management Act. Reporting of performance via the LTP.	Comprehensive network monitoring and travel information service provided through the internet and by real time electronic displays on the network.	Principal road network monitoring with travel information available on the internet.	Principal road network monitoring with travel information made available to the media.	Some network monitoring and limited provision of travel information	No traffic and travel information service	1	Systems currently under development
A7	Roadworks Information	Compliance with the requirements of the Traffic Management Act. Reporting of performance via the LTP.	Register of works available on a map base on the internet with interactive capability	Register of works available on map base and can be viewed electronically on the web	Register of works information listed and sent to the media and others routinely	Register of works information listed and made available on request	No register in place	1 / 2	System being developed to appear on Council website
A8	Journey planning	Compliance with the requirements of the Traffic Management Act. Reporting of performance via the LTP & Service Plan.	Fully interactive real time traffic and travel information centre linked to national strategic network.	Real time traffic and travel information available via the internet.	Traffic and travel information sent routinely to the media and other related organisations	Traffic and travel information listed and available on request	No service provided	2/3	

Transport Asset Management Plan

HALTON BC Transport Asset Management Plan - Service Levels									
CONDITION									
Ref No	Asset Type	Compliance Standards	Service Level					Halton Service Level	Notes
			4	3	2	1	0		
Asset Condition			Excellent	Good	Fair	Minimum	None		
C1	Principal 'A' class roads	Compliance with Code of Practice for Highway Maintenance & BVPI	Improve network condition to exceed BVPI targets and reduce maintenance backlog to agreed levels	Improve network condition to meet BVPI targets	Maintain current condition	Maintain current rate of network deterioration	Network deteriorates	3	Aspiration to exceed target
C2	Classified road network	Compliance with Code of Practice for Highway Maintenance & BVPI	Improve network condition to exceed BVPI targets and reduce maintenance backlog to agreed levels	Improve network condition to meet BVPI targets	Maintain current condition	Maintain current rate of network deterioration	Network deteriorates	3	Aspiration to exceed target
C3	Unclassified road network	Compliance with Code of Practice for Highway Maintenance & BVPI	Improve network condition to exceed BVPI targets and reduce maintenance backlog to agreed levels	Improve network condition to meet BVPI targets	Maintain current condition	Maintain current rate of network deterioration	Network deteriorates	3	Aspiration to exceed target
C4	Footway Asset	Compliance with Code of Practice for Highway Maintenance & BVPI	Improve network condition to exceed BVPI targets and reduce maintenance backlog to agreed levels. Carry out planned maintenance and upgrade of Category 3 and 4 footways on remainder of network.	Improve network condition to meet BVPI targets	Maintain current condition	Maintain current rate of network deterioration	Network deteriorates	3	Aspiration to exceed target
C5	Street Lighting	Compliance with Code of Practice for Street Lighting / BVPI	Improve network condition to exceed local targets and reduce maintenance backlog to agreed levels	Improve network condition to reduce maintenance backlog to agreed levels	Maintain network condition to agreed levels	Steady State of Maintenance	Network deteriorates	3	

Transport Asset Management Plan

HALTON BC Transport Asset Management Plan - Service Levels									
Ref No	Asset Type	Compliance Standards	CONDITION					Halton Service Level	Notes
			Service Level						
			4	3	2	1	0		
Structural Maintenance	Excellent	Good	Fair	Minimum	None				
C6	Roads, footways and other related infrastructure	Compliance with Code of Practice for Highway Maintenance & BVPI	Proactive replacement of worn out roads and footpaths that have passed their design life with new construction to modern design standards.	Proactive replacement of worn out roads and footpaths that have passed their design life by major strengthening and replacement of structural elements to modern design standards.	Reactive replacement of worn out roads and footpaths that have passed their design life by major strengthening and replacement of structural elements to modern design standards.	Reactive maintenance based on defect reports and results from PMS	Reactive maintenance based on reports and public complaints.	3	
C7	Footway Asset	BVPI 187	Proactive replacement of worn out footpaths and footways that have passed their design life with new construction to modern design standards. Programming targetted to those locations exhibiting higher accident claims.	Proactive replacement of worn out footpaths and footways that have passed their design life by major strengthening and replacement of structural elements to modern design standards.	Reactive replacement of worn out roads and footpaths that have passed their design life by major strengthening and replacement of structural elements to modern design standards.	Reactive maintenance based on defect reports and public complaints.	Preventative surface treatments based on reports and public complaints.	3	
C8	Bridges	Compliance with Code of Practice for the Management of Highway Structures	Strategy based, cyclical programme of works within a steady state maintenance regime based upon condition assessment and whole life costing	Strategy based planned programme of works based upon condition assessment intending to lead to a steady state maintenance regime	Continually reviewed programme of works based upon condition assessment	Annually reviewed programme of works based upon condition assessment	Reactive maintenance based on third party reports and public complaints.	3	
C9	Street Lighting	Compliance with Code of Practice for Street Lighting	Proactive replacement of worn out equipment that have passed their design life with new equipment to modern design standards.	Proactive replacement of worn out equipment that has passed design life by replacement of structural equipment to modern design standards.	Reactive replacement of worn out equipment that has passed design life by replacement of structural equipment to modern design standards.	Reactive maintenance based on defect reports and results from routine maintenance	Reactive maintenance based on reports and public complaints.	3	
C10	Signs	Compliance with Code of Practice for Highway Maintenance	Cyclical programmed maintenance based on condition assessment and whole life costing	Cyclical programmed maintenance based on condition assessment	Reactive replacement based on systematic inspections and defect reports with defectiveness condition triggers	Reactive maintenance based on defect reports/customer comments	No Inspections undertaken	1	

Level of Service Condition

Transport Asset Management Plan

HALTON BC Transport Asset Management Plan - Service Levels									
Ref No	Asset Type Routine Maintenance	Compliance Standards	CONDITION					Halton Service Level	Notes
			4	3	2	1	0		
			Excellent	Good	Fair	Minimum	None		
C11	Roads, footways and other related infrastructure	Compliance with Code of Practice for Highway Maintenance	Undertake works to maintain condition to ensure the safety on a needs basis with optimised treatment for asset types based on whole life costing	Undertake works to maintain condition to ensure the safety on the basis of asset/ network hierarchy with optimised treatments for all asset types	Undertake works to maintain condition to ensure the safety of the network on the basis of weighted mileage	Undertake works on a reactive basis to maintain condition to ensure the safety of the network	Ad-hoc work undertaken	3	
C12	Bridges	Compliance with Code of Practice for the Management of Highway Structures	Planned, cyclical routine maintenance based upon continuous assessment delivered through dedicated workgangs for individual activities	Prioritised routine maintenance based upon annual assessment delivered through dedicated workgangs for individual activities	Non-prioritised reactive routine maintenance based upon annual assessment delivered through dedicated workgangs for individual activities	Non-prioritised reactive routine maintenance based upon third party reports and public complaints delivered through dedicated workgangs for individual activities	Ad hoc, individual reactive activity based upon third party reports and public complaints	3	
C13	Street Lighting	Compliance with Code of Practice for Street Lighting	Planned replacement of lamps on a design life basis, lamps replaced prior to failure	Undertake works to maintain condition to ensure the safety on the basis of asset/ network hierarchy with optimised treatments for all asset types	Undertake works to maintain condition to ensure the safety of the network on the basis of weighted mileage	Undertake works on a reactive basis to maintain condition to ensure the safety of the network	Ad hoc basis	4	
C14	Road Markings	Compliance with Code of Practice for Highway Maintenance and Traffic Signs Regulations	Planned replacement of road markings on a design life basis coupled with visual inspection.	Replacement of markings based on inspection reports.	Specific targeting of areas with poor accident statistics and marking repairs to areas that contribute to road safety.	Restricted marking repairs to areas that contribute to road safety.	Minor repairs only.	3	

Transport Asset Management Plan

HALTON BC Transport Asset Management Plan - Service Levels

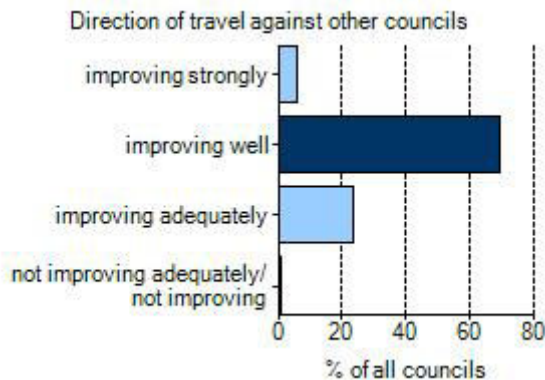
ENVIRONMENT								
Asset Type	Compliance Standards	Service Level					Halton Service Level	Notes
		4 Excellent	3 Good	2 Fair	1 Minimum	0 None		
Noise	To be developed	Active measurements of noise levels and provision of abatement systems to counter excessive levels. Design of highways to take account of noise criteria.	Measurements of noise levels to meet public enquiries. Design of highways to take account of noise criteria.	Design of highways to take account of noise criteria.	Measurements of noise levels to meet public enquiries	No monitoring	3	Provision of thin surfacings, noise barriers and double glazing to comply with the Land Compensation Act.
Recycling	To be developed	100% recycling of arisings from excavation with reuse in new construction. Maintenance procedures geared to using renewable resources or minimising materials containing hydrocarbons.	Recycling of arisings from excavation with reuse in new construction. Maintenance procedures geared to using renewable resources or minimising materials containing hydrocarbons.	Recycling of arisings from excavation. Maintenance procedures geared to using where economically advisable renewable resources or minimising materials containing hydrocarbons.	Recycling of arisings from excavation.	No recycling	3	Use of kerbs from recycled material, recycling of arisings
Air Quality	Reported in the Local Transport Plan	Reduction in levels of seven identified pollutants substantially below Government Air Quality Objectives	Reduction in levels of seven identified pollutants below Government Air Quality Objectives	Limited reduction in levels of seven identified pollutants below Government Air Quality Objectives	Stabilisation in levels of seven identified pollutants below Government Air Quality Objectives	Increase in levels of seven identified pollutants below Government Air Quality Objectives	3	
Contaminated Land	To be developed	Improved transport links encouraging development & remediation of adjacent contaminated land.	Improved transport links encouraging development & remediation of adjacent contaminated land.	Improved transport links encouraging development & remediation of adjacent contaminated land.	Improved transport links encouraging development & remediation of adjacent contaminated land.	Increases to contaminated land due to deteriorating highway infrastructure.	3	Advice provided to developers relating to impact on associated highway
Control of Pollution.	To be developed	Disposal of all 'Black' water to licensed tips, substantial reductions in lighting overspill, provision of oil interceptors, disposal and recycling of U1, U2.	Disposal of all 'Black' water to licensed tips, significant reductions in lighting overspill, provision of oil interceptors, disposal of U1, U2.	Disposal of 'Black' water, lighting overspill, provision of oil interceptors, disposal of U1, U2.	Disposal of some 'Black' water, limited reductions in lighting overspill, provision of oil interceptors, disposal of U1, U2.	Breach of regulations relating to disposal and control of pollution.	3	

Halton Borough Council 2005 scorecard

Comprehensive Performance Assessment (CPA)

Overall performance for this council

This is a council that is **improving well** and demonstrating a **4 star** overall performance.



We reached this overall rating by looking at:

1. How Halton Borough Council's main services perform – service performance
2. How Halton Borough Council uses its resources – use of resources
3. How Halton Borough Council is run – council ability

What progress has Halton Borough Council made in the last year?

Halton Council is delivering improved performance in many of its priority areas. For example, there is less litter, better care and support for vulnerable people and more affordable houses are available. The rate of progress in educational attainment at Key Stages 2, 3 and 4 compares favourably with national averages. However, performance is still considerably below national averages for overall educational attainment by children and the level of formal qualifications achieved by adults. The Council has a good focus on wider community needs, and is working effectively with partners to achieve common goals. This has resulted in greater than average falls in unemployment, reductions in road accidents, rising business activity, jobs, and incomes. It has introduced specific measures to help vulnerable and hard-to-reach groups benefit from the expanding economy and improvements to services. However delivering improvements in health, such as increased life expectancy and fewer deaths from circulatory and respiratory diseases is still a major challenge. Overall, the Council is delivering planned improvements, meeting its targets well and has the ability to continue improving the way it works.

How Halton Borough Council's main services perform

We have reviewed the core service areas shown below. Each service is scored on a scale of 1 to 4, with 1 being the lowest and 4 being the highest.

Service	2005
Benefits – The Council's performance in providing housing and council tax benefit services. The assessment is made by the BFI and is based primarily on achievement against the 2005 Housing benefits/council tax benefits performance standards.	4
Children and young people – The Council's performance in providing children's services. The joint assessment is made by the CSCI and Ofsted following a review of Council overall performance and key indicators.	3
Culture – The Council's contribution to culture services and outcomes as assessed by the Audit Commission. The assessment combines culture inspection reports with a range of performance indicators. For 2005 the overall score used for CPA will be the higher of the 2005 score or the score from the 2004 libraries and leisure block score.	2
Environment – The Council's performance, as assessed by the Audit Commission, in providing environmental services. The assessment is made by combining environment inspection reports with a range of performance indicators.	4
Housing – The Council's performance, as assessed by the Audit Commission, in providing community housing and, where applicable, housing management services. The assessment is made by combining housing inspection reports with a range of performance indicators.	2
Social care (adults) – The Council's performance in providing adult social care services. The assessment is made by CSCI following a review of Council overall performance and key indicators.	3

How Halton Borough Council uses its resources

Halton Borough Council	2005
Use of resources	3

We have assessed how well the Council manages and uses its use of resources. This use of resources judgement is derived from five individual scores provided by the Council's appointed auditor, covering the following themes:

1. Financial reporting
2. Financial management
3. Financial standing
4. Internal control
5. Value for money

How Halton Borough Council is run

Corporate assessments carried out from 2005 onwards have changed. There is now a greater focus on leadership, partnership working, value for money and the achievement of local priorities. The scoring framework has also been revised and for this reason they are not directly comparable with corporate assessments in previous years. All councils will have the new-style corporate assessment by 2008, as part of a rolling programme of corporate assessments and joint area reviews. Until these have been completed the overall CPA category for a council that has a new-style corporate assessment will be based on either its new or the previous corporate assessment score, whichever is the higher.

Council ability

2005

Score used for 2005 is from the 2005 corporate assessment

4

In assessing how the Council is run, the Commission considers three questions:

1. What is the Council, together with its partners trying to achieve?
2. What is the capacity of the Council, including its work with partners, to deliver what it is trying to achieve?
3. What has been achieved?

Corporate assessment reports

To view the Council's corporate assessment report, please visit the Audit Commission website (www.audit-commission.gov.uk).

Until 2008, when all councils will have been assessed using the new-style corporate assessment, the CPA category will be based on either its new corporate assessment score or the previous one if that is higher.

REPORT TO: Urban Renewal Policy and Performance Board

DATE: 23 January 2008

REPORTING OFFICER: Strategic Director, Environment

SUBJECT: Local Transport Plan Settlement 2008/09

WARDS: Boroughwide

1.0 PURPOSE OF THE REPORT

1.1 The purpose of the report is to advise members of the announcement of the three year Local Transport Settlement (2008/09 – 2010/11) that was made on 27 November 2007.

2.0 RECOMMENDATION: That the 2008/09 – 2010/11 Local Transport Settlement be noted.

3.0 SUPPORTING INFORMATION

3.1 Members will recall that in previous years Local Transport Plan (LTP) funding has been dependent, in part, on annual assessments on the progress transport authorities had made on the delivery of their LTPs. However, the situation has changed significantly following the commencement of the second round of LTPs. New guidance issued recently by the DfT has confirmed a much less rigorous reporting requirement, based on a more collaborative approach between the DfT and local authorities to enable weaknesses in progress to be jointly addressed and strengths to be built upon. In addition, the guidance makes it clear that the levels of funding allocated throughout the remainder LTP2 are not dependent on progress made.

3.2 The DfT has also indicated that it is vital that local authorities, along with Government Offices and local partners, incorporate local transport issues adequately and sufficiently in local area agreements.

3.3 The December 2006 Local Transport Capital Expenditure Settlement Letter provided indicative allocations for the Integrated Transport Block for the period 2008/09 – 2010/11, which were enhanced by reward funding of 25%, due to the quality of Halton's delivery report for the first LTP and it's second LTP; both achieving 'Excellent' status. However, the Highways Capital Maintenance allocations were not provided for this period, as they were to be subject to the 2007 Comprehensive Spending Review and a reassessment of the formula on which allocations were made.

3.4 The November 2007 Settlement letter confirmed the LTP Integrated Transport Capital Block allocations for the period 2008/09 – 2010/11 as

being unchanged from that previously indicated in the December 2006 letter. These allocations are as follows:

LTP Integrated Transport Capital Block 2008/09 – 2010/11

2008/09 £000s	2009/10 £000s	2010/11 £000s	Total £000s
1,885	1,831	1,767	5,483

- 3.5 As indicated above, the allocation of the Highways Capital Maintenance block is based on a new formula. This has resulted in a reduction of £959,000 to Halton, over three years, to that previously indicated as the Provisional Planning Guideline to be used in the preparation of LTP2. The comparative allocations for each year are given below:

Highways Maintenance Capital Block 2008/09 – 2010/11

	2008/09 £000s	2009/10 £000s	2010/11 £000s
LTP2 Provisional Planning Guideline	2,237	2,349	2,467
Nov 2007 Settlement Letter	1,881	2,023	2,190
Reduction (%)	356 (16%)	326 (14%)	277 (11%)

- 3.6 Importantly, Halton has also been allocated substantial additional funding from the Primary Route Network (PRN) Bridge Strengthening and Maintenance allocation. The total awarded over the three years is £14.288m, which is over 12% of the total available. This funding was top sliced from the national pot available for Highways Capital Maintenance and it should offset the reduction identified in 3.4 above. The funding will enable much needed maintenance and inspection work on the Silver Jubilee Bridge (SJB) complex to commence in 2008/09 and will replace some of the funding required from the Regional Funding Allocation (RFA) for the SJB major maintenance scheme. This major scheme bid was submitted to the DfT in March 2006; however, a decision is still awaited on its entry into the DfT's programme of works. The specific details of the PRN maintenance funding allocated, which is to be provided as a direct capital grant, is as follows:

PRN Bridge Strengthening and Maintenance Capital Allocation 2008/09 – 2010/11

2008/09 £000s	2009/10 £000s	2010/11 £000s	Total £000s
4,402	4,906	4,980	14,288

- 3.7 It should be noted that both the Integrated Transport and Highway Maintenance Capital Blocks are part of the single capital pot and are not ring-fenced. However, the DfT has advised that it will review how much authorities have spent on transport at the end of the LTP2 period and

where spending on integrated transport does not match the capital allocations, it would consider the level of future funding allocations.

- 3.8 The settlement for the Integrated Transport and Highway Maintenance Capital Blocks is in response to the Council's LTP2 submission and therefore the schemes to be implemented over the coming years are to be drawn from the programmes included in LTP2. This will be in line with the capital budget to be agreed by the Council.
- 3.9 It was agreed at the Executive Board meeting of 2 March 2006 that authority to agree each year's detailed implementation programme of the LTP 2006/7-2010/11 be delegated to the Strategic Director, Environment, in consultation with the Executive Board Member for Planning Transportation and Development (Minute EXB181).
- 3.10 The final agreed implementation programme will be included in the Highways, Transportation and Logistics Department Service Plan.
- 3.11 Halton's Road Safety Grant, which is the funding, used to help support the Cheshire Safer Roads Partnership was also confirmed unchanged from that indicated in the 2006 decision letter. The revenue element of this grant will be included in the area-based grant, whilst the capital element will be paid as a direct capital grant. The Road Safety Grant allocated is detailed below:

Road Safety Grant 2008/09 – 2010/11

Funding	2008/09 £000	2009/10 £000	2010/11 £000	Total £000s
Specific Road Safety Grant (Capital)	69.424	72.167	75.114	216.705
Specific Road Safety Grant (Revenue)	312.024	324.350	337.597	973.971
Total £000s	381.448	396.517	412.711	1,190,676

- 3.12 Halton has also continued to be allocated an element of Detruncked Roads Maintenance grant. This grant is used to maintain the Widnes Eastern Relief Route and will also be included in the area-based grant. The funding is as follows:

Detruncked Roads Maintenance Grant 2008/09 – 2010/11

Funding	2008/09	2009/10	2010/11
Detruncked Roads Maintenance (Revenue)	208,614	213,830	219,175

- 3.13 The DfT also advised in it's letter that a decision has yet to be made on the grants for buses and concessionary fares.

4.0 POLICY IMPLICATIONS

- 4.1 The settlement is to deliver the strategies contained within the Council's second Local Transport Plan, which was approved by the Executive Board on 22 June 2006.

5.0 OTHER IMPLICATIONS

- 5.1 The report details approved levels of funding to be allocated during the life of LTP2, which will be used to deliver the interventions, described within the approved LTP2 capital programme.
- 5.2 The LTP is targeted at improving transport opportunities for those without access to private cars and has therefore positive impacts on social inclusion and sustainability issues.

6.0 RISK ANALYSIS

- 6.1 The report details the funding allocations for the period 2008/09 – 2010/11 and therefore the respective implementation programmes can now be planned with certainty to ensure effective delivery of schemes and initiatives.
- 6.2 A risk associated with the report is the failure to deliver against the implementation programmes. This risk will be managed through regular progress meetings with senior managers to enable early action to be taken, should the need arise.
- 6.3 In addition, there is a risk that the transport related funding that has been pooled into the area based pot will not be fully allocated for transport measures. If this is the case, then it will not be possible to undertake all of the works proposed.

7.0 EQUALITY AND DIVERSITY ISSUES

- 7.1 Accessibility and connectivity are essential issues for equality and diversity and every effort is made to facilitate barrier free movement around the Borough. Particular emphasis is given to improving access to education and training, employment, health, shopping and leisure facilities, which are key services impacting on quality of life.

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

Document	Place of Inspection	Contact Officer
Letter from DfT 27 November 2007	Highways, Transportation & Logistics Department Rutland House, Runcorn	Phil Cornthwaite

REPORT: Urban Renewal Policy and Performance Board

DATE: 23 January 2008

REPORTING OFFICER: Strategic Director, Environment

SUBJECT: Policy & Performance Board Work Programme
2008/2008

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

1.1 To consider progress on the 2007/8 Topic Reports and to consider the possible 2008/9 work programme.

2.0 RECOMMENDED: That

- (1) Members of the Policy and Performance Board indicate target topic areas for potential scrutiny in 2008–2009 together with the membership of each Topic Group; and**
- (2) details of the Topic Briefs subsequently be agreed by the Chair and Vice Chair of the Urban Renewal PPB in conjunction with the Operational Director, Major Projects Department.**

3.0 SUPPORTING INFORMATION

3.1 Each year the PPB identifies a number of areas which it intends to scrutinise in detail as part of its work programme for the year.

3.1.1 At the meeting of the Board on 25th. January 2007 it was agreed that the topics to be considered in 2007/8 would be:

- The Future of Town Centres Management Councillors Leadbetter, (Chairperson), Sly, Nolan, Thompson, Rowe
- Income Generation (Carried over as appropriate) Councillors Hignett Leadbetter, Thompson, Sly, and Morley

3.1.2 Additionally the Urban Renewal Policy Board inherited a Topic Group from the Health Policy and Performance Board on a review of Supported Housing in Halton, which had commenced in October 2005. The review had been suspended in March 2006, pending an announcement by the Department of Communities and Local Government on the long term funding arrangements and National Strategy for the Supporting People Programme. The Urban Renewal Board revived the Group in September 2006. (Members on this Group in 2007-8 are Councillors Wallace (Chairperson), Whittaker and E. Cargill)

- 3.2 Each of the Topic Groups has met and established their work programme. Each Group is targeting a report to the Policy Board at its meeting on 19th. March 2007, with the exception of the Supported Housing Topic Group which is still awaiting the Government White Paper on the topic.

4. 2008-9 Work Programme

- 4.1 Given that detailed scrutiny cannot be carried out on everything, Members are asked to target attention on a specific number of areas. The recommendation of the Chief Scrutiny Advisor is that good practice based on experience suggests that 2/3 Topics is manageable. Following their adoption by this Board these are then to be worked up as detailed topic briefs and agreed with the Chair of the PPB in conjunction with the lead officer for this Board, the Operational Director, Major Projects Department. The Council's Chief Scrutiny Advisor further suggests that this action is considered now so that an early start can be made on the scrutiny work.
- 4.2 In considering which are good topics to include in the work programme Members will need to keep in mind the Overview and Scrutiny Guide/Toolkit. Guidance on Topic Selection is attached as an aide-memoire. In particular the Board's attention is drawn to paragraphs 12, 13 and 14 which relate to added value, capacity and resources.
- 4.3 It should be remembered that much of the work of this PPB will be cross-cutting and will impact or be of relevance to other PPBs.
- 4.4 It should also be noted that Performance Monitoring of the Reporting Departments will in any case be received by this PPB.

5.0 Future Work Areas

- 5.1.1 It must be remembered that Housing Strategy now falls within the remit of this PPB, and that a Topic Group on the 'Supported Housing' topic can be expected to report in 2008-9
- 5.1.2 It has been suggested by the Strategic Director, Environment, that the following might be appropriate issues to review at this time:
- Housing Growth Point (Runcorn Docks) Lead Officers : Phil Watts/Alasdair Cross (Planning)
 - A joint group with Employment and Skills on Workforce and Skills for the Logistics Industry: Siobhan Saunders (Economic Regeneration) and Sally McDonald (Major Projects Department).
 - The Implications of De-linking the Silver Jubilee Bridge: Mick Noone (Highways and Transportation).

5.0 POLICY IMPLICATIONS

5.1 None at this stage.

6.0 OTHER IMPLICATIONS

6.1 None at this stage

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

7.1 There are no background papers within the meaning of the Act.

OVERVIEW AND SCRUTINY WORK PROGRAMME

Topic Selection Checklist

This checklist leads the user through a reasoning process to identify a) why a topic should be explored and b) whether it makes sense to examine it through the overview and scrutiny process. More “yeses” indicate a stronger case for selecting the Topic.

#	CRITERION	Yes/No
<i>Why? Evidence for why a topic should be explored and included in the work programme</i>		
1	Is the Topic directly aligned with and have significant implications for at least 1 of Halton's 5 strategic priorities & related objectives/PIs, and/or a key central government priority?	
2	Does the Topic address an identified need or issue?	
3	Is there a high level of public interest or concern about the Topic e.g. apparent from consultation, complaints or the local press	
4	Has the Topic been identified through performance monitoring e.g. PIs indicating an area of poor performance with scope for improvement?	
5	Has the Topic been raised as an issue requiring further examination through a review, inspection or assessment, or by the auditor?	
6	Is the Topic area likely to have a major impact on resources or be significantly affected by financial or other resource problems e.g. a pattern of major overspending or persisting staffing difficulties that could undermine performance?	
7	Has some recent development or change created a need to look at the Topic e.g. new Government guidance/legislation, or new research findings?	
8	Would there be significant risks to the organisation and the community as a result of <u>not</u> examining this topic?	
<i>Whether? Reasons affecting whether it makes sense to examine an identified topic</i>		
9	Scope for impact - Is the Topic something the Council can	

	actually influence, directly or via its partners? Can we make a difference?	
1 0	Outcomes – Are there clear improvement outcomes (not specific answers) in mind from examining the Topic and are they likely to be achievable?	
1 1	Cost: benefit - are the benefits of working on the Topic likely to outweigh the costs of doing so, making investment of time & effort worthwhile?	
1 2	Are PPBs the best way to add value in this Topic area? Can they make a distinctive contribution?	
1 3	Does the organisation have the capacity to progress this Topic? (e.g. is it related to other review or work peaks that would place an unacceptable load on a particular officer or team?)	
1 4	Can PPBs contribute meaningfully given the time available?	

REPORT TO: Urban Renewal Policy & Performance Board

DATE: 23 January 2008

REPORTING OFFICER: Strategic Director, Environment

SUBJECT: Service Plans 2008-2011

WARDS: Borough wide

1.0 PURPOSE OF THE REPORT

1.1. To enable Members to consider objectives and targets for services for the next three years.

2.0 RECOMMENDED: That

- 1) **the Board identifies any objectives and targets for the next three years that it wishes to see included in the Service Plans; and**
- 2) **Board Members pass any detailed comments that they may have on individual draft Service Plans to the relevant Operational Director by 31 January 2008.**

3.0 SUPPORTING INFORMATION

3.1 The Departmental Service Plans are currently being reviewed and rolled forward. They will go to Executive Board for approval on 21 February 2008, at the same time as the draft budget. This will ensure that decisions on Service Planning are linked to resource allocation.

3.2 Each Operational Director will make a brief presentation to the Policy and Performance Board describing the key factors affecting their service and their main objectives for the coming three years. In preparation for this discussion, Board Members may wish to consider:

- the three things they would most like to see each department address in the next three years; and
- the three things they would most like to have regular performance reports on in relation to each department.

3.3 The Departments reporting to the Urban Renewal PPB are:

Major Projects Department
Economic Regeneration
Environmental and Regulatory Services (part)

Health and Community (part)

- 3.4 Detailed draft Service Plans will be made available electronically prior to the meeting for comment by individual Members. Comments should be made to the relevant Operational Director by the end of January 2008.

4.0 POLICY IMPLICATIONS

- 4.1 Service Plans will clearly indicate how objectives and targets relate to the areas of focus identified in the Council's Corporate Plan.

5.0 OTHER IMPLICATIONS

Major Projects, Economic Regeneration, Environmental and Regulatory Services (part) and Health and Community (relating to Housing Strategy) are all identified within the individual Service Plans.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

- Children & Young People – Urban Renewal activities will create new opportunities for the development of children and young people and provide improved expectations and quality of life;
- Employment, Learning and Skills in Halton – Urban Renewal developments will act to improve economic well-being amongst Halton's population through supporting new facilities across all ranges and offering new opportunities for employment and training;
- A Healthy Halton – regeneration of older, and particularly contaminated, areas will reduce risks to health and contribute to a more healthy environment;
- A Safer Halton – regeneration will allow modern standards to be incorporated in new developments and allow the incorporation of such ideas as 'designing out crime';
- Halton's Urban Renewal – the activities detailed are designed to impact positively and directly on the regeneration of the Borough.

7.0 RISK ANALYSIS

- 7.1 Risk analysis of all key objectives within Service Plans is undertaken and summarised in the plan.

8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 All Service Plans will be subject to an equality impact assessment and any high priority implications will be summarised within the plans.

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

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



Health & Partnerships

SERVICE PLAN

April 2008 to March 2011

DRAFT – 14.12.07

Contents

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- 2.0 Service Profile
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- 4.0 Resource Requirements
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- 6.0 Performance Reporting
- 7.0 Statutory and Non-Statutory Plans

Appendices

- 8.0 *Service Objectives – High Risks and Mitigation Measures*
- 9.0 *Equality Impact Assessments – High priority actions*
- 10.0 *Corporate Priorities and Key Areas of Focus*

1.0 INTRODUCTION

Text will be developed and inserted by Corporate Performance Management Team.

2.0 SERVICE PROFILE

2.1 Purpose

Within the Health and Community Directorate the Health & Partnerships Division exists to provide a range of support services to operational front-line staff in order for them to deliver high-quality social care services/support to the local community in partnership with the NHS, independent, voluntary and community sectors. Effective support services are essential in ensuring that safe practices are adopted, staff are highly trained, public money is wisely spent, information technology is utilised to maximise efficiency, measure, monitor and manage performance, front-line staff are freed from administrative duties, and longer-term planning is promoted.

The Consumer Protection Service ensures fair and equitable business and trading practices; protects consumers; meets the requirements of the bereaved in relation to burial and cremation; conducts civil marriages / civil partnerships / citizenship ceremonies and facilitates the registration of births, marriages and deaths.

The Housing Strategy Team is responsible for assessing housing needs and conditions in the Borough, developing housing policy to address those needs, managing the Council's permanent Gypsy site and unlawful encampments, and the provision of homelessness services.

2.1.1 Service Activities

The primary role of Health and Partnerships is to support and enable staff in the Health and Community Directorate to achieve the councils strategic and business objectives for adult services. It also plans, commissions, contracts and in some instances delivers services for the residents of Halton that maintain their independence, keeps them safe from risk and improves their quality of life. It aims to achieve this by:

Planning & Commissioning

Ensures the effective planning and commissioning of quality, value for money services for customers of adult social care and supporting people. It also supports policy development in response to local or Government priorities. Focus is upon planning and commissioning functions across all adult and older people client groups. Functions include Service Development, Supporting People & Quality Assurance, Training, Human Resources, Workforce Development, Housing Strategy and Homelessness.

Finance & Support

The Finance and Support is split into three operational areas. The Management Accounts team manages the budget preparation and financial support to budget holders for capital and revenue resources. This work includes regular monitoring reports of income and expenditure in key areas, preparation of final accounts including section 31 pooled budget accounts, completion of financial returns, grants claims and payments to third sector providers. Also provides the link between corporate finance and the Directorate in all financial matters. Financial Services include assessing service users charges for services, and ensuring prompt and accurate payments are made for services received and service users, the PCT and other Local Authorities are appropriately billed for all services. The Client Finance team provides two key services an Appointee and Receivership service and a Direct Payments service now also supporting an individualised budget pilot.

Business Support

Includes the management and provision of Communication and Information Services. Information Technology services develops and maintain IT systems to support social care and housing activity electronically. Performance monitoring and management through collation of information on needs and activity, delivering statistical returns and regular performance monitoring. Administrative Support, Customer and Office Services and Complaints and Compliments ensure the Directorate meets its statutory and corporate responsibilities.

Consumer Protection

Provides the management of Trading Standards and Business Advice, Consumer Advice and Education Service, Petroleum and Explosives Storage Enforcement and Advice, Bereavement Service and Registration Services.

NB. Further details regarding specific divisional activities can be found in team plans.

2.1.2 Who benefits?

The service benefits everyone in Halton by supporting front-line services to assist those most in need, particularly the most vulnerable in the community who may need help to care for themselves or others. We provide support to people to arrange and contract for care services, who buy goods and services, conduct business, who lose loved ones, who wish to register births, marriages and deaths. Housing Strategy services benefit everyone in Halton, but particularly those in greatest housing need.

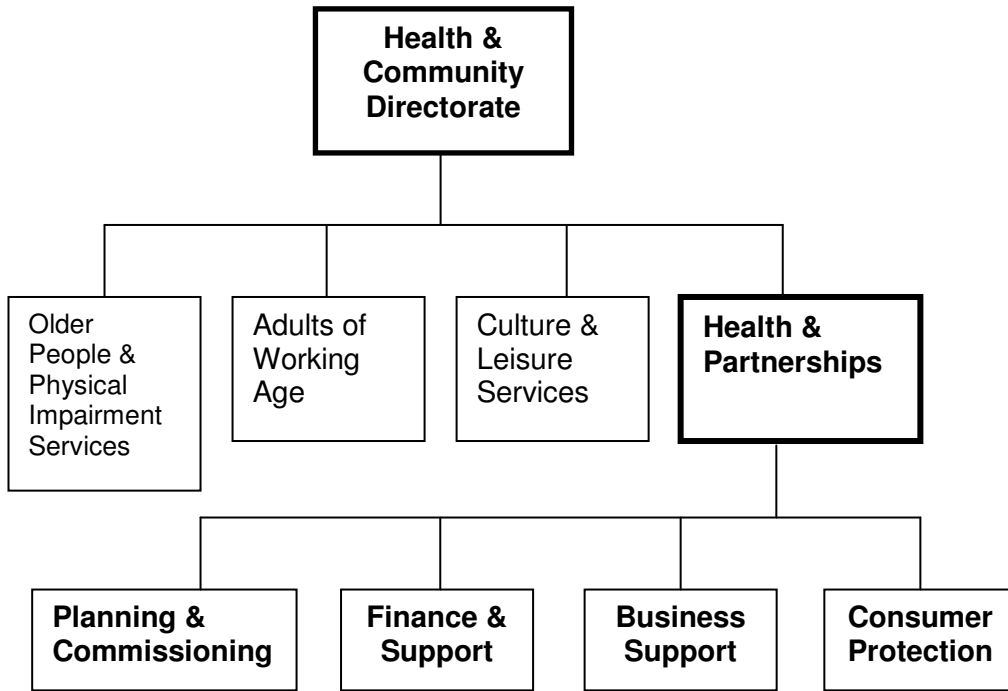
2.2 Key Messages

Given the breadth of service areas within Health & Partnerships, we are working within the key strategic priorities to support and deliver high quality services to improve health, independence and wellbeing of the residents of Halton. Key messages include:

- The development of the Joint Strategic Needs Assessment, which covers the health and social care needs of Adults and Children;
- The requirement to contribute to the Local Strategic Partnership's agenda, and the update of the Local Area Agreement (LAA) and delivery of LAA targets
- To maintain, develop and improve the level of service when the Directorate and Authority as a whole are faced with increasing budgetary pressures e.g. the Comprehensive Spending Review and the potential loss of some Grants.
- The development of partnerships which may include joint provision or commissioning with other Local Authorities, key statutory partners and in some circumstances with providers within the independent or voluntary sector;
- The need to refocus the Directorate's activity towards neighbourhood delivery of services
- The need to ensure that there are appropriate and effective infrastructures in place to be able to deliver the Directorate's aims and objectives

- The increase in Self directed care and self-assessment linked to In-Control pilot and development of individualised budgets.
- Nothing is more important than ensuring that vulnerable adults are properly safeguarded. The Directorate continues to invest heavily in strengthening reporting, recording and training processes associated with the safeguarding of vulnerable adults. Extensive work continues with our partner agencies (inc. Police) in ensuring that appropriate policies and procedures are in place.
- The need to ensure that the potential barriers to the taking up of services through lack of awareness about what is available and how to access it by Halton's Black and Minority Ethnic community are overcome, thus ensuring that services are accessible to all.
- Prioritise safety work within the Council's cemeteries with specific focus on memorials and on roads / pathways.
- Ensure that the Consumer Protection Service is equipped to deal with the increasing challenges facing the Service, especially from the Office of Fair Trading, the Local Better Regulation Office and expected legislative changes.
- Continue to improve performance against the Registration Service Good Practice Guide and develop the present use of the Civic Suite for Registration Ceremonies after the completion of the Runcorn Town Hall refurbishment.
- The need to engage with sub regional working arrangements and policy development, particularly in terms of housing and planning.

2.3 Organisation Structure



	FTE Posts
Planning & Commissioning	TBC
Finance	TBC
Business Support	TBC
Consumer Protection	TBC
TOTAL	TBC

NB. Information regarding posts completed as at ??

3.0 FACTORS AFFECTING THE SERVICE

3.1 External Factors

The following factors have been identified as having a potential impact on the delivery of services during the period 2008-2011:

3.1.1 Political

- The development of the Joint Strategic Needs Assessment (JSNA), will form the basis of a new duty for the PCT and Local Authorities to co-operate in order to develop a whole health & social care response to the health, care and well-being needs of local populations and the strategic direction of service delivery to meet those needs, over 3-5 years.
- Halton's current Local Area Agreement (LAA), which provides an outcome based approach to tackling the major challenges facing Halton, will be due for review and update in 2008. Many of the objectives outlined in the Service Plans are designed to support the achievement of the LAA Targets.
- Changes within NHS following publication of a Patient Led NHS have resulted in the reconfiguration of local NHS Trusts. This will impact on partnership work as the new organisations become established. The joint commissioning managers role may change and all future commissioning strategies will be required to establish joint commissioning intentions between HBC and PCT.
- The implementation and delivery of 'Independence & Opportunity: Our strategy for Supporting People' will impact on resources available to deliver local services and may affect the way in which the programme is administered locally i.e. proposals to transfer supporting people into the Local Strategic Partnership (LSP)
- The Office of Fair Trading's governance role, the launch of the Local Better Regulation Office and the move to an intelligence based service delivery model will impact significantly on the work of the Consumer Protection Service.
- The work of the Consumer Protection Service will be further impacted as a result of a number of Government reviews including the Hampton review on reducing regulatory burdens, the Macrory review on sanctions and penalties, the extension of Consumer Direct to include utilities complaints, the Roger's review on priorities for regulatory services, the Vanilla report on consumer perceptions of weights and measures law and the Gower's review on intellectual property enforcement.
- The adoption of new governance arrangements will provide greater discretion in the delivery of local Registration Services, which will streamline the Service's modernisation in the light of future national developments.
- During the next 3 years there will be a need to further strengthen relationships with the voluntary sector. One particular area, which is a priority, is Carers. It is anticipated that the Cares Centres will transfer to the voluntary sector from April

2008 and there will be a need to ensure that there is an effective infrastructure in place to secure funding in the future.

- To help make care fairer, the Secretary of State for Health has announced a comprehensive strategy for reducing health inequalities, challenging the NHS as a key player, to live up to its founding and enduring values. Local Authorities will therefore have a key role in influencing this agenda at a local level.

3.1.2 Economic Climate

- There continues to be significant budgetary pressures within the Department. Gershon efficiency gains, the implications of the Comprehensive Spending Review and Supporting People's retraction plan, has resulted in reduced funding in adults with learning disabilities, and continues to have an impact on service areas. Services need to ensure that they are designed to deliver greater efficiency and value for money without having a detrimental impact on those people who use them.
- The need to have a robust LAA which is aligned to priorities will be essential as a number of specific grants and LAA ring-fenced grants will be delivered in the form of an Area Based Grant which will not be ring-fenced, the aim of which is to give Council's greater flexibility to manage financial pressures and focus funding on the priorities of their communities.
- Supporting People – Reductions in Supporting People Grant will increase budget pressures in operational areas. Business support will be required to assist services in ensuring projects after VFM within the funding requirements. There will also be implications of the transfer of resources into the LAA, managed by the LSP.
- Housing – reductions in Halton's annual capital grant for housing investment are expected to continue, reducing the scope for direct intervention in the housing market.

3.1.3 Social Factors

- Commissioning Strategies will need to take account of demographic changes in Halton to ensure commissioning reflects present and future need.
- Public Health initiatives e.g. Healthy Eating, smoking cessation etc – Public information and awareness is central to success of this initiative. The Division will need to ensure information is current and accurate and reaches a wide audience thus ensuring the promotion of healthy lifestyles.

3.1.4 Technological Developments

- The development of iCAN (the Consumer Alert Network) will enable the Consumer Protection Service to warn members of the community of scams / bogus traders etc. operating in the Borough in a timely and effective manner.

- The initial launch of the national Registration-On-Line database proved problematical. It is hoped that its expansion to capture the remainder of civil registrations can be effected more smoothly by the General Register Office.
- Telecare and a new project around Telemedicine will continue to use new assistive technology to promote independence and choice for older people.
- Increased use of electronic monitoring of care, to allow greater transparency of services delivered. Pilot planned within the Directorate.
- The development of eforms to reduce the administrative burden for operational teams.
- The implementation of an electronic Single Assessment Process so that assessments take both social care and health needs into account.
- The possible pilot of a digital pen technology system to reduce data input dependent on the success of a capital bid in 07/08.

3.1.5 Legislative

- The Mental Capacity Act 2005 implemented during 2007 continues to impact on the way in which the Department operates and delivers its services.
- The implications of the 2 White Papers published in 2006, *Our Health Our Care Our Say* and *Strong and Prosperous Communities*, and the new Outcomes Framework for Adults Social Care continues to be managed by the Department. These documents place a stronger emphasis on the involvement of people who access social care services and their carers being involved in service planning and delivery to ensure services are needs-led and outcome focussed. The increase in self directed care and self-assessment linked to the 'In control' pilot and development of individualised budgets continues to support the personalisation agenda.
- The Carers (Equal Opportunities) Act 2004 came into force in England on 1st April 2005. The Act gives carers new rights to information, ensures that work, life-long learning and leisure are considered when a carer is assessed and gives Local Authorities new powers to enlist the help of housing, health, education and other Local Authorities in providing support to carers.
- The Statutory Code of Practice on the Duty to Promote Disability Equality, which was introduced in the Disability Discrimination Act 2005, came into force in December 2006. The Duty required that a Disability Equality Scheme be in place by public sector organisations by December 2006. The action plan developed as part of the Scheme continues to be implemented corporately and departmentally.
- A number of new pieces of legislation will impact significantly upon the work of the Consumer Protection Service. These will include legislation to implement the Unfair Commercial Practices Directive and legislation that will flow from the Regulatory Enforcement and Sanctions Bill.
- The New Performance Framework for Local Authorities & Local Authority Partnerships published in October 2007, sets out a single set of 198 measures

(developed as part of the Comprehensive Spending Review 2007) representing what Government believes should be the national priorities for local government, working alone or in partnership, over the next three years. In each area, targets against the set of national indicators will be negotiated through new Local Area Agreements (LAAs). Each Agreement will include up to 35 targets from among the national indicators, complemented by 17 statutory targets on educational attainment and early years.

- The proposed development of a common complaints procedure, covering the NHS and Social Care (from 2009), was consulted on during 2007. It has the potential to enable complaints to be addressed more consistently and holistically, with lessons learned being shared with colleagues across the sector.
- The Housing Green Paper “Homes for the Future” will impose significant demands on authorities to increase delivery of market and affordable housing to achieve the Governments target of 3 million new homes by 2020.
- Care Services Reform - As announced as part of the Comprehensive Spending Review (CSR), care and support services are to be reformed to meet the challenges of the 21st century, and to direct state funding to where it will have the biggest impact on wellbeing. It begins with extensive public engagement at the beginning of 2008 and will ultimately lead to the publication of a Green Paper. Government requirements for reform include promoting independence, wellbeing and control for those in need, and affordability for taxpayers and individuals in need.

3.1.6 Environmental

Protecting our environment

Awareness of Climate Change is growing and the Council is committed to taking a lead and setting an example in tackling the associated problems. A corporate Climate Change Action Plan is being prepared, but each department can make its own contribution.

Consideration will be given throughout the life of the Service Plan to ways in which support can be given to the action plan and to identify and implement opportunities to reduce any contribution to Climate Change and to promote best practice in the reduction of carbon emissions.

The Council will sign up to the Local Authority Carbon Management Programme in the early part of 2007/08. The programme will guide the Council through a systematic analysis of its carbon footprint, outline opportunities to help manage carbon emissions, develop Action Plans for realising carbon and financial savings; and embed carbon management into the authority’s day-to-day business.

As part of the programme the Council will development a Carbon Management Strategy and Implementation Plan by March 2008 to reduce energy bills and carbon emissions over the next five years. Through the Strategy and Implementation Plan, Council services will need to encourage closer examination of their policies around procurement, transport and the use of renewable energy.

The Councils waste management section is working to appoint volunteer ‘Recycling Champions’ across all services, to ensure that all employees, members and

contractors are encouraged to use recycling facilities that exist within their working environment. The Council will continue to seek, and to take advantage of all opportunities to promote recycling and effective waste management within the community.

3.2 Service Developments

The Health and Partnerships Department has supported a wide range of service developments across all operational service areas have included an element of consultation with staff service users, carers and other stakeholders together with external benchmarking and internal performance analysis.

- Findings from the 2006 Housing Needs Assessment are being used to inform development of the housing strategy and to inform planning in terms of the development of an affordable housing policy within the emerging Local Development Framework.
- Work is ongoing to merge the Supporting People and Contracts Teams. Processes have been streamlined and areas of work have been aligned to reduce duplication. A new structure has been agreed and will be implemented over the next few months.
- Throughout 2007 the Supporting People team have worked with strategic partners to develop a number of short-term projects to meet identified needs in the SP and related strategies. Performance and the demand for these services will be reviewed at the end of 2007/8 to identify which services may be re-commissioned to meet long term need.
- Work is ongoing to develop a Domiciliary Care Strategy that will set out the Councils commissioning intentions for domiciliary care from April 2009. The strategy will be informed by the views of service users, carers and key stakeholders. The strategy will be produced by April 2008.
- Following consultation, during 2007 changes took place to the Charging Policy. These changes included the introduction of a flat rate charge for transport provision and the introduction of an assessed charge for night care services provided and paid for wholly or partially by the Council. Service users were consulted on the proposed changes along with seeking their views on service level provision; levels of charges and amounts taken as a charge from the DLA (Care component) or Attendance Allowance.
- Following a significant overspend of the B&B budget in 2006/07, and worsening BVPI outcomes, a Project Group was established to review the homelessness service. A number of new initiatives have subsequently been introduced, particularly in support of developing a homelessness prevention approach, and work has recently commenced to look at the options for future service delivery.
- Another Project Group has for several months been developing options to secure the delivery of an integrated housing adaptation service. A new delivery structure has recently been agreed and will be implemented by April 2008.
- In the last year, Customer Care, Information and Office Services have been reconfigured to reflect the desegregation of Adults and Children's Social Care Services. Complaints Policies and Procedures have been rewritten to address the

new regulations that came into force in September 2006. Robust working practices have been introduced to measure performance against the targets set and record and report the lessons learnt, so that they can inform the future development of services.

- The focus for service development within Consumer Protection Services will include strengthening the application of rules governing the safety of headstones in the Council's cemeteries, ensuring that the Consumer Protection Service is equipped to deal with the increasing challenges facing the service from the Office of Fair Trading, the Local Better Regulation Office and expected legislative changes, and the continual improvement of performance against the Registration Service Good Practice Guide and the development of the present use of the Civic Suite for Registration ceremonies.
- Evaluation of Supporting People funding of short term services to determine level of long term need.
- Health and Partnerships have contributed significantly to the development of the CPA Direction of Travel work corporately, in order to provide the Audit Commission with up-to-date information and analysis.
- Bereavement Services has been awarded the Charter for the Bereaved quality mark.
- Vulnerable Adults Task Force (VATF) received a partnership award from the Halton Strategic Partnership for work in helping older people maintain their independence through support and preventative services in the community.
- The Directorate monitors and reports to the Senior Management Team on comments, compliments and complaints received. They provide essential information to help shape and develop services, and complements the wide range of consultation exercises that the Directorate undertakes (including postal and telephone surveys, open forums, consultation days, participation in service developments and representation of users and carers on strategic boards). In addition to the consultation exercises undertaken, the Directorate also regularly undertakes Service User satisfaction and outcomes surveys, which help inform future delivery of services.

3.3 Efficiency Improvements

Summary of planned efficiency improvements during 2007/8, taken from the mid year review of Gershon Savings (Nov'07): - **(Subject to Review)**

- Posts - £162,000 cashable. Estimated savings through the reduced use of agency staff, deletion of managerial and other posts.
- Direct Payments - £8,000 non cashable. Estimated savings via improved working practices and take up of service
- Advertising Costs - £20,000 cashable. Estimated savings via joint adverts for posts and other methods of advertising e.g. Halton Website
- Consumer Protection - £8,000 cashable. Estimated savings via staffing changes
- Supporting People - £250,000 cashable. Estimated savings via the ongoing project to reconfigure supported living services for Adults with Learning Disabilities.

Summary of planned efficiencies in 2008/9 :-

- Engagement in the national CSED process will improve front-end service access thus reducing assessments for care. This and a number of other CSED initiatives will be pursued.
- Implementation of electronic assessment services that enable individuals to assess themselves and access the services they are sign posted to.

3.4 National, Regional & Sub-regional Focus

- To contribute appropriately to the delivery of the Trading Standards North West Strategic Assessment which sets out the priorities for prevention, intelligence, enforcement and service improvement for Trading Standards Service co-ordination throughout the North West.
- To participate in the North West Registration Managers forum with a view to sharing good practice on service development and modernisation, including partnership working, as appropriate.
- To meet the challenges of the Gershon Review: identify ways of using existing resources more efficiently to produce cashable and none cashable efficiency savings.
- The division will have an important role to play in supporting operational staff in meeting the objectives of E Government through training plans and IT support and provision.
- The Regional Housing Strategy priorities focus on low demand and affordability issues. Halton's housing markets do not exhibit these problems to the same degree as some other areas in the North West, although the problem of affordability is rising to the fore, and this is impacting upon the level of resources allocated for investment in Halton.
- A Liverpool City Region Housing Strategy has been developed which identifies areas of low demand in the sub region that are in need of additional resources, and seeks to put in place plans to improve the "housing offer" to ensure economic growth is not held back.
- The Department is making significant contributions to the Care Services Efficiency Delivery (CSED) programme, whose work is to support Council's to develop sustainable efficiency improvements in adult social care. The programme has increased in significance due to the outcome of the Comprehensive Spending Review 2007.

3.5 Equality & Diversity

Halton Council is committed to ensuring equality of opportunity and combating discrimination and victimisation within all aspects of its service delivery, policy development and as an employer. This commitment is reflected in a range of policies, strategies and framework documents that underpin the work of the Council in its day-to-day operation and in the services it delivers.

The Council fully supports the broad principles of social justice and will oppose any form of discrimination and oppression. Council policy will apply to all of those who come into contact with it, i.e. those who presently use directly provided services or services provided on the Council's behalf; potential users of services; other agencies and professionals; employees and job applicants; and the general public. In doing so the Council want to build a sustainable and cohesive Halton. A place where people believe they belong, have opportunity, and the ability to help shape the place where they live.

There is a statutory duty to carry out an Equality Assessment of all services, including all contracted services and partnership arrangements and to publish the results of the self-assessment. This is accomplished through a process of Impact/Needs Assessments conducted every in a formal process using the Halton EIA template. The results of these are then collated into Directorate and Corporate Equalities Action Plans.

The Directorate commissioned a Black and Minority Ethnic Community Research Study in 2007 to determine the current and potential needs of Halton's Black and Minority Ethnic community. The results highlighted that there was a barrier to the taking-up of services as there was a lack of awareness about what was available and who to contact for information. The report also found that the BME community in Halton was less inclined or less well educated to defining their ethnic origin.

As a result of this research, work is currently underway to improve access and signpost members of the BME communities to support services that: -

- Advise re: housing options
- Establish the skills to maintain appropriate permanent housing
- Enable service users to remain in their own homes, and avoid eviction and homelessness
- Access other services including health, social care, education, training and leisure services.
- Help to ensure the more vulnerable amongst the Minority and Hard to Reach Communities can live independently
- Ensure there is fair access to all the Supporting People services in the borough.
- Help prevent minority communities from feeling socially excluded

3.6 Unforeseen Developments

Text will be developed and inserted by Corporate Performance Management Team.

4.0 RESOURCES

4.1 Budget Summary and Service Costs

To be inserted

4.2 Human Resource Requirements

Year	Planning & Commissioning	Finance	Business Support	Consumer Protection
2008/09	TBC	TBC	TBC	TBC
2009/10	TBC	TBC	TBC	TBC

To be inserted

- Within Bereavement Services future staffing requirements are expected to remain fairly static
- The national review of the Registration Service is not likely to impact upon staffing numbers during the life of this plan.
- For more detailed information about any future staffing requirements detailed above, please refer to the appropriate Directorate Workforce Plan

4.3 ICT Requirements

A number of high priority areas relating to IT have been identified through the IT Capital bid for 2008/9. The capital bid made, makes the assumption that Corporate IT maintain the network that the Directorate's software runs on and that they make appropriate finances available to replace it and that Corporate IT replace hardware that fails within the Directorate.

High priority areas identified within the bid include: -

- Carefirst 6 & Business Objects support costs
- Licences for use of Internet
- RSA token running costs
- Liquid logic SAP Easy care
- Electronic Monitoring of Care System
- Digital pen pilot for use with Easy Care
- Soft box software, support and training

Consumer Protection

- The Consumer Protection Division is not equipped to deliver the e-government agenda without the help and support (both in terms of expertise and on occasion, finance) from ICT Services.

- Bereavement Services propose to introduce a system of document imaging for record purposes.
- A web-based system for birth and death registration and the giving of marriage notices etc. will be extended during the period covered by this plan. However, the present General Register Office locally maintained RSS database would have to be maintained long after GRO support for this “Lotus Notes” based package ceases to be supported by GRO. Thus, consideration should be given to the transfer of this data to a standard, proprietary Microsoft database.

4.4 Accommodation and Property Requirements

An Accommodation Strategy has been prepared for the Health and Community Directorate. It is the intention that during 2008/9 all Runcorn based staff will relocate to Runcorn Town Hall. This will ensure increased co-location, efficient communication and effective working practices. The Health and Partnerships Department of the Directorate will work in conjunction with Property Services to ensure the smooth transfer of all staff to their new locations

5.0 SERVICE PERFORMANCE

Text will be developed and inserted by Corporate Performance Management Team.

5.1 Service Objectives

Corporate Priority:	Halton's Urban Renewal Corporate Effectiveness & Efficient Service Delivery
Key Area (s) Of Focus:	<p>AOF 11 Maintaining levels of affordable housing provision within Halton that provides for quality and choice and meets the needs and aspirations of existing and potential residents.</p> <p>AOF 31 Working with partners and the community, to ensure that our priorities, objectives, and targets are evidence based, regularly monitored and reviewed, and that there are plausible delivery plans to improve the quality of life in Halton, and to narrow the gap between the most disadvantaged neighbourhoods and the rest of Halton.</p> <p>AOF 35 Implementing and further developing procurement arrangements that will reduce the cost to the Council of acquiring its goods and services.</p> <p>AOF 39 Ensuring that human resources are managed and deployed to their best effect and improving the relevance, availability and use of HR information</p>

Service Objective:	HP 1 - Ensure that high level strategies are in place, and working to deliver service improvements, and support frontline services to deliver improved outcomes to the residents of Halton
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	Key Milestones	Responsible Officer
2008 - 09	<ul style="list-style-type: none"> Monitor and review Joint Commissioning Strategies to ensure priorities are still met Mar 2009. (AOF35) 	Joint Commissioning Managers
	<ul style="list-style-type: none"> Review contract management and monitoring arrangements across all service areas Mar 2009. (AOF35) 	Quality Assurance Manager
	<ul style="list-style-type: none"> Review Housing and Homelessness Strategies to ensure that action plan is implemented Mar 2009. (AOF11) 	Housing Strategy Manager
	<ul style="list-style-type: none"> Review Supporting People Strategy to ensure any change to grant allocation is reflected in priorities Jul 2008. (AOF11) 	DM (Planning & Commissioning)
	<ul style="list-style-type: none"> Update Training plan to ensure personal development plans link to organisational priorities Oct 2008. (AOF39) 	Service Planning Manager
	<ul style="list-style-type: none"> Commence procurement for new domiciliary care contracts with a view to new contracts being in place April 2008. (AOF35) 	Quality Assurance Manager
	<ul style="list-style-type: none"> Commence procurement for new residential care contracts with a view to new contracts being in place April 2008. (AOF35) 	Quality Assurance Manager
	<ul style="list-style-type: none"> Review and update the JSNA to ensure that the outcomes, with identified priorities are incorporated into the LAA May 2008. (AOF31) 	DM (Planning & Commissioning)
	<ul style="list-style-type: none"> Project team to be established to ensure implementation of the recommendations of the commissioning framework Mar 2009. (AOF35) 	DM (Planning & Commissioning)
2009 - 10	<ul style="list-style-type: none"> Review progress with delivery of JSNA and produce annual plan Jun 09 (AOF31) 	DM (Planning & Commissioning)
	<ul style="list-style-type: none"> Review and deliver SP/Contracts procurement targets for 2009/10 Mar 2010. (AOF35) 	Quality Assurance Manager

2010 -11	<ul style="list-style-type: none"> Work with Planning to introduce affordable housing policy with Local Development Framework Apr 2010. (AOF 11) 		Housing Strategy Manager
	<ul style="list-style-type: none"> Monitor and Review all Planning and Commissioning milestones in line with three year planning cycle Jun 09 (AOF 31) 		DM (Planning & Commissioning)
Risk Assessment	Initial	Score Missing	Linked Indicators No indicators linked
	Residual	Score Missing	

Corporate Priority:	Corporate Effectiveness & Efficient Service Delivery
Key Area (s) Of Focus:	AOF 33 Ensuring that we are properly structured organised and fit for purpose and that decision makers are supported through the provision of timely and accurate advice and information. AOF 38 Exploiting the potential of ICT to meet the present and future business requirements of the Council, and ensure that customer access is improved by means of electronic service delivery.

Service Objective:	HP 2 - Work with operational managers to design a performance management framework that will provide high quality performance monitoring and management information, to help improve service delivery and assist services to continuously improve
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Key Milestones		Responsible Officer		
2008 - 09	<ul style="list-style-type: none"> Review and revise the performance monitoring framework according to changing service needs to ensure that any changing performance measure requirements are reflected in the framework and the performance monitoring cycle Sep 2008. (AOF33) 	DM (Business Services)		
	<ul style="list-style-type: none"> Review the Directorate IT strategy and business processes in conjunction with Corporate IT to ensure that systems available are accessible and deliver a quick and responsive service to those that need them Jun 2008. (AOF33) 	DM (Business Services)		
	<ul style="list-style-type: none"> Develop and implement an electronic solution to the Single Assessment Process (SAP) to ensure that data currently written in assessments can be effectively loaded into Carefirst, Health and other agency services information systems Jun 2008. (AOF38) 	DM (Business Services)		
	<ul style="list-style-type: none"> Review complaints procedures in light of national guidance to ensure a more consistent and holistic approach, leading to lessons learned being shared will colleagues across the sector Nov 2008. (AOF33) 	DM (Business Services)		
2009 - 10	<ul style="list-style-type: none"> Review and revise the performance monitoring framework according to changing service needs to ensure that any changing performance measure requirement are reflected in the framework and the performance monitoring cycle Sep 2009. (AOF33) 	DM (Business Services)		
2010 -11	<ul style="list-style-type: none"> Monitor and review all HP2 milestones in line with three year planning cycle Nov 2008. 	DM (Business Services)		
Risk Assessment	Initial	Score Missing	Linked Indicators	No indicators linked
	Residual	Score Missing		

Corporate Priority:	A Safer Halton Corporate Effectiveness & Efficient Service Delivery
Key Area (s) Of Focus:	AOF 27 Reducing the physical effects of anti-social and criminal behaviour AOF 30 Improving the social and physical well-being of those groups most at risk within the community AOF 31 Working with partners and the community, to ensure that our priorities, objectives, and targets are evidence based, regularly monitored and reviewed, and that there are plausible delivery plans to improve the quality of life in Halton, and to narrow the gap between the most disadvantaged neighbourhoods and the rest of Halton. AOF 36 Ensuring that the Council's land and property portfolio is managed efficiently

Service Objective:	HP 3 - To deliver high quality Bereavement, Consumer and Registration Services, that are fit-for-purpose and meet the needs, dignity and safety of the Halton community
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	Key Milestones	Responsible Officer
2008 - 09	<ul style="list-style-type: none"> Develop a project plan to deliver longer-term cemetery provision, based on member decision, and commence delivery in accordance with project plan timeframes, to ensure the continued availability of new grave space to meet the needs of the Community in 2015 and beyond Jun 2008. (AOF36) 	DM (Consumer Protection)
	<ul style="list-style-type: none"> Produce an initial Consumer Protection Strategic Assessment, in line with the National Intelligence Model, to support intelligence-led Trading Standards service delivery during 2009/10. Dec 2008. (AOF27 & 30) 	DM (Consumer Protection)
	<ul style="list-style-type: none"> Benchmark performance against national standards with relevant benchmarking group to inform improvement plan aimed at supporting continual service improvement Sep 2008. (AOF31) 	DM (Consumer Protection)
2009 - 10	<ul style="list-style-type: none"> Continue to deliver longer-term cemetery provision project plan in accordance with project plan timeframes, to ensure the continued availability of new grave space to meet the needs of the Community in 2015 and beyond Mar 2010. (AOF36) 	DM (Consumer Protection)
	<ul style="list-style-type: none"> Develop and implement an in-service tasking and co-ordination approach to consumer protection work planning / resource allocation, to enhance intelligence-led Trading Standards service delivery during 2010/11 Dec 2009. (AOF27 & 30) 	DM (Consumer Protection)
	<ul style="list-style-type: none"> Review Registration Service provision in the light of legislative changes and best practice examples and consider service amendments / partnership working as appropriate, aimed at furthering service improvement and maximising efficiency in service delivery Dec 2009. (AOF31) 	DM (Consumer Protection)
2010 -11	<ul style="list-style-type: none"> Pursue the Green Flag standard for both Runcorn and Widnes cemeteries to enhance the Council's reputation for sensitive quality management of the local environment Mar 2011. (AOF36) 	DM (Consumer Protection)
	<ul style="list-style-type: none"> Invite Peer Review of the Consumer Protection Service, aimed at furthering service improvement and maximising efficiency in service delivery Sep 2010. (AOF27 & 30) 	DM (Consumer Protection)

	<ul style="list-style-type: none"> Further explore and if feasible implement Registration Service amendments/partnership working identified in previous year's service provision review, to improve service delivery/maximise efficiency Mar 2011. (AOF31) 		DM (Consumer Protection)
Risk Assessment	Initial	Low	Linked Indicators No indicators linked
	Residual	Low	

Corporate Priority:	Corporate Effectiveness & Efficient Service Delivery
Key Area (s) Of Focus:	AOF 34 Attracting and managing financial resources effectively and maintaining transparency, financial probity and prudence and accountability to our stakeholders

Service Objective:	HP 4 - Ensure that effective financial strategies and services are in place to enable the directorate to procure and deliver high quality value for money services that meet people's needs.
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Key Milestones		Responsible Officer		
2008 - 09	<ul style="list-style-type: none"> Monitor, on a quarterly basis, the financial strategy to ensure that changing service requirements are being met by allocated funding March 2009 (AOF34) 	DM (Finance & Support)		
	<ul style="list-style-type: none"> Review the usage of Direct Payments against performance target strategy to ensure that targets on uptake are being met March 2009 (AOF34) 	DM (Finance & Support)		
	<ul style="list-style-type: none"> Assess, on a quarterly basis, the impact of the Fairer Charging Policy strategy to ensure that the charging policy is fair and operates consistently with the overall social care objectives Dec 2009 (AOF34) 	DM (Finance & Support)		
2009 - 10	<ul style="list-style-type: none"> Assess, on a quarterly basis, the impact of the Fairer Charging Policy strategy to ensure that the charging policy is fair and operates consistently with the overall social care objectives Dec 2009 (AOF34) 	DM (Finance & Support)		
	<ul style="list-style-type: none"> Monitor and review all HP4 service milestones in line with three-year planning cycle. March 2010 (AOF34) 	DM (Finance & Support)		
2010 -11	<ul style="list-style-type: none"> Monitor and review all HP4 milestones in line with three year planning cycle. March 2011 (AOF 34) 	DM (Finance & Support)		
Risk Assessment	Initial	Score Missing	Linked Indicators	No indicators linked
	Residual	Score Missing		

5.2 Performance Indicators and Targets (Statutory & Local Indicators):

Indicators and targets still to be confirmed following outcome of new performance framework consultation exercise and the publication of CSCI's guidance in February 2008.

Ref ¹	Description	Corp. Plan Priority	Halton 2006/7 Actual	2006/07 Quartiles (All England)			Halton 2007/8 Target	Halton 2007/8 Actual	Halton Targets		
				Top	Middle	Bottom			08/09	09/10	10/11
Corporate Health											
There are presently no indicators of this type identified for the service											
Cost & Efficiency											
HP LI	% of SSD directly employed posts vacant on 30 September	CP6 AOF39	11.78	N/A	N/A	N/A	9.5	TBC	8	8	TBC
<u>HP LI</u>	% of SSD gross current expenditure on staffing (Adult Social Care) which was spent on training the Council's directly employed staff during the financial year	CP6 AOF39	3.1	N/A	N/A	N/A	3.5	TBC	3.5	3.5	TBC
HP LI	% of HR Development Strategy Grant spent on Council staff	CP6 AOF39	73	N/A	N/A	N/A	73	TBC	TBC	TBC	TBC
Fair Access											
HP LI	No. of initiatives undertaken to raise the profile of the Service in the 5 most deprived wards	CP6 AOF31	13	N/A	N/A	N/A	4	TBC	5	6	7
Quality											
<u>NI 127</u>	Self reported experience of Social Care Users	CP6 AOF32	N/A	N/A	N/A	N/A	N/A	N/A	TBC	TBC	TBC
<u>NI 182</u>	Satisfaction of Businesses with Local Authority Regulation Services	CP6 AOF31	N/A	N/A	N/A	N/A	N/A	N/A	TBC	TBC	TBC
<u>NI 183</u>	Impact of LA Regulatory Services on the Fair Trading Environment	CP6 AOF31	N/A	N/A	N/A	N/A	N/A	N/A	TBC	TBC	TBC
<u>HP LI</u>	No. of assessed social work practice learning days per whole	CP6 AOF39	31.5	20.5	14.7	11.4	25	TBC	25	25	25

¹ Key Indicators are identified by an **underlined reference in bold type**.

Ref ¹	Description	Corp. Plan Priority	Halton 2006/7 Actual	2006/07 Quartiles (All England)			Halton 2007/8 Target	Halton 2007/8 Actual	Halton Targets		
				Top	Middle	Bottom			08/09	09/10	10/11
	time equivalent social worker										
HP LI	Percentage of consumer service users satisfied with the Trading Standards Service, when last surveyed	CP6 AOF31	91	89.58	86.28	83.90	89	TBC	90	91	92
HP LI	Percentage of Bereavement Service users who rated the staff courteousness / helpfulness as reasonable / good / excellent when last surveyed	CP6 AOF39	100	N/A	N/A	N/A	92	TBC	96	97	97
HP LI	Percentage of general Registration Service users who rated the staff's helpfulness / efficiency as excellent or good, when last surveyed.	CP6 AOF39	100	N/A	N/A	N/A	92	TBC	96	97	98
Service Delivery											
HP LI	Score against a checklist of enforcement best practice for Trading Standards	CP6 AOF31	100	TBC	TBC	TBC	100	TBC	100	100	100
HP LI	Number of private sector dwellings returned into occupation or demolished as a direct result of action by the local authority.	CP2 AOF11	2	TBC	TBC	TBC	2	TBC	2	2	TBC
HP LI	The average length of stay in B&B accommodation of homeless households that are unintentionally homeless and in priority need (weeks)	CP2 AOF11	5.33	TBC	TBC	TBC	1.6	TBC	1.55	1.5	TBC
HP LI	The average length of stay in hostel accommodation of homeless households that are unintentionally homeless and in priority need	CP2 AOF11	0	TBC	TBC	TBC	0	TBC	0	0	TBC

Ref ¹	Description	Corp. Plan Priority	Halton 2006/7 Actual	2006/07 Quartiles (All England)			Halton 2007/8 Target	Halton 2007/8 Actual	Halton Targets		
				Top	Middle	Bottom			08/09	09/10	10/11
HP LI	Number of Rough Sleepers	CP2 AOF11	0				0	TBC	0	0	TBC
HP LI	The % change in the average number of families placed in temporary accommodation	CP2 AOF11	18.75	TBC	TBC	TBC	-15	TBC	-5	-5	TBC
HP LI	Households who considered themselves as homeless, who approached the LA housing advice service, and for whom housing advice casework intervention resolved their situation (the number divided by the number of thousand households in the Borough).	CP2 AOF11	0.42	TBC	TBC	TBC	1.42	TBC	1.6	1.79	TBC
HP LI	The proportion of households accepted as statutorily homeless who were accepted as statutorily homeless by the same LA within the last 2 years	CP2 AOF11	1.24	TBC	TBC	TBC	1.2	TBC	1.2	1.2	TBC
HP LI	Has there been a reduction in cases accepted as homeless due to domestic violence that had previously been re-housed in the last 2 years by that LA as a result of domestic violence (BVPI 225, part 8)	CP2 AOF11	Yes	N/A	N/A	N/A	Yes	TBC	Yes	Yes	TBC
NI 156	Number of households living in Temporary Accommodation	CP2 AOF11	N/A	N/A	N/A	N/A	N/A	N/A	TBC	TBC	TBC
NI130	Social Care Clients receiving self directed support (DP's/Individual Budgets)	CP6 AOF34	189	TBC	TBC	TBC	193	TBC	197	205	TBC
HP LI	Percentage of SSD directly employed staff that left during the year.	CP6 AOF39	7.69	N/A	N/A	N/A	8	TBC	8	8	TBC

Ref ¹	Description	Corp. Plan Priority	Halton 2006/7 Actual	2006/07 Quartiles (All England)			Halton 2007/8 Target	Halton 2007/8 Actual	Halton Targets		
				Top	Middle	Bottom			08/09	09/10	10/11
HP LI	Percentage of Social Services working days/shifts lost to sickness absence during the financial year.	CP6 AOF39	9.21	N/A	N/A	N/A	8	TBC	8	8	TBC
HP LI	The percentage of undisputed invoices, which were paid in 30 days	CP6 AOF34	96	TBC	TBC	TBC	96	TBC	97	97	TBC

5.3 Risk Management

Text will be developed and inserted by Corporate Performance Management Team.

5.4 Equality, Diversity & Community Cohesion

Text will be developed and inserted by Corporate Performance Management Team.

The Health & Community Directorate continues to carry out Equality Impact Assessments (EIAs) on all new/revised policies, procedures and strategies within the Directorate to ensure they eliminate unlawful discrimination and promote equality of opportunity and good relations between racial groups. Where specific actions are identified these are incorporated into an overall annual Directorate Equalities Action Plan and the Directorate Equal Opportunities Working Group monitors progress towards completion of these actions.

Those actions yet to be completed that are considered to be high priority are detailed in Appendix 2

Please note that these actions apply to all three adult social care services (Adults of Working Age, Older People's Services and Health & Partnerships), and are detailed in each of the three plans.

5.5 Local Area Agreement Targets

No LAA Targets are applicable to this service – **Subject to Review**

5.6 National Floor Targets – **Subject to Review**

The following targets are relevant to this service: -

Housing Strategy

Ref	Description	Government Targets
TBC		

Consumer Protection

Ref	Description/
BERR DSO NI182/ 183	Ensure all departments and agencies deliver better regulation for the private, public and third sectors

6.0 PERFORMANCE REPORTING

Text will be developed and inserted by Corporate Performance Management Team.

7.0 STATUTORY & NON-STATUTORY PLANS

The following plans and strategy documents are relevant to this service plan:

- The Council's Corporate Plan 2006-11
- Halton's Community Strategy
- Comprehensive Performance Assessment
- Halton 's Best Value Performance Plan 2007/08
- Local Area Agreement
- Joint Strategy Needs Assessment
- Joint Commissioning Framework
- Mental Health Commissioning Strategy
- Adults with Learning Disabilities Commissioning Strategy
- Commissioning Strategy for Physically Disabled People
- Older People's Commissioning Strategy
- Carers Strategy
- Better Care, Higher Standards
- Valuing People Strategy for Learning Disabilities
- CSCI's Performance Framework
- Health & Community Budget Book
- Adults of Working Age, Older People and Culture and Leisure Services service plans in the Health and Community Directorate
- Age Related Sales Action Plan
- Three year Financial Strategy 2007/8 to 2009/10
- Supporting People Strategy
- Housing Strategy
- Private Sector Housing Strategy
- Homelessness Strategy
- Halton Local Delivery Plan (LDP)
- Halton BVPP 2006/07
- White Paper "Our Health, Our Care, Our Say"
- White Paper "Strong and Prosperous Communities"

Service Objectives - High Risks and Associated Mitigation Measures

CORPORATE PERFORMANCE MANAGEMENT TEAM WILL TRANSFER INFORMATION FROM EXCEL DATABASE

Equality Impact Assessments – High Priority Actions

Strategy/Policy/Service	Impact Assessment (High/Low/None)	Proposed Action(s)	Timetable			Officer Responsible
			2008/9	2009/10	2010/11	
TBC						

Halton Corporate Plan (2006 – 2011) – Council Priorities and Key Areas of Focus.

A Healthy Halton

1	Improving the future health prospects of Halton residents, particularly children, through the encouragement of an improved dietary intake and the availability of nutritionally balanced meals within schools and other Council establishments.
2	Improving the future health prospects of Halton residents through encouraging and providing the opportunities to access and participate in physically active lifestyles.
3	Delivering programmes of education to improve the health of Halton residents.
4	Helping people to manage the effects of ill health, disability and disadvantage.
5	Actively managing the environmental factors that are detrimental to good health.
6	Providing services and facilities to maintain the independence and well-being of vulnerable people within our community.
7	Providing services and facilities to maintain existing good health and well-being.

Halton's Urban Renewal

8	Exploiting the benefits of inward investment opportunities by creating a physical environment that is both attractive and responsive to the needs of existing and potential business.
9	Maintaining and developing local transport networks that meet the needs of resident's, businesses and visitors to Halton.
10	Revitalising the economy by sustaining and developing an environment that compliments the core brand values of existing and potential investors.
11	Maintaining levels of affordable housing provision within Halton that provides for quality and choice and meets the needs and aspirations of existing and potential residents.
12	Providing opportunities for recreation and fostering conservation by developing attractive and accessible parks and open spaces.

Children & Young People in Halton

13	Improving the educational attainment of pupils in Halton, by providing effective teaching and school support
14	To improve outcomes for looked after children by increasing educational attainment, health, stability and support during transition to adulthood.
15	To deliver effective services to children and families by making best use of available resources
16	To provide transport facilities that meets the needs of children & young people in Halton accessing education and training.
17	Provide an effective transition for young people from school to employment, through opportunities for work related learning, and post 16 education, voluntary and community work.
18	To reduce the conception rate amongst women under 18 by providing awareness, education and relevant support
19	To ensure a safe environment for children where they are supported and protected from abuse and neglect

Employment, Learning & Skills in Halton

20	To increase self-confidence and social inclusion by providing opportunities to adults to engage in basic skills learning.
21	To improve access to employment by providing opportunities to enhance employability skills and knowledge
22	Working with employers to identify and secure opportunities for the unemployed.
23	To provide transport facilities that meets the needs of those people in Halton accessing employment and training.
24	To sustain current employment levels by providing practical and financial advice and assistance to those from disadvantaged groups
25	To increase employment opportunities and business start ups in Halton, by developing an enterprise culture

A Safer Halton

26	Actively encouraging socially responsible behaviour by engaging with Halton's young people and by providing opportunities for them to access and take part in affordable leisure time activities.
27	Reducing the physical effects of anti-social and criminal behaviour
28	Providing and maintaining a highways and footpath network that is safe, accessible, and meets the needs and expectations of those living, working or visiting in Halton.
29	Improving the quality of community life by enhancing the visual amenity of Halton's neighbourhoods.
30	Improving the social and physical well-being of those groups most at risk within the community

Corporate Effectiveness & Efficient Service Delivery

31	Working with partners and the community, to ensure that our priorities, objectives, and targets are evidence based, regularly monitored and reviewed, and that there are plausible delivery plans to improve the quality of life in Halton, and to narrow the gap between the most disadvantaged neighbourhoods and the rest of Halton.
32	Building on our customer focus by improving communication, involving more service users in the design and delivery of services, and ensuring equality of access.
33	Ensuring that we are properly structured organised and fit for purpose and that decision makers are supported through the provision of timely and accurate advice and information.
34	Attracting and managing financial resources effectively and maintaining transparency, financial probity and prudence and accountability to our stakeholders
35	Implementing and further developing procurement arrangements that will reduce the cost to the Council of acquiring its goods and services.
36	Ensuring that the Council's land and property portfolio is managed efficiently
37	Ensuring that Council buildings are safe and accessible, meet the needs of service users and the organisation, and comply with legislative requirements
38	Exploiting the potential of ICT to meet the present and future business requirements of the Council, and ensure that customer access is improved by means of electronic service delivery.
39	Ensuring that human resources are managed and deployed to their best effect and improving the relevance, availability and use of HR information
40	Ensuring that the Council has the right people with the right skills and who are informed and motivated and provided with opportunities for personal development and engagement.