



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

**Wednesday, 20 November 2013 6.30 p.m.  
Council Chamber, Runcorn Town Hall**

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

**Chief Executive**

**BOARD MEMBERSHIP**

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

*Please contact Gill Ferguson on 0151 511 8059 or e-mail [gill.ferguson@halton.gov.uk](mailto:gill.ferguson@halton.gov.uk) for further information.  
The next meeting of the Board is on Tuesday, 28 January 2014*

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

**Part I**

<b>Item No.</b>	<b>Page No.</b>
<b>1. MINUTES</b>	
<b>2. DECLARATIONS OF INTERESTS (INCLUDING PARTY WHIP DECLARATIONS)</b>	
Members are reminded of their responsibility to declare any Disclosable Pecuniary Interest or Other Disclosable Interest which they have in any item of business on the agenda, no later than when that item is reached or as soon as the interest becomes apparent and, with Disclosable Pecuniary interests, to leave the meeting during any discussion or voting on the item.	
<b>3. PUBLIC QUESTION TIME</b>	<b>4 - 6</b>
<b>4. EXECUTIVE BOARD MINUTES</b>	<b>7 - 21</b>
<b>5. SPECIALIST STRATEGIC PARTNERSHIP MINUTES</b>	<b>22 - 27</b>
<b>6. PERFORMANCE MONITORING</b>	
<b>(A) PRIORITY BASED QUARTERLY PERFORMANCE MONITORING REPORT</b>	<b>28 - 57</b>
<b>(B) SUSTAINABLE COMMUNITY STRATEGY QUARTER 2 PROGRESS REPORT 2013 - 14</b>	<b>58 - 82</b>
<b>(C) BUSINESS PLANNING</b>	<b>83 - 85</b>
<b>7. DEVELOPMENT OF POLICY ISSUES</b>	
<b>(A) LOCAL FLOOD RISK MANAGEMENT STRATEGY – PROGRESS REPORT</b>	<b>86 - 169</b>
<b>(B) DELIVERY AND ALLOCATIONS LOCAL PLAN SCOPING DOCUMENT</b>	<b>170 - 218</b>

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

**REPORT TO:** Environment and Urban Renewal Policy & Performance Board

**DATE:** 20<sup>th</sup> November 2013

**REPORTING OFFICER:** Strategic Director, Policy and Resources

**SUBJECT:** Public Question Time

**WARD(s):** Borough-wide

### **1.0 PURPOSE OF REPORT**

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

### **2.0 RECOMMENDED: That any questions received be dealt with.**

### **3.0 SUPPORTING INFORMATION**

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

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

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

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

#### **4.0 POLICY IMPLICATIONS**

None.

#### **5.0 OTHER IMPLICATIONS**

None.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

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

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

6.3 **A Healthy Halton** – none.

6.4 **A Safer Halton** – none.

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

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

**REPORT TO:** Environment and Urban Renewal Policy and Performance Board

**DATE:** 20<sup>th</sup> November 2013

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Executive Board Minutes

**WARD(s):** Boroughwide

## **1.0 PURPOSE OF REPORT**

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

## **2.0 RECOMMENDATION: That the Minutes be noted.**

## **3.0 POLICY IMPLICATIONS**

- 3.1 None.

## **4.0 OTHER IMPLICATIONS**

- 4.1 None.

## **5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **5.1 Children and Young People in Halton**

None

### **5.2 Employment, Learning and Skills in Halton**

None

### **5.3 A Healthy Halton**

None

### **5.4 A Safer Halton**

None

### **5.5 Halton's Urban Renewal**

None

**6.0 RISK ANALYSIS**

6.1 None.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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

**APPENDIX 1**

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

**EXECUTIVE BOARD MEETING HELD ON 15<sup>TH</sup> AUGUST 2013**

**LEADER'S PORTFOLIO**

**EXB53 LIVERPOOL CITY REGION REVIEW OF STRATEGIC GOVERNANCE - KEY DECISION**

The Board considered a report of the Chief Executive which explained why Halton and the Liverpool City Region had reviewed its strategic governance for economic development, regeneration and transport. It also outlined the process undertaken to conduct a governance review commissioned by the Liverpool City Region Cabinet.

The report identified how a potential Liverpool City Region Combined Authority (LCRCA) could operate and the functions it could discharge, along with considering a draft scheme for its establishment. It was reported that this was not the creation of a 'Super Council' and the LCRCA would have a limited remit and deal with strategic matters, the functions relating to transport, housing, economic development and skills.

The report also detailed the proposed approach to consultation and sought agreement to host specific Halton events on the review of strategic governance and the operation of a potential Liverpool City Region Combined Authority.

The Board was advised of the statutory process and that there would be three further opportunities for individual Councils to confirm their approval for the proposals.

The Board noted the existing governance arrangements and the methodology of the review. It was reported that the governance review attached at Appendix A to the report, considered the four main options available to the Liverpool City Region, which had been assessed against the statutory tests identified in section 4.3 of the report as follows:-

Option 1 – Leaving existing governance unchanged



(status quo);

Option 2 – Establishing a Supervisory Board;

Option 3 – Establishing an Economic Prosperity Board;  
and

Option 4 – Creating a Combined Authority.

The findings of the assessment was summarised in paragraph 7.3 of the report. The conclusion from the review was to propose a Liverpool City Region Combined Authority model, and to include the transport functions which were currently exercised separately by MITA and Halton Borough Council, as the preferred governance option. The proposal would give legal form to the close working relationships that already existed between the six local authorities, the MITA and the Local Enterprise Partnership. A sub-regional body would be created, with legal personality and a governance mechanism that could act across the combined area.

The Chief Executive advised specifically on a number of relevant matters including the consequences and benefits of a Combined Authority for Halton, and responded to questions.

The Board impressed on the Chief Executive that the Scheme agreed should leave Halton in no worse position than it is at present and welcomed the opportunities a Combined Authority may bring to Halton.

The Board was advised that the statutory process, as laid out in the legislation, required that a scheme was developed outlining the role of a potential Combined Authority, which could then be laid before Parliament for approval. The Outline for the Potential Role of a Liverpool City Region Combined Authority report (Appendix B) and the Draft Scheme (Appendix C), had been completed, alongside the conduct of the governance review to set out the functions and activities that the Combined Authority could perform in order to secure jobs and growth and improvements in the economic conditions of the Liverpool City Region.

The Board noted the next steps set out in the report; that the reports would be considered individually by each of the local authority Cabinets and the Integrated Transport Authority; a stakeholder consultation would run from 5 August 2013 to 6 September 2013; workshops and seminars would be held in local areas and all feedback from the consultation would be collected centrally at Knowsley

Council via a single email address.

In conclusion, it was reported that at the end of the consultation period, the responses would be analysed by the Officer led Working Group and a final version of the governance review and scheme for the establishment of a Liverpool City Region Combined Authority would be prepared and reported back to the Executive Board, the individual Cabinets of each of the Councils and the Integrated Transport Authority during September 2013. In addition, full Council approval would also be required prior to submission to the Secretary of State. A meeting of Halton Council would be held on 19 September 2013 in order for the Liverpool City Region Combined Authority to be operational from 1 April 2014.

Reason(s) for Decision

The decision was required to improve the economic conditions of the Liverpool City Region by establishing a Liverpool City Region Combined Authority.

Alternative Options Considered and Rejected

Alternative models of governance had been considered as part of the Review of Strategic Governance and had been judged not to be as effective as improving the economic conditions of the Liverpool City Region as the preferred option

Implementation Date

15 August 2013.

RESOLVED: That

- (1) the draft findings of the Liverpool City Region strategic governance review (as Attached at Appendix A be endorsed;
- (2) the draft outline of the potential role for a Liverpool City Region Combined Authority (as attached at Appendix B) be endorsed;
- (3) the draft scheme for the establishment of a Combined Authority for the Liverpool City Region (as attached at Appendix C) be endorsed;

- (4) holding Halton events as part of the consultation on the proposals as described in the documents referred to in paragraphs (1) to (3) be agreed; and
- (5) the final versions of the documents referred to in paragraphs (a) to (c) above, together with the results of the consultation exercise be submitted for consideration at future meetings of the Executive Board and Council.

## **EXECUTIVE BOARD MEETING HELD ON 5<sup>TH</sup> SEPTEMBER 2013**

### **PHYSICAL ENVIRONMENT PORTFOLIO**

#### **EXB64 ENVIRONMENT POLICY AND PERFORMANCE BOARD TREE WORKING GROUP**

The Board considered a report of the Strategic Director, Communities, on the findings and recommendations of the Environment Policy and Performance Board Tree Working Group for adoption and endorsement.

The Board was advised that in June 2012, a Tree Working Group was established by the Environment and Urban Renewal Policy and Performance Board. The Working Group considered issues relating to inspection and liability, insurance claims following alleged damage to property, the management of the Council's tree stock and neighbour issues such as tree height and maintenance.

The report contained details of a number of recommendations made by the Working Group for consideration by Executive Board. These included the development of a new Tree Strategy, the creation of an Open Space Officer post to oversee implementation of its work, implementation of a tree inspection regime, preparation of new advice and guidance leaflets, identification of a suitable tree management system and exploration of opportunities to generate income through the sale of logs or arisings.

**RESOLVED:** That

- 1) the recommendations of the Environment and Urban Renewal Policy and Performance Board

Strategic Director  
- Communities

Tree Working Group be adopted; and

- 2) the recommendations for Capital Funding be referred to the Budget Working Group, and if minded, the funding identified be supported.

EXB66 AFFORDABLE HOUSING SUPPLEMENTARY PLANNING DOCUMENT – APPROVAL FOR A PERIOD OF PUBLIC CONSULTATION

The Board considered a report of the Strategic Director, Policy and Resources, which sought approval for the publication of the draft Affordable Housing Supplementary Planning Document (SPD) for consultation.

The Board was advised that the purpose of the Affordable Housing SPD was to provide greater certainty and clarity for all parties involved in the delivery of affordable housing in Halton, through the planning system. The SPD was intended to supplement Policy CS13 of the Halton Core Strategy Local Plan, which was formally adopted by full Council in April 2013. It was reported that the SPD would be a material consideration for the determination of all applicable residential development applications (of ten or more dwellings), and provide the Council with greater detail and certainty when guiding the provision of affordable housing across the Borough.

RESOLVED: That

- 1) the consultation draft Affordable Housing SPD, attached at Appendix A, be approved for the purposes of public consultation for a six week period; and
- 2) any minor drafting amendments to be made to the consultation draft Affordable Housing SPD prior to public consultation, be agreed by the Operational Director, Policy, Planning and Transportation in consultation with the Executive Board Member for Physical Environment.

Strategic Director  
- Policy &  
Resources

EXB67 STATEMENT OF COMMUNITY INVOLVEMENT (SCI)

LOCAL PLAN DOCUMENT

The Board considered a report of the Strategic Director, Policy and Resources, on the adoption of the Statement of Community Involvement (SCI) Local Plan Document.

The Board was advised that the SCI set out the way the Council involved the local community, stakeholders and statutory bodies in the preparation and revision of Local Plans. It also described the Council's arrangements for involving the community when planning applications and major development proposals were under consideration.

The Board was reminded that, at its meeting on 23 May 2013, it had approved the Draft Statement of Community Involvement for public consultation. The responses to representations made, and the proposed amendments to the text of the SCI which accommodated those representations, were attached at Appendix B.

Approval was sought for the formal adoption of the SCI 2013 as part of the Halton Local Plan Framework (attached at Appendix A).

RESOLVED: That

- 1) the Statement of Community Involvement (attached at Appendix A) be adopted as a Local Plan Document and the procedures for adoption, as set out in the Town and Country Planning (Local Development) (England) Regulations be carried out;
- 2) the results of the public consultation, as set out in the Statement of Consultation (attached at Appendix B) be noted; and
- 3) further editorial and technical changes that do not materially affect the content or intended purpose of the SCI, be agreed by the Operational Director, Policy, Planning and Transportation, in consultation with the Portfolio holder for the Physical Environment if necessary, before the document is published.

Strategic Director  
- Policy &  
Resources

## MODELS AND FUTURE GOVERNANCE -KEY DECISION

The Board considered a report of the Strategic Director, Children and Enterprise, which set out the potential regeneration delivery models to support Halton's continuing regeneration.

The report advised that the drive behind the regeneration opportunity lay primarily within the Mersey Gateway Regeneration Strategy, the Core Strategy, the Housing Strategy and the Economy, Enterprise and Property Departmental Strategic Regeneration Framework. Each of these contained a broad spread of possible projects across a number of key geographical and thematic areas, which provided a range of regeneration outcomes.

A Regeneration Framework would provide an organisational umbrella under which projects could be progressed, monitored and controlled. The Framework would be developed through input from a range of stakeholder groups and accommodate projects of varying sizes and scope. It was proposed that oversight of a Framework would come from a Regeneration Board which would incorporate the activity currently undertaken by the Capital Development Group, and an illustration of how it would operate was attached at Appendix 1, with key benefits detailed in the report.

The following regeneration models were outlined in the report for consideration by Members:

- Local Asset Backed Vehicles (LABV);
- Joint Venture;
- Public Sector Partnership (PSP);
- The Council acting as a Developer; and
- Developing Agreements.

In addition, there were a number of innovative financing models used in regeneration including:

- Tax Incremental Financing (TIF);
- Business Rates Retention;

- Changes to Capital Receipts;
- Community Infrastructure Levy; and
- Venture Capital Loan Funds including 'JESSICA'.

Reason(s) for Decision

In regard to the regeneration governance proposals, set out in the report, it enabled the Council to maintain a coherent and structured approach to how it managed and delivered on its existing and future regeneration initiatives. Regarding the delivery models in the report, the approach advocated, allowed the Council to 'pick and choose' the delivery model best suited to the development.

Alternative Options Considered and Rejected

Consideration had been given to establishing a Regeneration Company. However, this would be time consuming and would still require the Council's Human and Financial resources to be factored into the development of such a company.

Consideration had been given to entering into a long-term arrangement with one 'preferred' developer/partner, but this may reduce the Council's flexibility and rate of return on some developments.

Implementation Date

1 October 2013.

RESOLVED: That

- 1) the preferred Governance Option outlined at section 3.2. of the report be developed further;
- 2) a Regeneration Board be established in line with the preferred Governance Option;
- 3) the delivery models outlined in section 3.3 of the report be noted;
- 4) different delivery models be applied to different projects and programmes; and
- 5) different financing models outlined in section 3.4 of

Strategic Director  
- Children and  
Enterprise

the report be noted.

EXB70 SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT 1972  
AND THE LOCAL GOVERNMENT (ACCESS TO INFORMATION)  
ACT 1985

The Board considered:

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

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

**RESOURCES PORTFOLIO AND PHYSICAL  
ENVIRONMENT PORTFOLIO**

EXB72 LAND DISPOSAL OF FORMER BAYER SITE BY  
DEVELOPMENT AGREEMENT

The Board considered a report of the Strategic Director, Children and Enterprise, on the proposed development of the former Bayer site at Widnes Waterfront



and proposals for the disposal of the site by a development agreement.

The report provided Members with details of the proposals for the site which supported the Borough's Regeneration objectives, optimised the return from the disposal of property assets, and was in line with the Core Strategy.

RESOLVED: That

- 1) the disposal of approximately 40 acres of land to Gazeley UK Ltd, by development agreement, be approved;
- 2) the Operational Director, Economy, Enterprise and Property, in consultation with the Leader and the Portfolio Holders for Resources and for Physical Environment, be authorised to agree the final net price payable by Gazeley UK Ltd, agree with BIS the recovery of the Council's reasonable costs from this project, agree with BIS their reasonable share of the proceeds from the land sale; and
- 3) the operational Director, Economy, Enterprise and Property, be authorised to arrange for all required documentation to be completed to the satisfaction of the Operational Director, Legal and Democratic Services.

Strategic Director  
- Children and  
Enterprise

## **EXECUTIVE BOARD MEETING HELD ON 19<sup>th</sup> SEPTEMBER 2013**

### **LEADER'S PORTFOLIO**

#### **EXB74 LIVERPOOL CITY REGION REVIEW OF STRATEGIC GOVERNANCE - KEY DECISION**

The Board considered a report of the Chief Executive which advised of the current position in relation to the consultation on the Liverpool City Region Strategic Governance Review and the proposals to establish a Liverpool City Region Combined Authority.

The report set out the remit of the Strategic Governance Review, the existing governance arrangements, an options assessment and details of the consultation which commenced on 2 August 2013.

Members noted that the remit of a Combined Authority for the Liverpool City Region (LCR) would be economic development, regeneration, transport, strategic housing and employment and skills functions which could be better delivered collaboratively across the LCR.

Reason(s) for Decision

These were as set out in paragraphs 14.1 to 14.9 of the report.

Alternative Options Considered and Rejected

Alternative models of governance were considered as part of the Review of Strategic Governance and were judged not to be as effective as improving the economic conditions of the Liverpool City Region as the preferred option.

Implementation Date

The Review of Strategic Governance and Scheme for the establishment of Liverpool City Region Combined Authority would be submitted to the Secretary of State for Communities and Local Government by 30 September 2013.

RESOLVED: That Council be recommended to approve

Chief Executive

- 1) the submission of the Liverpool City Region Strategic Governance Review and Scheme to the Department for Communities and Local Government, for the establishment of a Liverpool City Region Combined Authority, on the basis of the drafts attached at Appendix 1 and Appendix 2 to the report;
- 2) that Halton Borough Council should formally become a constituent member of the Liverpool City Region Combined Authority, thereby sharing appropriate economic development and transport powers with other Councils within the Liverpool City Region Combined Authority, in accordance with the provisions of the Local Democracy, Economic Development and Construction Act 2009 and the Local Transport Act 2008; and

- 3) agree that any technical amendments to the Liverpool City Region Strategic Governance Review and Scheme before it is submitted to the Secretary of State on 30 September 2013, be delegated to the Chief Executive in consultation with the Leader of the Council.

## EXB75 REGIONAL AID AND THE ASSISTED AREA MAP - KEY DECISION

The Board considered a report of the Strategic Director, Children and Enterprise, which provided an update on the development of a response to the Government's First Stage Consultation on the Assisted Area Map 2014- 2020.

The Board was advised that Regional Aid was a form of State Aid used to support businesses and promote economic development in selected economically disadvantaged regions known as Assisted Areas. It was reported that Halton had been leading on a piece of work to develop a response to the Government's consultation on Assisted Area Map 2014-2020, on behalf of the Liverpool City Region Regeneration Directors and the Local Enterprise Partnership. Consultation had been held in two stages, as detailed in the report.

The Board was advised that the Halton Lea ward would be removed from the Map to be submitted for approval, as this ward was primarily retail focused and support for business in this area could be provided using other financial instruments.

### Reason(s) for Decision

The decision to support the assisted area map, provided the Borough with additional flexibility in how local businesses could be supported in the Borough.

### Alternative Options Considered and Rejected

To seek 100% coverage for the Borough. There were two main reasons why this option had been considered and rejected. First, as outlined in the report, the City Region as a whole was required to reduce its population coverage in the new map. Second, given that the assisted area focused on support to businesses, it would be inappropriate to include residential areas.

Implementation Date

July 2014.

RESOLVED: That

- 1) the proposed Liverpool City Region response to the first stage consultation be approved; and
- 2) the proposed coverage of the revised Assisted Area Map in Halton be approved.

Strategic Director  
- Children and  
Enterprise

**REPORT TO:** Environment and Urban Renewal Policy and Performance Board

**DATE:** 20<sup>th</sup> November 2013

**REPORTING OFFICER:** Chief Executive

**SUBJECT:** Specialist Strategic Partnership minutes

**WARD(s):** Boroughwide

**1.0 PURPOSE OF REPORT**

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

**2.0 RECOMMENDATION: That the Minutes be noted.**

**3.0 POLICY IMPLICATIONS**

3.1 None.

**4.0 OTHER IMPLICATIONS**

4.1 None.

**5.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

**5.1 Children and Young People in Halton**

None

**5.2 Employment, Learning and Skills in Halton**

None

**5.3 A Healthy Halton**

None

**5.4 A Safer Halton**

None

**5.5 Halton's Urban Renewal**

None

**6.0 RISK ANALYSIS**

6.1 None.

**7.0 EQUALITY AND DIVERSITY ISSUES**

7.1 None.

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

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



# Halton Strategic **PARTNERSHIP**

## Environment and Regeneration Specialist Strategic Partnership

### (E&R SSP) Meeting Minutes

Willow Room, Municipal Building, Widnes

10<sup>th</sup> October 2013

#### Present:

Mick Noone (MN)	Halton Borough Council (Planning and Transport) : Chair
Cllr Keith Morley	Halton Borough Council – Elected Member
Susan Humphreys (SH)	Norton Priory Museum
Wesley Rourke (WR)	Halton Borough Council (Economy, Enterprise & Property)
Paul Hurst (PH)	Groundwork Cheshire
Jimmy Unsworth (JU)	Halton Borough Council (Waste & Environmental Improvement)
Collette Butterworth	Stobart Group
Ian Boyd (IB)	Halton Borough Council (Logistics)
Tracy Ryan	Halton Borough Council (Children & Enterprise)
Shélah Semoff (SS)	Halton Borough Council (Partnership Officer)

#### In Attendance:

Frank Hargrave – Norton Priory  
 Matt Roberts – Halton & St Helens Voluntary & Community Action  
 Steve Dooré – Halton Borough Council (Corporate & Organisational Policy)  
 Alasdair Cross – Halton Borough Council (Planning Policy)

		<u>Actions</u>
<b>1</b>	<b>Apologies</b>  C Griffiths, D Lyon, G Hazlehurst, J Hughes, M Knowles, N Renison, N McGrath, R Polhill, T Gibbs, D Ainsworth, D Houghton, J Yates, B Taylor, C Cosgrove, A Kirk, H Dooley, T Rimmer, C Oliver	
<b>2A.</b>	<b>Minutes &amp; Matters Arising</b>  Minutes from 7 <sup>th</sup> May 2013 agreed as a true and accurate record.	
<b>2B.</b>	<b>Introductions and welcome</b>  Several new members were welcomed to the SSP, and the new Chair was introduced (Mick Noone).	

3.	<p><b>Sustainable Community Strategy (SCS) Review and Partnership Website Development</b></p> <p>The group was informed that the Partnership was doing a light touch review of the measures and outcomes in the SCS, along with information about the process for the redevelopment of the website. Steve Doore gave a short presentation showing the sections of the SCS and website that this SSP was responsible for.</p> <p>It was explained to the new members of the group that this was an opportunity to engage with the process and ensure that the work of the SSP was a fair reflection of what the strategy contained, and to align this to their own organisational priorities. The refreshed SCS would be used to develop the new website, where performance information could then be linked to each measure. This would be supported by agendas and minutes from meetings, terms of reference, and examples of the work that Partners are doing.</p> <p>It was agreed to hold a special meeting in early January 2014, dedicated to a review of membership, refreshed SCS and website content.</p>	SS
4.	<p><b>St Marie's Church Redevelopment</b></p> <p>Matthew Roberts from Halton and St Helens Voluntary and Community Action (HStVCA) informed the group of the work being undertaken to turn the above disused church into a heritage site and office space for the VCA. The project is supported by a partnership which includes public, private and voluntary sectors, and it's hoped work will start in October 2013, finished by May 2014. The centre would then be open to continue the support they currently provide to over 900 groups.</p>	
5.	<p><b>Heritage Lottery Bid : Norton Priory</b></p> <p>The group was joined by Frank Hargrave, Chief Executive of Norton Priory, to talk about the development of the site. They have passed round 1 of a Heritage Lottery Bid, and are currently working on the round 2 application. As well as improving the museum and education centre on the 47 acre site, and joining the two separate grounds, the new development will open up the 18<sup>th</sup> Century Priory and increase visitor numbers. It is a £5m bid and its needs £980,000 match which they are currently fund raising for. It's hoped that the work will begin in January 2015, with the new centre opening in Spring 2016.</p>	
6.	<p><b>Green Belt Review</b></p> <p>Alasdair Cross gave a presentation explaining that Halton Borough Council was having to review the areas of green belt across the district due to the decision taken by the Planning Inspector that there wasn't enough land currently available to meet the targets set for new housing. There is a National framework for how this work should be carried out, which included a rough timetable. Partners were invited to send comments and the full documentation was available upon request.</p>	ALL



7.	<p><b>Site Allocations</b></p> <p>The group received a report explaining that Halton's Unitary Development Plan had been replaced in part by the Core Strategy which contains 25 different policies, one of which is the Delivery and Allocations Local Plan, whose main role is to allocate sites and provide detailed policies for Halton's places, areas and issues. A scoping document has been produced which will be used to review the main policy areas that the Council plans to cover when preparing the Delivery and Allocations Plan. The scoping document has been brought to this group as part of a wider consultation plan, and Partners were invited to comment.</p>	ALL
8.	<p><b>Update on Merseyside Combined Authority</b></p> <p>Mick Noone gave the group a verbal report on the work currently being undertaken across the Merseyside sub-region to develop a Combined Authority (CA). He set the background and context, and explained that following a consultation period, it was agreed to look at the model that will be responsible for Economic Development and Transport. Halton's transport authority powers will be transferred to the CA and the Merseyside Integrated Transport Authority will be abolished and subsumed within the CA. Details and protocols are still to be developed, but it's hoped to receive Government approval with a start date for the new CA of April 2014.</p> <p>The CA will consist of the 5 Council Leaders, the Liverpool Mayor and the Chair of the LEP.</p> <p>Group members asked for a link to be circulated to the appropriate documentation.</p>	SS
9.	<p><b>Mersey Gateway Update</b></p> <p>Group members were informed that the MerseyLink Consortium has been announced as the Preferred Bidder for the new bridge. Planning applications are currently going through the relevant processes and it's hoped that Financial Close will be achieved by Mid-December. It's suggested that there won't be any visible work until March 2014, however there will be activity going on behind the scenes such as dedicated meetings with specific partners likely to be affected by the work, e.g. hauliers, suppliers..</p> <p>A link will be circulated to group members to the Gateway website which can provide more details.</p>	SS
10.	<p><b>Daresbury Funding</b></p> <p>Wesley Rourke presented a report detailing the work being carried out at the Sci-Tech Daresbury site, which is a designated Enterprise Zone, and the 25 year Masterplan to support the development of the site as a world class location for high tech businesses and leading edge science.</p>	

	<p>The main partners at the site have established a Joint Venture Company and are involved in collaborative work with a range of UK Universities, all of which has the support of the Liverpool City Region, Cheshire and Warrington and Manchester Local Enterprise Partnerships.</p> <p>The Masterplan has 4 phases of investment over the next 25 years, with funding being set aside to look at transport issues to support the benefits for local residents. This is a long term strategy and is about growing the Enterprise Zone for the benefit of the Northwest.</p> <p>The Group requested a more detailed item on a future agenda.</p>	WR/SS
11.	<p><b>Regeneration in Runcorn</b></p> <p>Item deferred</p>	
12.	<p><b>Next Meeting &amp; Future Diary Dates</b></p> <p>7<sup>th</sup> January 2014 (special meeting)  20<sup>th</sup> March 2014  19<sup>th</sup> June 2014  18<sup>th</sup> September 2014  18<sup>th</sup> December 2014</p>	

YET TO BE AGREED AS A TRUE AND ACCURATE RECORD

**REPORT TO:** Environment and Urban Renewal Policy and Performance Board

**DATE:** 20<sup>th</sup> November 2013

**REPORTING OFFICER:** Strategic Director Policy & Resources

**SUBJECT:** Performance Management Reports for Quarter 2 of 2013/14

**WARDS:** Boroughwide

## **1.0 PURPOSE OF REPORT**

- 1.1 To consider, and raise any questions or points of clarification, in respect of performance management for the second quarter period to 30<sup>th</sup> September 2013.
- 1.2 Key priorities for development or improvement in 2013-16 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment and Urban Renewal Policy and Performance Board as detailed below:
- Development and Investment Services
  - Highways and Transportation, Logistics and Development Services
  - Waste and Environmental Improvement and Open Space Services
  - Housing Strategy

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

## **2.0 RECOMMENDED: That the Policy and Performance Board**

- 1) receive the second quarter performance management report;**
- 2) consider the progress and performance information and raise any questions or points for clarification; and**
- 3) highlight any areas of interest and/or concern where further information is to be reported at a future meeting of the Board.**

## **3.0 SUPPORTING INFORMATION**

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

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

**4.0 POLICY IMPLICATIONS**

4.1 There are no policy implications associated with this report.

**5.0 OTHER IMPLICATIONS**

5.1 There are no other implications associated with this report.

**6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

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

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

**7.0 RISK ANALYSIS**

7.1 Not applicable.

**8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 Not applicable.

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

Not applicable

**Environment & Urban Renewal PPB  
Priority Based Monitoring Report**

Reporting Period: **Quarter 2 – Period 01<sup>st</sup> July to 30<sup>th</sup> September 2013**

## 1.0 Introduction

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

## 2.0 Key Developments

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

### Development & Investment Services (WR)

- The Business Improvement and Growth (BIG) Team have been managing the Halton element of the pan-Merseyside ERDF 4.2 Merseyside Business Support Programme for almost twelve months.

The programme supports local eligible SME's, who have been trading for at least twelve months plus one day. Support is in the form of expert advice and guidance on a range of business critical activities following the development of an Action Plan for Growth.

To date the programme has:

- Received 131 enquiries since November 2012
- Actively assisted 77 businesses who are receiving assistance via the programme either in the initial diagnostic phase or the subsequent specialist intervention phase
- Established formal links with Halton Employment Partnership (HEP) to ensure that additional support is available to those businesses seeking assistance with recruitment. Currently 8 businesses have been referred to HEP and there are a further 3 in the pipeline

- Undertaken a comprehensive expenditure re-profile to extend the end date for financial completion of the programme from September 2014 to March 2015. This means that the programme can support additional eligible local SME's
- Feedback from businesses, which have accessed the programme, has been very positive to date. The programme also recently underwent two audits covering business files, expenditure and compliance. The project was described as "a beacon of good practice".
- External Funding is producing funding profiles to extend the Connecting Cheshire network from its current 96% target reach. The Lead Funding Officer has allocated one day per week to this project to meet the stringent ERDF requirements.
- A funding application was submitted for £1.1m to the ERDF grant programme at the end of September to complement the Phase I development works, a decision is expected in the autumn.
- The Liverpool City Region Business Growth Grant scheme has been soft launched and can provide grant of between £50,000 and £750,000 across the LCR based on a private sector leverage ratio of 5:1 and the creation of sustainable jobs. The delivery of the scheme in Halton has been fully processed mapped with input from colleagues from the Council's Legal and Finance Departments. A report will be presented to Executive Board on October 17 2013 seeking approval to sign the formal agreement with the Liverpool City Region Local Enterprise Partnership to roll out the programme in Halton
- Phase I of the Sci-Tech scheme is now underway. The first claim has been submitted to DCLG and £430k has been drawn down to date. A Project Delivery Plan has been submitted and we are awaiting feedback from DCLG and BIS.

A Regional Growth Fund grant has been awarded to the Sci-Tech scheme on the understanding that there would be a match funding contribution from partners. Science & Technologies Facilities Council (STFC) had agreed to set aside £800k towards the project for VAT. Halton have now been advised the VAT is not payable and therefore the STFC will not be forthcoming. However because the RGF has to be match using the original figures, Scottish Power have agreed to put in a further £800k and undertake more works than they were originally envisaging. BIS have accepted the swap from STFC to SP and as already said this means more private sector investment is going into the scheme.

- 3MG has now utilised the £5.4m allocated to the project and made substantial headway on the construction of the link road, from Newstead Road to the A5300, from the Growing Places (Loan) Fund. 3MG has also utilised the £9m allocated to the project and made substantial headway on the land remediation of Stobart Park.
- Sci-Tech Daresbury has an allocation of £1.8m the intention is to use this on the site preparatory works for Phase 1. The GPF Contract is expected to be entered into before Christmas.

- A joint bid has been submitted from Warrington and Halton Councils for £664,000 from the Coastal Communities fund. This would fund infrastructure improvements to a bridge and two posts to promote business opportunities, apprenticeships and volunteering placements along the stretch of Canal from Spike Island to Fiddlers Ferry marina.
- Despite recent reports in the press, the number of vacant shop premises in Runcorn Town Centre is reducing. This is in part due to grants being provided by the Runcorn Town Team. Grants have been allocated to new and existing businesses in Runcorn. 10 Commercial Property Renewal Grants for retail units/shop frontages have been awarded and 4 Business Start Up grants have been awarded to businesses locating to previously vacant premises. Town Team grant has also been used to promote the Runcorn Outdoor Market and Environmental grants have been used to tidy up some parts of the town centre.
- Organisers of the Christmas Festival have been liaising with the Town Team to develop a Christmas programme.

### Open Spaces and Waste and Environmental Improvement (CP)

- During this Quarter, the Council's Executive Board reaffirmed Halton's commitment to work in partnership with the Merseyside Recycling & Waste Authority (MRWA) to provide a long term solution for treating Halton's waste by the approving the delegation of defined aspects of the Council's Waste Disposal Authority Function to the MRWA. The delegation shall come into effect at the commencement of the Resource Recovery Contract (RRC) as this is the date from which MRWA will arrange for Halton's waste to be disposed of using the RRC. The principles of the delegation will be detailed in a formal Inter Authority Agreement (IAA), which Executive Board Members also approved be entered into with the MRWA.
- The Environmental Quality and Improvement Team were finalists in the APSE 2013 Service Awards. The Team were shortlisted for an award in the Best Service Street Team for Cleansing & Streetscene. The submission focused on the Team's Environmental Regulation & Enforcement activity and, whilst the Team did not win the award, being shortlisted was an achievement in itself.
- In Q2 the Brindley, Arts and Events functions were merged through a small scale restructure within the Open Space Service. There was obvious synergy within the three functions and they are now managed by a Brindley, Arts and Events Manager.
- Through the restructure associated with the Brindley a new post of Open Space Officer (Trees and Woodlands) has been created. The post was a recommendation of an Environment Policy and Performance Board Tree Working Group and will allow the council to meet its legal obligations with regards to tree inspection. The post has been created within existing resources.
- Work to create a new cemetery in Widnes is progressing. Demolition of the former Fairfield High School was almost complete at the end of quarter 2.

- The procurement process for two replacement cremators was concluded at the end of Q2. A contract for replacement cremators will be awarded in the early part of Q3.
- The Vintage Rally took place at Victoria Park on 28th and 29th September 2013. The weather was perfect and many thousands attended. Feedback has suggested the event was one of the best yet.

### Highways, Transportation & Physical Environment (MN)

#### *Highways*

- Construction of the second phase of the 3MG Western Link Road is due to commence on 28 October 2013. The £900,000 contract, which has been awarded to Wills Brothers of Ireland, will extend the highways embankment into the 3MG development site south of the railway and complete the road construction works.
- A planning application has been submitted by SciTech Daresbury LLP for highway and access improvements at Innovation Way and Keckwick Lane. The scheme complements the junction improvement proposals on A558 Daresbury Expressway, being developed under the Local Pinch Point project for which the Council was awarded DfT grant funding earlier this year.
- A planning application (Application Number: 13/00328/FUL) detailing amendments to the approved Mersey Gateway, Bridgewater Junction on the A558 / A533 Runcorn Expressway was received from the Merseylink Consortium on 27 August 2013. The application seeks to amend the current approved design to a dumbbell roundabout type arrangement in accordance with their Final Tender submission.

If approved, this will form part of the Project Company's Mersey Gateway contract.

Please use the following links to view details about this amendment:

- [The planning application form](#)
- [The suggested layout plans](#)

#### *Bridge & Highway Maintenance*

- Halton Borough Council are now considering the issues involved in preparation of the formal Business Case to back up the major funding bid to Liverpool City Region (LCR) Local Transport Body (LTB) for steady state bridge maintenance on the Silver Jubilee Bridge complex (£1.1m/yr for three years commencing 2016/17).

More information on the LTB can be found on the following website:

<http://moderngov.merseytravel.uk.net/mgOutsideBodyDetails.aspx?ID=264&bcr=1>

#### *Traffic, Risk and Emergency Planning / H&S*



- The Council now has defibrillators installed at key designated buildings within the borough. The decision to have them installed was reached after a meeting with the representatives of the Oliver King Foundation, set up in memory of a 12-year-old Liverpool boy who died from Sudden Arrhythmic Death Syndrome (SADS). Training in the use of the defibrillators will be given by the North West Ambulance Service (NWAS), who will also carry out maintenance of the units. Designated Officers in each of the locations will also carry out weekly checks.
- The Night Time Economy Group has identified a potential need for additional monitoring staff, particularly in such as pubs, restaurants and clubs. However no funding has been identified for this additional monitoring.
- The Control of Major Accident Hazard (COMAH) Regulations off site plan for the new site at Shepherds in Moss Bank Road, Widnes is being prepared.

#### *Mersey Gateway*

- The Project Team entered into a Competitive Dialogue procurement process with three bidders in March 2012. Final Tenders were received on 10th April 2013, with a Preferred Bidder appointed on 20th June 2013 (Merseylink consortium). The Project Team will continue to work with Merseylink with Financial Close expected by the end of 2013.
- The land acquisition programme is complete in respect of the acquiring of the land or necessary rights. The settlement of claims remains on-going.
- During 2013, the Council will establish a Special Purpose Vehicle (SPV) which will manage the project during the construction and operational phase of the project. It is expected that the SPV will be operational prior to financial close.

#### *Physical environment*

- In addition to normal case work the Building Control team have attended to a number of dangerous structures, including falling glass at Widnes Shopping Centre.
- The Contaminated Land team have been nominated for a 'Brownfield Briefing Award' in the category of 'Best Use of a Combination of Remediation Techniques'.
- The Heath Road Allotments have reopened following the completed remediation scheme.
- Waste Development Plan Document (DPD) was adopted on the 18 July 2013 and has now cleared the Judicial Review period, lasting 6 weeks, within which the plan could have been challenged by third parties.
- A study to review potential release of land from the Green Belt of North Widnes and Hale is underway. The first stage is to set out the methodology and criteria by which sites will be assessed. The government Inspector who examined the Core

Strategy stipulated that this review must be undertaken. This study is likely to attract significant public and developer interest.

- A Gypsy and Traveller Accommodation Assessment has been undertaken with the Cheshire Partnership (Cheshire East, Cheshire West and Chester, Warrington and Halton). The final report is expected at the beginning of November.
- Work is underway on the [Delivery and Allocations Local Plan \(DALP\)](#) which will replace the remaining policies from the Unitary Development Plan (UDP). Initial work is to establish the 'scope' of the document, i.e. the topics it needs to address / policies it needs to contain. This will need to be subject to public consultation and reports will be prepared for both the Environment & Urban Renewal PPB and the Executive Board in due course.
- An [Electric Vehicle \(EV\) Strategy for the Liverpool City Region \(LCR\)](#) is in its final stages. The strategy looks at how EVs can be encouraged for all types of transport within the region.
- As part of the wider sustainable transport work, it has been noted that cycle journeys across the Silver Jubilee Bridge have increased since August 2012 survey:

Date	Average Number of Journeys Per Day
August 2012	273
August 2013	368

The better weather will have been a contributory factor but it appears there has been a change in transport modes.

- Following the [Taylor Review of Planning Practice Guidance](#), the Government has been consulting on the new National Planning Policy Guidance that will replace the extant guidance that had previously supported Planning Policy Statements (themselves deleted and replaced by the [National Planning Policy Framework](#)).
- Halton has been successful in the joint bid with Merseyside to the [Clean Bus Technology Fund](#). The Department for Transport (DfT) invited local authorities in England to apply for Clean Bus Technology grants to reduce oxides of nitrogen (NOx) emissions from local buses. The grant is only applicable to buses with Euro III or below engines that operate through Air Quality Management Areas or heavily congested areas. Bus Service numbers 61 and 14 will benefit from this, with the value to Halton Travel being approximately £80k for particulate traps.
- The Call for Projects under Liverpool City Region (LCR) Liverpool Enterprise Partnership (LEP) and EU funding scheme to provide small loans to kick start infrastructure, or economic growth has identified that the Johnsons Lane scheme, to install road infrastructure and make this site attractive to developers / occupiers, could benefit from the funding. The scheme provides a spine road into the site, as

this has been the major barrier to development on this site. The loan of £500k, if granted, would be repaid via land receipts.

- Both Merseyside and Halton were unsuccessful in their submissions to the Department for Environment, Food and Rural Affairs (Defra) AQMA action plan grant. Halton had requested £20k, in a bid which was submitted on the 28 June 2013, for modelling work which would enable the authority to determine the optimum solution to reduce NOx emissions in the Milton Road AQMA.
- HBC has been successful with a bid to get an Electric Vehicle charging point, capable of recharging two vehicles at the same time, at Runcorn Mainline Station to be installed approximately Easter 2014. This charging point has been funded by Virgin Trains. This complements the existing charging point in Widnes at Bristol Street Motors, on Moor Lane.
- The Active Travel Group in the LCR is currently identifying major strategic cycle routes. This would help develop schemes and routes for submission for future funding streams to improve cycle links within the borough and cross boundary travel. The LCR Active Travel Group's primary role is to identify strategic cycle routes, and provide LCR co-ordinated response for funding applications.

[Sustrans](#) are also assisting the authority to develop an appropriate cycle network and will continue to help to seek funding for the network. Sustrans are an independent cycling and walking charity, assisting communities, policymakers and partner organisations with developing local schemes and accessing funding.

- The [200 Service](#) goes from strength to strength since the route extension and has doubled its patronage. The route goes from the Runcorn Mainline Train Station through to the Old Town and then onto Astmoor and finally on to Manor Park. This service now operates from 6am to 8pm and this benefits lots of shift workers. Consultation with businesses along the route is being undertaken to see if the suggestion of extending the service until 10:30pm is appropriate and would suit shift patterns of those workers who could potentially make use of the service.
- Plans are underway to look at the possibility of extending the car park at Runcorn East Train station in conjunction with Arriva.
- Arriva North Wales Trains have recently conducted a clamp down on fare dodgers on the known problem route between and Warrington Bank Quay. Two automatic ticket machines have now been installed at Runcorn East station.

[The North Cheshire Rail Users Group](#) and Arriva Wales have planned a 30 year birthday celebration for the station is planned by for 18<sup>th</sup> October 2013. A programme of works to improve signage and cutting back of vegetation from the area is also planned. The probation service has also planned a clean-up programme for the area.

- Appeals have been lodged against the following planning applications. In each case the applicant has requested that the appeal be undertaken by way of a Public Inquiry:
  - 
  - Ineos – An inquiry in to the application to increase the amount of refuse derived fuel delivered by road is to be held in January 2014
  - Daresbury Traveller Site – An Inquiry will take place between 12 - 14 November
- Where untidy land or poorly maintained buildings attract complaints from neighbours, Section 215 notices can be served to improve their condition. Sometimes the circumstances are due to vulnerable people or those in poverty and in these circumstances, a notice will not achieve an improvement. In conjunction with the Strategic Partnership, the authority is seeking alternative methods of securing improvements for that section of the population.

#### Housing Strategy (PMcW)

- News was received in late September of additional funding awarded by the Halton Community Association (HCA) to Halton Housing Trust for the development of 218 dwellings across 8 sites. This, together with the recent success in securing the extra care housing scheme at Pingot, means investment of around £30m for the borough.
- Following the Government announcement in the June spending review of £3.3 billion for the next phase of the Affordable Homes Programme (2015/16 to 2017/18), the Homes and Communities Agency has provided details of the bidding timetable. Guidance is to be released in December 2013 with bidding deadline of the end of March 2014. Funding decisions will be announced in June 2014.
- The Council will liaise with and support Housing Associations in developing proposals in order to maximise investment in Halton and meet the needs identified in the Housing Strategy.

### **3.0 Emerging Issues**

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

#### Development & Investment Services (WR)

##### *European Programme 2014-20*

- Work continues via an internal cross directorate officer sub-group to develop Halton's priorities for the 2014-20 programme of funding. Halton has now received an indicative allocation of £17.9 million and we are working to prioritise the best use of this funding.

- The Business Improvement & Growth Team are developing a number of potential business support programmes under the 'Business' thematic portfolio. Potential projects include :-
  - SME Competiveness (follow on project for the current ERDF 4.2 Business Support Programme)
  - Business Engagement (to proactively engage with the most significant employers and fastest growing companies in the Borough)
  - Advanced Manufacturing to develop a bespoke Halton advanced manufacturing programme which compliments existing sub-regional and national provision, for example Advanced Manufacturing Supply Chain Initiative (AMSCI) and the Manufacturing Advisory Service (MAS)
  - Maximising the Benefits of Superfast Broadband
  - Open Innovation in partnership with Science & Technology Facilities Council (STFC) and others
  - Place Marketing

The Council are also discussing with Sci-Tech Daresbury and The Heath Business and Technical Park the development of a series of stand-alone propositions to complement the above.

- £100m grant funding is to be made available to Enterprise Zones (EZ) in the next few months. Initial guidance suggests that projects that were eligible for Local Infrastructure Fund (LIF) will not be able to apply. The funding is for major infrastructure projects which will remove barriers for EZs and create employment within the EZ. The Department for Communities and Local Government (DCLG) are looking to fund a small number of large scale projects but some smaller projects (£1m to £5m) will be supported. Again, the project will need to be legally committed by March 2015. The project must lever either private or public match to the project and proposals should create tangible results: infrastructure, buildings and or creation of new businesses.
- A proposed bid for Daresbury includes:
  - Making Lord Daresbury plot land ready for development - £0.5m
  - Making hostel land ready for development - £0.25m
  - Project Broadband - £725k
- Widnes Indoor Market is now 95% occupied. Widnes Markets and the Town Centre will be supporting the hosting of the USA Rugby League Team in October and November. There will be two special themed Sunday markets on 27th October (Halloween theme) and 3rd November (USA theme). Several activities are planned to encourage visitors into the Town Centre, for example, Fancy Dress, Children's games, costume characters, as well as, themed food and drink.

## Open Spaces and Waste and Environmental Improvement (CP)

### *Waste and Environmental Improvement*

- From 01 January 2015, waste collection authorities must collect waste paper, metal, plastic and glass separately. Co-mingled collections of materials, such as Halton's blue bin service, can be deemed acceptable if the appropriate level of quality of materials can be demonstrated or/and it is not Technically, Environmentally and Economically Practicable (TEEP) to collect materials separately. This legislation is set out under The Waste (England and Wales) (Amendment) Regulations 2012, which are transposed from the EU's revised Waste Framework Directive. It will be for local authorities to determine that their own collection systems are TEEP and this will be monitored by the Environment Agency. Guidance is due to come from Defra in autumn 2013 and once this has been issued, Officers will consider any potential implications for the authority.

### *Open Space Services*

- The summer period was extremely busy in the Borough's public parks due to the good summer weather. As reported in Q1 this put additional pressures on the service especially at weekends.
- The service suffered a series of mechanical breakdowns to its cutting equipment during the summer months mostly related to the age of the equipment. Capital replacement of fleet items will take place during Q3 and Q4.

## Highways Transportation & Physical Environment (MN)

### *Highways*

- Major bridge maintenance work within the Silver Jubilee Bridge (SJB) Complex using Department for Transport (DfT) Major Maintenance Capital funding is progressing with the latest bridge refurbishment works about to commence at Desoto Road, between the SJB northbound off slip road and Ditton Roundabout.

This will involve the closure of the access from McDermott Road to Desoto Road for approximately 20 weeks, with alternative signed diversions for traffic to the Stobart / Tesco sites and traffic continuing on to other parts of Widnes.

- HBC are still awaiting formal response from DfT regarding deferral of a significant element of approved SJB Complex major maintenance funding until opening of Mersey Gateway (MG) bridge in May 2017. This deferred maintenance work would be undertaken during a total closure of the SJB at the same time as modifications to the lane configuration on the SJB are being undertaken to suit its local function post MG construction.

This deferral is to avoid the prospect of any major maintenance work within the SJB Complex which would require significant traffic conflicting with the MG contract, the contractual consequences of which could be very significant.

- Phase Two of both the carriageway and footway reconstruction programmes are about to commence.
- The winter maintenance season for Halton's highways will commence on 10 October 2013. Pre-season trials and calibration of the gritting fleet and equipment have been completed and salt stores are fully stocked (1600 tonnes).
- A Winter Maintenance working group has been established with Lafarge Tarmac and Warrington BC to identify opportunities for improvising the efficiency and effectiveness of service delivery.

*Traffic, Risk and Emergency Planning / H&S*

- During 2012 Cheshire Police started work on an in-house designed, road traffic incident recording system intended to replace the (costly) proprietary system they had used for years. The latter part of 2012 saw the two systems running in parallel, and it was necessary for client Local Authorities (LAs) to merge data files from the Police, exported by the two systems, to build a picture of their overall casualty/accident situation. Halton managed to do this in the end, and reached correlation with the DfT over our 2012 figures, but there has been a lingering suspicion that the Police systems overall have failed in some way to record all the Road Traffic Accidents (RTAs) in the latter part of 2012 as all client LAs were noticeably down on expected levels. There have been numerous contacts with the Police over this by Cheshire East (CE), Cheshire West & Chester (CWAC), Warring and Halton but the constabulary have drawn a line under that year.

In April 2013 the Police swapped over entirely to their own system, amid multiple entirely justified complaints from LAs (esp. CWAC) that the data covering the first few months of 2013 was riddled with errors and more importantly, was grossly under-reporting incidents. Halton is affected by this problem, which the data suppliers in the Police are trying to resolve.

As things stand, Halton have good reason to believe our 2012 data is flawed but will not be changed by the Police, and 2013 data to date cannot be trusted, and is under review.

- A programme of 20 mph zones is being investigated to complement the existing zones. These will take some time to implement due to the statutory process.
- The programme of converting street lights to Light Emitting Diodes (L.E.Ds) to reduce operating costs and save energy is continuing. Options are being investigated to accelerate this programme to assist with achieving budget savings. In order to achieve some savings it is possible that street lighting may need to be removed from some areas, which are yet to be determined.
- The fire at JL Sorting, in October 2012, has left a large amount of waste on site which is still causing concerns. Discussions are taking place with the Environment Agency with a view to resolving the situation as soon as is possible.

- Following the fires at Centrol Recycling Ltd, a number of concerns have been raised and discussions are taking place with the Environment Agency (EA) to agree a way forward to reduce the impact on nearby residents.
- Discussions have taken place following a number of incidents on the Silver Jubilee Bridge to try and reduce the impact of any future incidents. Multi-agency debriefs of the incidents have taken place.
- A new camera has been installed in Halton Brook Local Centre, jointly funded by Riverside Housing, Community safety and Halton Borough Council. The possibilities of installing additional cameras are being looked at and investigations are also underway with a view to install a new camera near the Silver Jubilee Bridge to improve monitoring of the area.

#### *Physical Environment*

- The government has announced that Councils with a rate of determination falling below the national target time limits for decisions on major applications will be stripped of their planning powers. An announcement on designated authorities is expected at the end of October. It is anticipated that Halton will not be designated as such and an improvement plan to improve performance in the speed of decision making is being implemented. Please refer to indicator PPT LI 04 (page 33) for more information.
- Charging for pre-application advice on planning applications is being considered with a view to commencing on 01 January 2014.
- 2 FTE staff will join the Planning Policy team at the end of October 2013. Key deliverables that are affected are the Green Belt Review, Delivery and Allocations Local Plan, and Community Infrastructure Levy Charging Schedule, together with land use monitoring statistics.
- A formal out-of-hours service for dangerous structures will become operational in October 2013. This service would operate via the Council's contact centre who would forward on details to the relevant officer on call of any dangerous structures or buildings reported to the authority.

#### **4.0 Risk Control Measures**

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

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

#### **5.0 Progress Against Equality Actions**



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


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

## 6.0 Performance Overview

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

### 6.1 Development and Investment Services

#### Key Objectives / Milestones

Ref	Milestones	Q2 Progress
EEP 01	Continue to market the Lakeside and Canalside development sites Continue the development of Mossbank Park Commence development of SciTech Phase 1 by <b>June 2013</b>	

#### Supporting Commentary

##### Lakeside and Castlefield Phase 1

The full planning permission for entire site was secured in September 2013 by Keepmoat Homes. A Phase 1 sale was agreed by Exec Board on 05 September 2013 and it is anticipated that the disposal and purchase of the sites will be completed in Quarter 3.

##### Mossbank Park Phase 1

The planning application for Mossbank Park Phase 1 has been submitted, it is likely to go to planning committee either early October or early November. The service is still waiting for further feedback from the Local Enterprise Partnership (LEP) regarding the Growing Places Fund Loan submission.









##### Sci-tech Daresbury

The first claim has been received from the Regional Growth Fund (RGF) for Phase 1. The programme is match funded by Scottish Power and Langtree. The joint venture continues to progress design, planning and procurement. The planning application for Tech Space and the site connectivity works was submitted 06 September 2013. Scottish Power are now finalising the programme of works and the Temporary Prohibition or Restriction Order for Red Brow Lane has been issued.

This will take effect 06 December 2013. For the transport component of the RGF programme, the tender for the purchase of two buses has been completed and once legal agreements have been reached, the purchase of the buses will be committed.

European Regional Development funding is now being sought to 'fill the gap' in funding left by the reduced amount secured from Regional Growth Fund. A bid for £1.4m was submitted in September 2013.

### Key Performance Indicators

Ref	Measure	12/13 Actual	13/14 Target	Q2	Current Progress	Direction of travel
DIS LI 05	Number of inward investment enquiries per annum	246	180	126		
DIS LI 06	Inward investment enquiry conversion rate percentage	15%	10%	12%		
DIS LI 01	Occupancy of HBC Industrial Units.	86%	85%	89%		
DIS LI 02	Occupancy of Widnes Market Hall.	92%	90%	95%		

### Supporting Commentary


The number of inward investment enquiries continues to rise, at the same period in 2012/13 the number of enquiries was 108. The conversion rate of those enquiries also remains positive, with a higher rate of 12% than that of 7.5% in Q2 2012/13.

There has been an upturn in the economy in recent months and as a result an increase in enquiries for industrial units. The indoor market is now 95% full, it is likely to remain at this level until Christmas, however, there is generally a drop in occupancy seen early within the new year.

## 6.2 Open Spaces and Waste and Environmental Improvement

### 6.2.1 Open Spaces

#### Key Objectives / Milestones



Ref	Milestones	Q2 Progress
CE 05	Runcorn Hill Park (Parks for People bid) – Deliver project subject to success of funding bid. <b>March 2014.</b>  Woodland Expansion - Additional 200m2 of Woodland planted Borough wide - <b>March 2014.</b>	

**Supporting Commentary**

The new staff members, funded by the Heritage Lottery Fund (HLF), are now in post and work is on schedule to deliver the Runcorn Hill Park project.

The areas for planting under the woodland expansion have been identified and planting will take place in Q3 and Q4 of 2013/14.



**Key Performance Indicators**

Ref	Measure	12/13 Actual	13/14 Target	Q2	Current Progress	Direction of travel
CE LI 19	Number of Green Flag Awards for Halton.	12	12	12		

**Supporting Commentary**

The figure has remained static at 12 for the past three years. The Council does not have the resources to increase the number and there are no plans to improve performance in this area.

**6.2.2 Waste Management****Key Objectives / Milestones**

Ref	Milestones	Q2 Progress
CE 6	Continue to review and assess the effectiveness of projects and initiatives to help improve energy efficiency and reduce CO <sub>2</sub> emissions - <b>March 2014</b> . Develop and publish a Waste Communications Plan and implement actions arising from the Plan - <b>March 2014</b> .	
CE 7	Continue to develop Action Plans and Protocols with External Agencies to effectively prevent and tackle a range of waste and environmental offences - <b>March 2014</b> .	

**Supporting Commentary**







The assessment and review of operations and policies has commenced and will remain on-going. Members will be updated on the progress throughout the year and any recommendations for amendments to current policies will be made by the milestone date.

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

Officers are continuing to work on joint operations with external organisations and enforcement agencies such as local Housing Associations, Cheshire Police and the Environment Agency to tackle

waste and environmental related nuisance. During this period a multi-agency 'roadside check' took place which resulted in a Fixed Penalty Notice being issued to an unregistered scrap waste collector.

### Key Performance Indicators






Ref	Measure	12/13 Actual	13/14 Target	Q2	Current Progress	Direction of travel
CE LI 14	Residual household waste per household (Previously NI191). (Kgs)	633 kgs	700 kgs	321 kgs (Estimated)		
CE LI 15	Household waste recycled and composted (Previously NI192). (%)	37.3%	40%	41.77% (Estimated)		
CE LI 16	Municipal waste land filled (Previously NI193). (%)	58%	60%	54.17% (Estimated)		

### Supporting Commentary

These are estimated cumulative figure and early indications are that they all will meet their respective targets.

## 6.3 Highways, Transportation & Logistics (MN)

### Key Objectives / Milestones

Ref	Milestones	Q2 Progress
PPT 01	Review progress, revise SJB maintenance strategy document and deliver 2013/14 major bridge maintenance works programme. <b>March 2014</b>	
PPT 02	To deliver the 2013/14 LTP Capital Programme. <b>March 2014</b>	
PPT 03	Develop and consult on a local flood risk strategy for Halton by <b>November 2013</b> and progress to adoption by <b>March 2014</b> .	
PPT 06	Progress the Delivery and Site Allocations Local Plan (DALP) towards adoption. <b>March 2014</b>	
PPT 07	Mersey Gateway - Enter into Project Agreement and Demand Management Participation Agreement – <b>November 2013</b> .  Mersey Gateway – Full business case approval, Financial close and Contract award and mobilisation – <b>November 2013</b> .	

### Supporting Commentary

The 2013/14 major bridge maintenance works programme is underway with individual work delivery being adjusted in line with budget availability as target costs for individual Task Orders are agreed. The LTP Capital Programme for 2013/14 consists of two main strands:

Integrated Transport

The programmed schemes are in various stages of development. The schemes at Westbank, Upton and Moore village are now complete, with further neighbourhood centre transport improvement schemes either in design, consultation or construction stages.

Road Maintenance

The programme of footway reconstruction, comprising 35 schemes, is currently underway. Phase 1 Carriageway reconstruction & resurfacing schemes is complete with Phase 2 works imminent. A third phase is currently in design and expected to commence toward the end of Q3 2013/14.












Flood Risk Management





The draft Local Strategy for Flood Risk Management has been prepared and is currently being reviewed by the Environment Agency prior to formal partner / stakeholder consultation. Recruitment of two staff to two vacant posts has been completed to double the size of the team. Initial scoping of the DALP and necessary evidence base is underway. A scoping report and the draft Local Strategy are both expected to be presented to the [Environment and Urban Renewal Policy & Performance Board meeting scheduled, for the 20 November 2013 meeting.](#)





Mersey Gateway Project

Financial close/contract award for the Mersey Gateway Project is on course for completion by the end of December 2013. The Project Team will need to submit a further business case to the DfT as part of the submission to secure the Final Funding decision and in order that the Project can reach Financial Close. A Final Business Case will be submitted to the DfT in October 2013.

**Key Performance Indicators**

Ref	Measure	12/13 Actual	13/14 Target	Q2	Current Progress	Direction of travel
PPT LI 01	Number of third party compensation claims received due to alleged highway / footway defects.	150	110	68		
PPT LI 11	Damage to roads and pavements (% dangerous damage repaired within 24 hours).	74	98	99		
PPT LI 4	% Processing of planning applications as measured against targets for:					
	a) 'major' applications > 13 weeks	66.7	60	40		
	b) 'minor' applications > 8 weeks	30.9	83	62.5		
	c) 'other' applications	70.4	83	91.07		
PPT LI 05	To ensure a five year rolling supply of housing land available for 2, 000 homes over 5 years. Measure as supply of ready to develop housing sites (%).	119*	100	N/A		N/A

PPT LI 15	Bus service punctuality:					
	a) Percentage of buses starting route on time	97.74	97.80	96.89		
	b) Percentage of buses on time at intermediate timing points	89.31	97.40	89.28		

Ref	Measure	12/13 Actual	13/14 Target	Q2	Current Progress	Direction of travel
PPT LI 17	No. of passengers on community based accessible transport	275,518	255,000	126,796		
PPT LI 19	Number of local bus passenger journeys originating in the authority area in one year (000's)	5,491	5,500	2,640		

### Supporting Commentary

#### Third Party Claims

There have been a total of 68 3rd party claims by Q2 of 2013/14. This is similar to the Q2 total in 2012/13 and it would appear unlikely that the 2013/14 target will be met.

#### Damage Repairs Performance

The repair work to damaged road or pavements is now being undertaken through the new Highways term contract with Lafarge Tarmac under a new suite of incentivised performance indicators. This greater degree of contractual control in combination with new methods of reporting and instructing P1 & P2 work has brought performance back in line with target.

#### Planning Application Processing

The Development Control team has been fully staffed from the start of Q2 2013/14 and the performance is improving with resource targeted at application determination.

#### Five Year Rolling Housing Stock Supply

\*2011/12 figure is quoted. Indicator produced as part of SHLAA (usually available around Sept).

The five year requirement for housing land is becoming increasingly difficult to achieve as cumulative undersupply since 2010 due to market conditions inflates the five year requirement i.e. 2012 target = 3,368 units (2,760 policy figure + 608 undersupply).

#### Bus Service Punctuality

Bus service punctuality indicators have improved on Q1 and it is anticipated the indicator will see further improvements towards 2012/13 performance levels.


#### Community Based Accessible Transport

Community Transport Passenger numbers have fallen in Q2 compared to Q1 due a number of contracts not operating over the reporting period. Halton Community Transport has reported that historically, demand for dial-a-ride services also falls during the summer period. It is anticipated that passenger numbers will recover during the third quarter.

**Bus Journeys Originating in the Authority Area**

Bus patronage is declining in the Borough and Bus operators have indicated the reasoning for this is the current economic climate. Over recent years there have been a significant number of services totally withdrawn due to their non-commercial viability. This has resulted in an adverse effect on passenger numbers.

**6.4 Housing Strategy (P.McW)****Key Objectives / Milestones**

Ref	Milestones	Q2 Progress
CCC 3	Continue to negotiate with housing providers and partners in relation to the provision of further extra care housing tenancies, to ensure requirements are met (including the submission of appropriate funding bids). <b>March 2014</b>	

**Supporting Commentary****Housing Provision**

Following the submission of two funding bids by Halton Housing Trust to develop new extra care schemes at Pingot and Halton Brook Day Centres, Halton Care Association (HCA) has confirmed funding for one scheme of 50 Extra Care apartments and some supported bungalows on the former Pingot site off Dundalk Road in Widnes.

## 7.0 Financial Statements

## ECONOMY ENTERPRISE &amp; PROPERTY DEPARTMENT

SUMMARY FINANCIAL POSITION AS AT 30<sup>TH</sup> SEPTEMBER 2013

	Annual Budget £'000	Budget to Date £'000	Expenditure to Date £'000	Variance to Date (overspend) £'000
<b><u>Expenditure</u></b>				
Employees	4,360	2,184	2,225	(41)
Repairs & Maintenance	2,541	1,264	1,262	2
Energy & Water Costs	603	283	279	4
NNDR	647	806	809	(3)
Rents	372	291	291	0
Marketing Programme	85	15	12	3
Promotions	60	12	6	6
Supplies & Services	1,240	536	526	10
Capital Financing	7	4	4	0
Other	4	5	5	0
Agency Related Payments	176	90	90	0
<b>Total Expenditure</b>	<b>10,095</b>	<b>5,490</b>	<b>5,509</b>	<b>(19)</b>
Fees & Charges	-501	-398	-398	0
Rent - Markets	-758	-382	-382	0
Rent - Industrial	-970	-440	-422	(18)
Rent – Commercial	-516	-324	-320	(4)
Government Grant Income	-916	-431	-431	0
Transfer from Reserves	-215	-100	-100	0
Recharges to Capital	-649	-325	-325	(0)
Reimbursements & Other Grant Income	-370	-39	-38	(1)
Schools SLA Income	-501	-501	-501	0
<b>Total Income</b>	<b>-5,396</b>	<b>-2,940</b>	<b>-2,917</b>	<b>(23)</b>
<b>NET OPERATIONAL BUDGET</b>	<b>4,699</b>	<b>2,550</b>	<b>2,592</b>	<b>(42)</b>
Premises Support Costs	1,498	767	767	0
Transport Support Costs	38	16	16	0
Central Support Service Costs	1,707	870	870	0
Asset Rental Support Costs	2,390	0	0	0
Repairs & Maintenance Recharge Income	-2,185	-1,093	-1,093	0
Accommodation Recharge Income	-2,759	-1,380	-1,380	0
Central Supp. Service Rech Income	-1,891	-946	-946	0
<b>Total Recharges</b>	<b>-1,202</b>	<b>-1,766</b>	<b>-1,766</b>	<b>0</b>
<b>Net Expenditure</b>	<b>3,497</b>	<b>784</b>	<b>826</b>	<b>(42)</b>



**Comments**

Expenditure for employees remains above budget as staff savings targets are not being achieved. This is due to an insufficient level of staff turnover across the department. In particular the Building and School Cleaning Staffing Service which needs to be fully staffed at all times.

The adverse variances relating to property income has continued in year as tenant's vacate Moor Lane ready for the demolition of the site, There still remains a shortfall in income on Seymour Court and contingency plans are in place for 2014/15 budgets. Income within the remaining Industrial sites remains steady at the end of Quarter 2 with most units fully occupied.

The under achievement of Commercial Rent has reduced in Quarter 2 due to renegotiation of contracts which have resulted in additional income received in year.

Work has been undertaken with Managers during the last quarter to realign the budgets based on in year pressures and this is reflected in the variances above.

In overall terms it is anticipated that net expenditure will be above the overall Departmental budget by year-end, primarily as a result of the Staff Savings target and the shortfalls in income.

## COMMUNITY &amp; ENVIRONMENT DEPARTMENT

**Revenue Budget as at 30<sup>th</sup> September 2013**

	Annual Budget £'000	Budget To Date £'000	Actual to Date £'000	Variance To Date (overspend) £'000
<b><u>Expenditure</u></b>				
Employees	12,107	5,881	5,985	(104)
Other Premises	1,366	745	683	62
Supplies & Services	1,457	665	626	39
Book Fund	225	129	129	0
Promotional	264	108	70	38
Other Hired Services	1,019	305	306	(1)
Food Provisions	835	343	323	20
School Meals Food	1,660	546	529	17
Transport	55	27	18	9
Other Agency Costs	877	60	64	(4)
Waste Disposal Contracts	4,799	1,030	1,015	15
Leisure Management Contract	1,492	634	655	(21)
Grants To Voluntary Organisations	333	142	141	1
Grant To Norton Priory	222	111	113	(2)
Rolling Projects	6	6	6	0
Capital Financing	54	11	11	0
<b>Total Spending</b>	<b>26,771</b>	<b>10,743</b>	<b>10,674</b>	<b>69</b>
<b><u>Income</u></b>				
Sales Income	-2,174	-1,117	-1,058	(59)
School Meals Sales	-2,224	-737	-762	25
Fees & Charges Income	-2,655	-1,316	-1,251	(65)
Rents Income	-156	-68	-68	0
Government Grant Income	-111	-31	-38	7
Reimbursements & Other Grant Income	-443	-157	-185	28
Schools SLA Income	-278	-248	-232	(16)
Internal Fees Income	-104	-40	-35	(5)
School Meals Other Income	-2,265	-1,768	-1,790	22
Meals On Wheels	-218	-91	-102	11
Catering Fees	-173	-86	-33	(53)
Capital Salaries	-103	-51	-23	(28)
Transfers From Reserves	-62	0	0	0
<b>Total Income</b>	<b>-6</b>	<b>-6</b>	<b>-6</b>	<b>0</b>
<b>Net Controllable Expenditure</b>	<b>-10,972</b>	<b>-5,716</b>	<b>-5,583</b>	<b>(133)</b>
<b><u>Recharges</u></b>				
Premises Support	1,491	632	632	0
Transport Recharges	2,242	860	868	(8)
Departmental Support Services	9	0	0	0
Central Support Services	3,119	1,601	1,602	(1)
Asset Charges	3,052	0	0	0
HBC Support Costs Income	-375	-375	-374	(1)
<b>Net Total Recharges</b>	<b>9,538</b>	<b>2,718</b>	<b>2,728</b>	<b>(10)</b>

Net Departmental Total				
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**Comments on the above figures:**

Net operational expenditure is £74,000 over budget profile at the end of the second quarter of the financial year.

Staffing expenditure is over budget profile by £104,000, primarily due to the premium pay savings target for the year to date of £128,200. Although there remains some spending on agency staffing it is approximately £70,000 less than at the same stage last year. With the exception of the Stadium, all other divisional employee budgets are under budget profile to date therefore contributing to the achievement of the staff turnover saving targets of £309,948 for the year to date.

The Leisure management contract is over budget profile and is expected to overspend by approximately £ 40,000 by year end. Work is on-going to renegotiate the contract price for 2014/15 to ensure a balance budget is achieved.

Expenditure on other premises and supplies and services is currently £ 101,000 under budget profile to date. The main reasons for this being there is very little advertising across the division, utility bills are lower than expected due to staff being more energy efficient and savings being made on some consumables budgets.

Most Income budgets are underachieving particularly Sales, Fees & Charges, Catering Fees and Capital Salaries. Sales and fees are still struggling to meet inflated income targets in the recessionary market whilst capital salaries has begun to suffer due to changes in capital grant conditions for which some projects do not now permit claims for in-house staff time.

Although waste disposal contract invoices continue to arrive late, recent invoices have been lower than expected giving an expected underspend. However, larger invoices are yet to arrive and revisions to projections will continue to be monitored.

School Meals continues to perform well against budgets, with sales and food costs both having favourable variances.

The budget for the Department will overspend by circa £150,000 by the end of the current financial year. This will be contained within the overall budget for the Directorate.

**Capital Projects as at 30<sup>th</sup> September 2013**

	2013/14 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
Stadium Minor Works	60	0	0	60
Stadium Gym Equipment	30	0	0	30
Children's Playground Equipment	81	20	14	67
Playground Third Party Funding	340	17	13	327
Arley Drive (Upton)	66	4	1	65
Crow Wood	13	0	0	13
Open Spaces Schemes	51	45	45	6
Runcorn Cemetery Extension	9	3	1	8
Runcorn Busway Works For Gas Powered Buses	30	30	30	0
Litter Bins	50	29	29	21
Cremators At Widnes Crematorium	396	0	0	396
Runcorn Hill Park	120	25	22	98
Widnes Recreation Site	2,680	0	0	2,680
	3,926	173	155	3,771

## POLICY, PLANNING &amp; TRANSPORTATION DEPARTMENT

Revenue Budget as at 30<sup>th</sup> September 2013

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
	£'000	£'000	£'000	£'000
<b>Expenditure</b>				
Employees	4,958	2,290	2,303	(13)
Other Premises	236	70	62	8
Hired & Contracted Services	438	129	129	0
Supplies & Services	309	154	145	9
Street Lighting	1,793	750	734	16
Highways Maintenance	2,225	580	580	0
Bridges	96	37	37	0
Fleet Transport	1,235	630	630	0
Lease Car Contracts	622	494	494	0
Bus Support – Halton Hopper Tickets	173	102	102	0
Bus Support	531	259	259	0
Out of Borough Transport	51	21	17	4
Capital Financing	406	406	417	(11)
Grants to Voluntary Organisations	68	34	34	0
NRA Levy	62	31	29	2
Mersey Gateway	4,966	2,018	2,018	0
<b>Total Expenditure</b>	<b>18,169</b>	<b>8,005</b>	<b>7,990</b>	<b>15</b>
<b>Income</b>				
Sales	-503	-187	-182	(5)
Planning Fees	-506	-253	-330	77
Building Control Fees	-81	-41	-54	13
Other Fees & Charges	-268	-268	-285	17
Rents	-8	-4	-2	(2)
Grants & Reimbursements	-171	-130	-132	2
School SLAs	-39	-39	-44	5
Recharge to Capital	-2,736	-995	-995	0
Transfer from Reserves	-2,567	-1,022	-1,022	0
<b>Total Income</b>	<b>-6,879</b>	<b>-2,939</b>	<b>-3,046</b>	<b>107</b>
<b>Net Controllable Expenditure</b>	<b>11,290</b>	<b>5,066</b>	<b>4,944</b>	<b>122</b>
<b>Recharges</b>				
Premises Support	770	333	332	1
Transport Recharges	568	305	305	0
Asset Charges	7,432	0	1	(1)
Central Support Recharges	3,200	1,600	1,601	(1)
Departmental Support Recharges	446	0	0	0
Support Recharges Income – Transport	-4,699	-2,196	-2,196	0
Support Recharges Income – Non Transport	-2,925	-537	-537	0
<b>Net Total Recharges</b>	<b>4,792</b>	<b>-495</b>	<b>-494</b>	<b>(1)</b>
<b>Net Departmental Total</b>	<b>16,082</b>	<b>4,571</b>	<b>4,450</b>	<b>121</b>

**Comments on the above figures:**

In overall terms revenue spending at the end of quarter 2 is below budget profile. This is due to a number of expenditure and income budget areas.

Expenditure on staffing is marginally above the budget to date, this is linked to the staff savings turnover target not being met for the year to date.

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

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

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

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







## POLICY, PLANNING &amp; TRANSPORTATION

**Capital Projects as at 30<sup>th</sup> September 2013**

	2013/14 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
<b>Local Transport Plan</b>				
<b>Bridges &amp; Highway Maintenance</b>				
Bridge Assessment, Strengthening & Maintenance	3,060	900	899	2,161
Road Maintenance	1,715	600	596	1,119
<b>Total Bridge &amp; Highway Maintenance</b>	<b>4,775</b>	<b>1,500</b>	<b>1,495</b>	<b>3,280</b>
<b>Integrated Transport</b>	<b>725</b>	<b>135</b>	<b>132</b>	<b>593</b>
<b>Total Local Transport Plan</b>	<b>5,500</b>	<b>1,635</b>	<b>1,627</b>	<b>3,873</b>
<b>Halton Borough Council</b>				
Early Land Acquisition Mersey Gateway	23,046	7,414	7,414	15,632
Development Costs Mersey Gateway	3,500	995	995	2,505
Street lighting – Structural Maintenance	105	55	53	52
Risk Management	118	20	19	99
Fleet Replacement	950	350	346	604
<b>Total Halton Borough Council</b>	<b>27,719</b>	<b>8,834</b>	<b>8,827</b>	<b>18,892</b>
<u>Grant Funded</u>				
Surface Water Management Grant	214	0	0	214
Mid Mersey Local Sustainable Transport	150	3	3	147
<b>Total Grant Funded</b>	<b>364</b>	<b>3</b>	<b>3</b>	<b>361</b>
<u>Local Pinch Point Fund</u>				
A558 Access Improvements	1,805	0	0	1,805
<b>Total Local Pinch Point Fund</b>	<b>1,805</b>	<b>0</b>	<b>0</b>	<b>1,805</b>
<b>Total Capital Programme</b>	<b>35,388</b>	<b>10,472</b>	<b>10,457</b>	<b>24,931</b>

## 8.0 Appendix - Explanation for use of symbols

Symbols are used in the following manner:

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

### Key for Operational Director lead:

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



**REPORT TO:** Environment and Urban Renewal Policy and Performance Board

**DATE:** 20<sup>th</sup> November 2013

**REPORTING OFFICER:** Strategic Director Policy and Resources

**PORTFOLIO:** Resources

**SUBJECT:** Sustainable Community Strategy Quarter 2 Progress Report 2013 - 14

### **1.0 PURPOSE OF REPORT**

1.1 To provide information to the Environment and Urban Renewal Policy & Performance Board on the progress in achieving targets contained within the 2011 – 2016 Sustainable Community Strategy for Halton.

### **2.0 RECOMMENDED: That**

- 1. the report is noted; and**
- 2. the Board considers whether it requires any further information concerning actions taken to achieve the performance targets contained within Halton's 2011-16 Sustainable Community Strategy (SCS).**

### **3.0 SUPPORTING INFORMATION**

3.1 The Sustainable Community Strategy, a central document for the Council and its partners, provides an evidenced-based framework through which actions and shared performance targets can be developed and communicated.

3.2 The previous Sustainable Community Strategy included targets which were also part of the Local Area Agreement (LAA). In October 2010, the coalition government announced the ending of government performance management of local authorities through LAAs. Nevertheless, the Council and its Partners need to maintain some form of effective performance management framework to:-

- Measure progress towards our own objectives for the improvement of the quality of life in Halton.
- Meet the Government's expectation that we will publish performance information.

3.3 The new Sustainable Community Strategy and its associated "living" 5 year delivery plan (2011-16) identifies five community priorities that will form the basis of collective partnership intervention and action over the five year period.

- 3.4 The strategy is informed by and brings together national and local priorities and is aligned to other local delivery plans such as that of the Halton Children's Trust. By being a "living" document it will provide sufficient flexibility to evolve as continuing changes within the public sector continue to emerge, for example the restructuring of the NHS and Public Health delivery, and the delivery of the 'localism' agenda.
- 3.5 As such, articulating the partnership's ambition in terms of community outcomes and meaningful measures and track performance over time, will further support effective decision making and resource allocation.
- 3.7 Attached as Appendix 1 is a report on progress for the period to 30<sup>th</sup> September 2013, which includes a summary of all indicators for the Environment and Regeneration priority within the SCS.

#### **4.0 CONCLUSION**

- 4.1 The Sustainable Community Strategy for Halton, and the performance measures and targets contained within it will remain central to the delivery of community outcomes. It is therefore important that we monitor progress and that Members are satisfied that adequate plans are in place to ensure that the Council and its partners achieve the improvement targets that have been agreed.

#### **5.0 POLICY IMPLICATIONS**

- 5.1 The Sustainable Community Strategy for Halton is central to our policy framework. It provides the primary vehicle through which the Council and its partners develop and communicate collaborative actions that will positively impact upon the communities of Halton.

#### **6.0 ATTACHED DOCUMENTS**

- 6.1 The publication by Local Authorities of performance information is central to the coalition government's transparency agenda.

#### **7.0 IMPLICATIONS FOR THE COUNCILS' PRIORITIES**

- 7.1 This report provides information in relation to the Council's shared strategic priorities.

#### **8.0 RISK ANALYSIS**

- 8.1 The key risk is a failure to improve the quality of life for Halton's residents in accordance with the objectives of the Sustainable Community Strategy. This risk can be mitigated through the regular review and reporting of progress and the development of appropriate interventions where under-performance may occur.

**9.0 EQUALITY AND DIVERSITY ISSUES**

9.1 One of the guiding principles of the Sustainable Community Strategy is to reduce inequalities in Halton.

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

Document                      Sustainable Community Strategy 2011 – 26

Place of Inspection    2<sup>nd</sup> Floor, Municipal Building, Kingsway, Widnes

Contact Officer        Mike Foy (Performance & Improvement Officer)



## **The Sustainable Community Strategy**

**for Halton**

**2011 – 2016**

**Mid-Year Progress Report**







**01<sup>st</sup> April – 30<sup>th</sup> Sept 2013**

<b>Document Contact (Halton Borough Council)</b>	Tim Gibbs (Divisional Manager Development Services) Municipal Buildings, Kingsway Widnes, Cheshire WA8 7QF <a href="mailto:tim.gibbs@halton.gov.uk">tim.gibbs@halton.gov.uk</a>
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This report provides a summary of progress in relation to the achievement of targets within Halton’s Sustainable Community Strategy 2011 - 2016.

It provides both a snapshot of performance for the period 1<sup>st</sup> April 2013 to 31<sup>st</sup> March 2014 and a projection of expected levels of performance to the year-end.

The following symbols have been used to illustrate current performance as against the 2013 / 2014 target and as against performance for the same period last year.

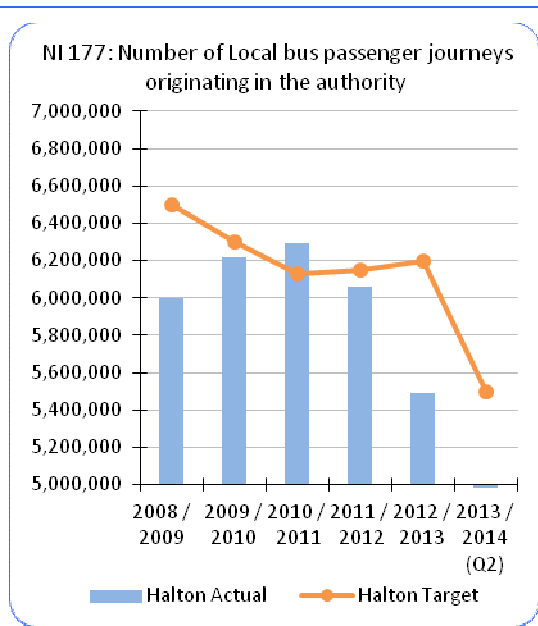
	Target is likely to be achieved or exceeded.		Current performance is better than this time last year
	The achievement of the target is uncertain at this stage		Current performance is the same as this time last year
	Target is highly unlikely to be / will not be achieved.		Current performance is worse than this time last year



Page	Ref	Descriptor	13 / 14 Progress	Direction of travel
4	ER 1	a) Number of Local bus passenger journeys originating in the authority area NI 177		
5		b) Number of passengers on community based accessible transport PPT LI 28		
6	ER 2	a) Percentage of buses starting route on time		
		c) Percentage of buses on time at intermediate timing points		
7	ER 3	Average Number of days to repair street lighting faults:		
		a) Non Distribution Network Operators (HBC)		
		b) Distribution Network operators		
8	ER 4	Percentage of road carriageway where maintenance should be considered:		
		a) Principal Carriageways	N/A	N/A
		b) Non-Principal Carriageways		
		c) Unclassified Carriageways		
10	ER 5	Satisfaction with the standard of maintenance of trees, flowers and flower beds.	N/A	N/A
11	ER 6	Residual household waste per household (Kgs).		
12	ER 7	% of household waste recycled / composted.		
13	ER 8	Percentage of municipal waste land filled.		
14	ER 9	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces.	N/A	N/A
15	ER 10	Number of Green Flag Awards achieved for Halton.		
16	ER 11	Improved local biodiversity –active management of local sites.		
17	ER 12	To regenerate 5 hectares of urban sites per annum for the next five years.		
18	ER 13	To make sure there is a 5 year rolling supply of housing land available for 2000 homes over 5 years.		

SCS / ER1a

Number of Local bus passenger journeys originating in the authority area (000)



2012/13 Actual	2013/14 Target	2013/14 Quarter 2	2013/14 Quarter 4	Current Progress	Direction of Travel
5,491	5,500	2,640			

**Data Commentary:**

The figures for this indicator are actuals for the financial year 2013/14 and are provided by the bus operators in the Borough.

**Performance Commentary:**

Bus patronage is declining in the Borough. Bus operators have indicated the reasoning for this is the current economic climate. Over recent years there have been a significant number of services totally withdrawn due to their non-commercial viability. This has resulted in an adverse effect on passenger numbers.

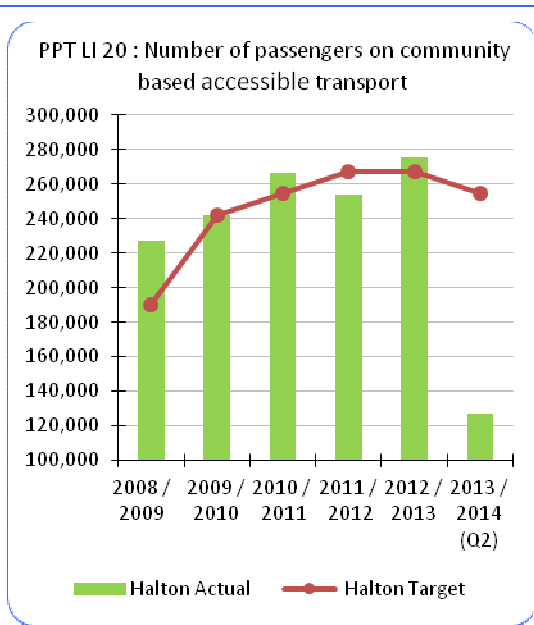
**Summary of Key activities taken or planned to improve performance:**

The Council will continue to work with the operators in identifying ways of stemming the decline in bus usage within Halton. Proposals include, identifying funding opportunities for increased marketing of bus services together with real time passenger information, cross-boundary ticketing and smart card technology to improve seamless and cost effective travel across the network.



SCS / ER1b

Number of passengers on community based accessible transport



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
275,518	255,000	126,796			

**Data Commentary:**

The data above is actual patronage numbers using data from Halton Community Transport and from the Council's in house fleet.

**Performance Commentary:**

Although it is anticipated that passenger numbers will recover during the third quarter, Community Transport Passenger numbers have fallen in Q2 compared to Q1 due a number of contracts not operating over the reporting period.

Halton Community Transport has reported that historically, demand for dial-a-ride services also falls during the summer period.

**Summary of Key activities taken or planned to improve performance:**

It is anticipated that passenger numbers will recover during the third quarter, patronage levels will increase during Q3 with the start of the new school term.

Halton Community Transport continues to promote its services and an explanatory leaflet has been produced and distributed on how services can be accessed.

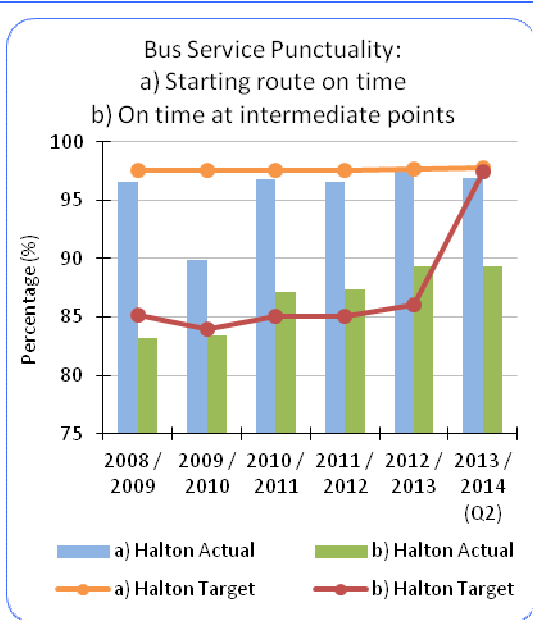
Further information about Community Transport in Halton and transport options and contact details can be found on the following websites:

- <http://www.haltoncommunitytransport.co.uk>
- [Halton Borough Council website](#)

SCS / ER2

Percentage % of Bus services running on time:

- a) Percentage of buses starting route on time
- b) Percentage of buses on time at intermediate timing points



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
a) 97.74	97.80	96.89		✓	↓
b) 89.31	97.40	89.28		✓	↓

**Data Commentary:**

This data is actual data and is taken from timing checks carried out by a member of the Transport Co-ordination Team.

**Performance Commentary:**

Both indicators have improved on Q1 and it is anticipated the indicator will see further improvement towards 2012/13 performance levels.

**Summary of Key activities taken or planned to improve performance:**

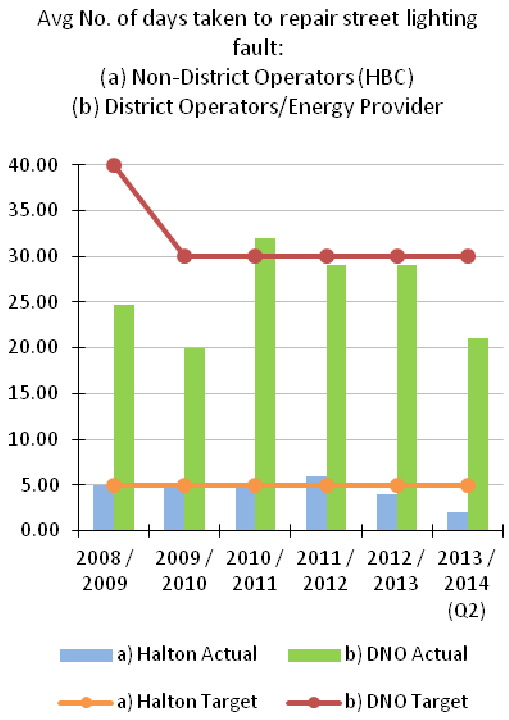
The Council will continue to work with the operators in carrying out punctuality checks and service providers will continue to evaluate GPS data taken from the Electronic Ticketing Machines as part of their operational procedures.

This information provides operators with real time data which enables them to make informed decisions on the scheduling of services.

SCS / ER3

Average Number of days to repair street lighting faults:

- a) Non-Distribution Network Operators (HBC)
- b) Distribution Network Operator (DNO)



	2012/13 Actual	2013/14 Target	2013/13 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
a)	4.00	5.00	2		<input checked="" type="checkbox"/>	↑
b)	29.00	30.00	21		<input checked="" type="checkbox"/>	↑

Data Commentary:

This actual data is derived from Halton’s Mayrise repair records system.

Performance Commentary:

The performance levels are generally better during the summer period (lighter nights) and reduce during the winter period (darker nights) due to more faults being reported. Also District Network Operator (DNO) faults can be affected by other faults on their network being given a higher priority (properties affected).

Summary of Key activities taken or planned to improve performance:

Performance of the contractors is continuing to be monitored to ensure work is on target, however, we cannot force the Distribution Network Operator (DNO) to provide increased resources to meet the target.

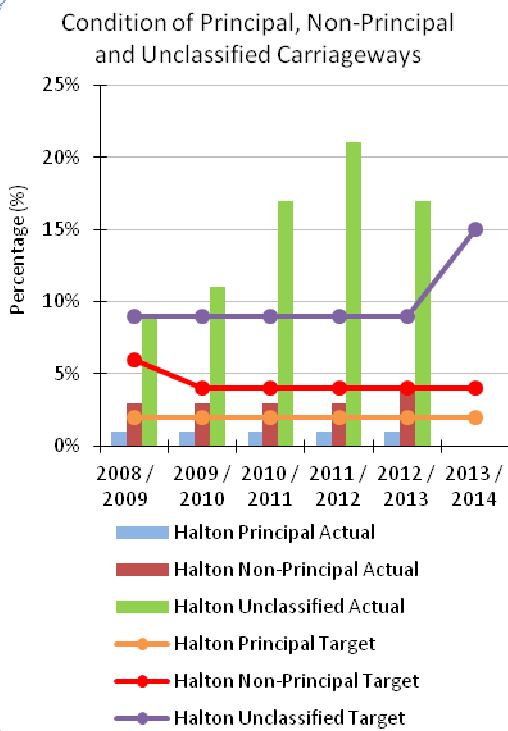
The District Network Operator (DNO) requires longer to complete repairs due to the need to arrange for excavations to locate power cables and this can involve a number of operations. Halton Borough Council repairs, on the other hand, usually involve the replacement of lamps and hence can be carried out relatively quickly.



SCS / ER4

Percentage of road carriageway where maintenance should be considered (PPT LI 17)

- a) Principal Carriageways
- b) Non-Principal Carriageways
- c) Unclassified Carriageways



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
a) 1 b) 4 c) 17	a) 2 b) 4 c) 15	Data Reported in Q4		N/A	N/A

**Data Commentary:**

The data required to report on this measure is based upon Scanner survey of the Principal and non-Principal carriageway network and Course Visual Inspection of the Unclassified Carriageway network. These surveys are conducted on an annual cycle and as the data is not available until March, the measure can only be reported annually in Q4.

**Performance Commentary:**

These measures will be reported in Q4 due to the availability of data.

**Summary of Key activities taken or planned to improve performance:**

The highway network is the Council’s biggest physical asset and its effective maintenance is considered by local residents and businesses to be very important.

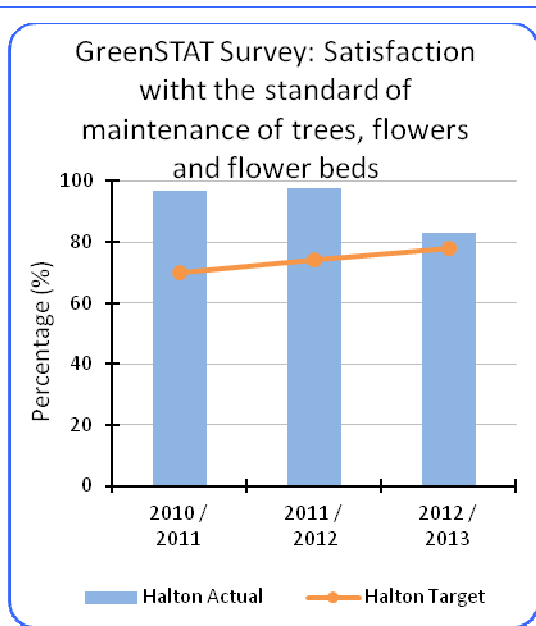
Future targets for carriageway condition are considered appropriate to road classification although achieving these targets has become and will continue to be increasingly challenging in the context of rising costs and reducing funding.

Despite this, for 2013/14 it is expected that target expectations for (a) and (b) should be satisfied and that improvement should be made as regards meeting target expectations for (c).

A summary of carriageway structural and preventative maintenance work committed to in the last 3 years is as follows:

Year	Carriageway Structural Work (\$am)	Carriageway Preventative Work (\$qm)
2013/14	33,200	111,200
2012/13	32,000	90,500
2011/12	30,625	118,000

The long range Met Office predictions for winter 2013/14 have not yet been received but should the conditions encountered in winter 2010/11 and the two preceding years be repeated this could have significant repercussions for meeting carriageway condition targets in 2013/14 and following years.



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
83%	N/A			N/A	N/A

**Data Commentary:**

The figure represents actual data for the period taken from the GreenSTAT Survey.

Further information on the GreenSTAT survey and GreenSpace, the charitable organisation behind it, can be found via:

<http://www.green-space.org.uk>

**Performance Commentary:**

Please refer to the commentary below.

**Summary of Key activities taken or planned to improve performance:**

For many years the Open Space Service collected satisfaction data through the Greenstat system. This system was created by Green Space, the charity that championed public parks nationally. Greenstat allowed users to comment on park facilities either on line or by filling in a paper questionnaire.

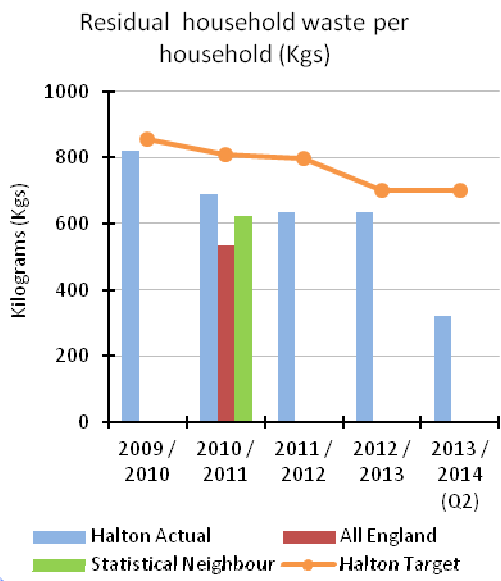
With the limited resources available, Greenstat was the ideal way of gathering such data and Green Space was heavily reliant on local authority membership but due to the cuts that Councils have had to make, it unfortunately lost members and earlier this year went into receivership. An official statement was made via the website on 21<sup>st</sup> March 2013:

<http://www.green-space.org.uk/downloads/PressReleases/2013/GreenSpace%20official%20stakeholder%20statement.pdf>

The receivers took down the Greenstat system which means satisfaction data can no longer be gathered in the way that it was. The Council could look to create a system of its own but there are more pressing ICT projects that need to be progressed.

As a consequence of the above this indicator will no longer be reported to the Environment & Urban Renewal SSP.

SCS / ER6 Residual household waste per household (Kgs)



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
633 Kgs	700 Kgs	321 Kgs (Estimated)			

**Data Commentary:**

This indicator monitors the authority’s performance in reducing the amount of waste produced per household.

**Performance Commentary:**

This is an estimated cumulative figure and early indications are that this target will be met.

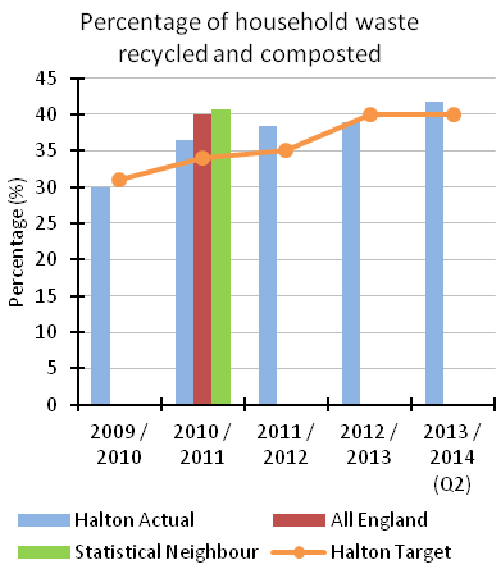
**Summary of Key activities taken or planned to improve performance:**

Given the financial pressures faced by the Council, and the increasing costs associated with landfill, a key challenge over the short and medium term will be to continue to reduce the levels of waste produced per household.

Despite annual improvements in performance against this indicator, the residual level of waste produced per household in Halton is amongst the highest in the country. Reducing the levels of waste produced in Halton will therefore be particularly challenging and require a significant change in resident behaviour. A Waste Prevention Plan has been developed to support the Council’s efforts to reduce levels of waste produced.



SCS / ER7 % of household waste recycled and composted



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
37.30%	40%	41.77% (Estimated)			

**Data Commentary:**

This indicator measures the % of household waste which has been sent by the authority for reuse, recycling or composting.

**Performance Commentary:**

This is an estimated figure but early indications are that this target will be met.

**Summary of Key activities taken or planned to improve performance:**

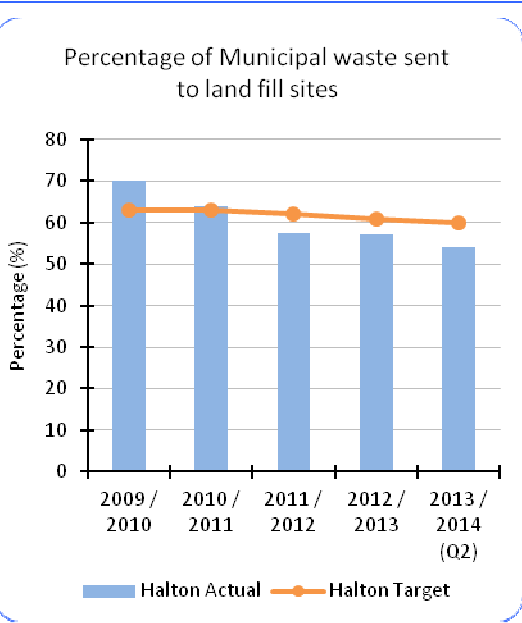
Given the financial pressures faced by the Council, and the increasing costs associated with landfill, a key challenge over the short and medium term will be to concentrate efforts to minimise waste production within the borough, increase recycling levels and reduce the amount of waste sent to landfill.

Whilst kerbside multi-material recycling services are provided to all properties in the borough, there are areas where participation rates remain relatively low and further work will be needed to increase participation and recycling performance.

Increased participation will require a significant change in resident behaviour. Raising awareness on waste matters and changing people’s behaviour will be vital if we are to be successful in reducing the Council’s costs of dealing with waste and this will best be achieved through direct and comprehensive community engagement activities. In order to support the Council’s efforts to reduce waste sent to landfill for disposal, a Waste Communications Plan has been developed which sets out how we will engage with members of the local community and the messages that will be used to promote and encourage waste minimisation and increased recycling.

The continuing roll out of the Alternate Bin Collection scheme and the implementation of the Council’s ‘no side waste’ policy will encourage increased use of the Council’s recycling services and further improve recycling performance. Limiting the amount of residual waste we collect, by not taking additional ‘side waste’ presented alongside wheeled bins for collection, will encourage residents to accept responsibility for their waste, to think about minimising what they produce and to recycle as much as possible by making better use of the services provided by the Council.

SCS / ER8 Percentage of municipal waste land filled



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
58%	60%	54.17% (Estimated)			

**Data Commentary:**

This indicator measures the % of Municipal waste which has been sent to landfill for disposal. Municipal Waste is all the waste produced/collected by the Council when carrying out its functions e.g. Household Waste, Commercial Waste, litter and Fly-tipping waste. The figures for Q4 are estimated until they are validated through [www.wastedataflow.org](http://www.wastedataflow.org).

**Performance Commentary:**

This is an estimated figure but early indications are that this target will be met.

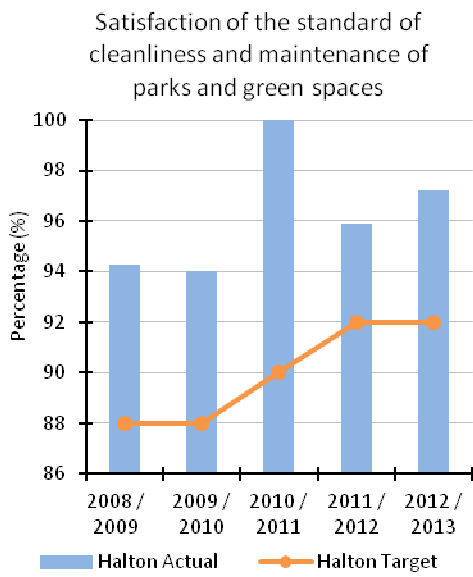
**Summary of Key activities taken or planned to improve performance:**

As all households in the borough have access to multi-material recycling services, sustaining and further increasing the % of municipal waste sent to landfill for disposal performance will require an increase in the number of households using the services provided. Increased participation and recycling will require significant change in the behaviour of many residents.

A number of initiatives are planned to encourage more residents to reduce the amount of waste that they produce, and recycle more, including further educational and community engagement initiatives, the further roll out of the Alternate Bin Collection scheme and the implementation of the Council's 'no side waste' policy.

SCS / ER9

Satisfaction with the standard of cleanliness and maintenance of parks and green spaces.



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
97.23%	N/A			N/A	N/A

**Data Commentary:**

The figure represents actual data for the period captured through the GreenSTAT survey.

Further information on the GreenSTAT survey and GreenSpace, the charitable organisation behind it, can be found via:

<http://www.green-space.org.uk>

**Performance Commentary:**

Please refer to the commentary below.

**Summary of Key activities taken or planned to improve performance:**

For many years the Open Space Service collected satisfaction data through the Greenstat system. This system was created by Green Space, the charity that championed public parks nationally. Greenstat allowed users to comment on park facilities either on line or by filling in a paper questionnaire.

With the limited resources available, Greenstat was the ideal way of gathering such data and Green Space was heavily reliant on local authority membership but due to the cuts that Councils have had to make, it unfortunately lost members and earlier this year went into receivership. An official statement was made via the website on 21<sup>st</sup> March 2013:

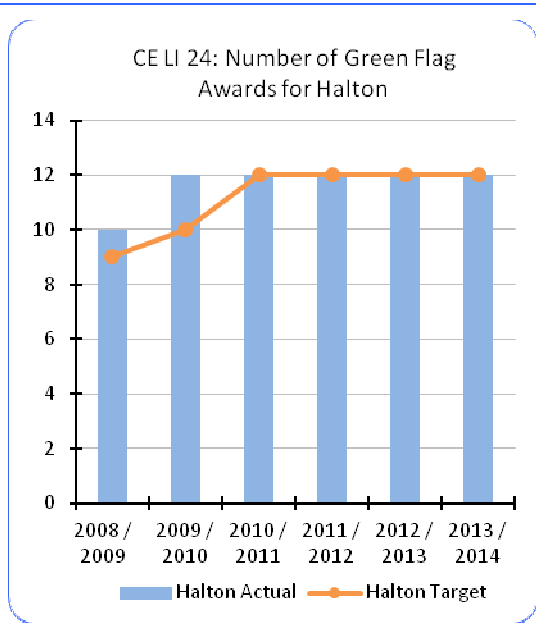
<http://www.green-space.org.uk/downloads/PressReleases/2013/GreenSpace%20official%20stakeholder%20statement.pdf>

The receivers took down the Greenstat system which means satisfaction data can no longer be gathered in the way that it was. The Council could look to create a system of its own but there are more pressing ICT projects that need to be progressed.

As a consequence of the above this indicator will no longer be reported to the Environment & Urban Renewal SSP

SCS / ER10

Number of Green Flag Awards achieved for Halton



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
12	12	12			

**Data Commentary:**

The Green Flag Award scheme is the benchmark national standard for parks and green spaces in the UK and applications must be made by the organisation that manages the park/green space.

The Green Flag Award is given on an annual basis. A park or green space must maintain and improve on previous standards to be guaranteed a subsequent award.

Further information on the Green Flag Award Programme, and the Keep Britain Tidy organisation, can be found on the website:

<http://greenflag.keepbritaintidy.org>

**Performance Commentary:**

The figure has remained static at 12 for the past three years. The Council does not have the resources to increase the number so at best the number will remain the same.

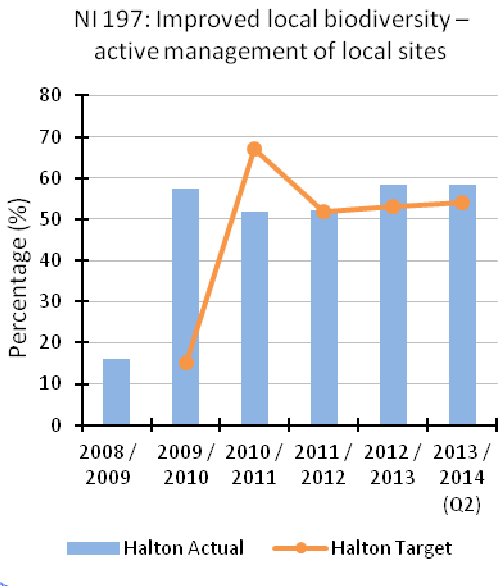
**Summary of Key activities taken or planned to improve performance:**

There are no plans to improve performance in this area.



SCS / ER11

Improved local biodiversity – active management of local sites.



2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
58.49%	54%	58.49%			

**Data Commentary:**

Data for 2013/14 is not reported until after the end of the year.

**Performance Commentary:**

Data is collected and reported at end of year.



**Summary of Key activities taken or planned to improve performance:**

The figure is likely to remain the same until Q4. The majority of conservation tasks are carried out during the winter period.

Halton Borough Council continue to work with its partner [Cheshire Wildlife Trust](#) to bring more local nature sites into positive management, with planned works at local wildlife sites and [local nature reserves](#) from October 2012 onwards.

These works include woodland management tasks over the winter period and heather moorland restoration. This work is supported via local businesses who agree to allow employees to volunteer to work on the local nature sites as part of their corporate responsibility agendas.

SCS / ER12 To regenerate 5 hectares of urban sites per annum for the next five years (PPT LI 08) (New)

	2012/13 Actual	2013/14 Target	2013/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
<b>No Chart Available</b>	8 Ha	8 Ha	4 Ha			

**Data Commentary:**

Data is normally obtained from the annual National Land Use Database (NLUD) Site Survey and database categories A, B, & C to F definitions.

The purpose of the indicator is to ensure the best use of the Halton’s land assets and promote sustainable growth and development. Reduced resources have led to the NLUD survey having not yet been completed however monitoring of housing completions shows 205 completions on previously developed land giving an assumed total in excess of 8 Ha having been redeveloped.

**Performance Commentary:**

A number of brownfield sites across the Borough have either been granted planning consent or works have commenced on site following the discharge of conditions. Examples include:

- Widnes Waterfront,
- A new Lidl store, Auto-centre and Restaurant at the Vestric House redevelopment, Halton Lea in Runcorn
- Applications for affordable housing on sites at Pingot Day Centre, Widnes, Queens Hall, Widnes.

**Summary of Key activities taken or planned to improve performance:**



Work continues on the following activities to affect and improve the performance of this indicator:

- Delivery of Key Areas of Change within the Core Strategy Local Plan through specific schemes and partnerships.
- Work to achieve the target of 40% of housing development to be delivered on brownfield land set out in the Core Strategy (Policy CS3 – Housing Supply and Locational Priorities)
- Promotion of brownfield sites for redevelopment through Strategic Housing Land Availability Assessment and emerging Local Economic Prosperity Strategy & Investment Framework.
- Granting of planning consent on appropriate brownfield sites.
- Delivery of further regeneration activity at Widnes Waterfront, 3MG and Runcorn Old Town.





**SCS / ER13** To make sure there is a 5 year rolling supply of deliverable housing land available for 5 years' worth of housing against the housing requirement

No Chart Available	2012/13 Actual	2013/14 Target	203/14 Qtr 2	2013/14 Qtr 4	Current Progress	Direction of Travel
	119%	100%	<b>111%</b>			

**Data Commentary:**

The purpose of this indicator is to ensure that sufficient *SUPPLY* of land is available to deliver the Borough's targets for building new homes.

Figures are calculated as at 1st April each year however these do not become available until at least the second quarter period. Data is taken from the Strategic Housing Land Availability Assessment (SHLAA) which is a requirement of the National Planning Policy Framework.

The measure is calculated in accordance with the definition for former National Indicator NI159 plus a 20% buffer (would be 5% but for previous under-performance in *DELIVERY*) in line with National Planning Policy Framework (Para 47) requirements. The basic requirement is for 552 units per annum = 3,309 units (552 x 5 years +20%), however as the indicator comprises previous over/under performance the numeric requirement changes year to year.

**Performance Commentary:**

Good performance is any figure over 100% as this indicates that there is sufficient land available to meet the borough's housing needs for the next five years. The figures show that enough land is available to meet the policy figure requirement plus 20% as this is the 100% figure. Performance is 11% over the required position.

Figures are taken from Table 1, page 22 in the [Strategic Housing Land Availability Assessment April 2012](#) (published May 2013).

**Summary of Key activities taken or planned to improve performance:**

Whilst the planning system can seek to identify and allocate additional land, only the proportion of units considered deliverable within 5 years contribute to the 5 year supply. This is dependent upon developers gaining planning permission and bringing sites forward for development.

The Core Strategy states that a partial Green Belt review will be required to identify additional land around Widnes and Hale (to provide development land for the full Core Strategy plan period and beyond (15 years +). Work on this evidence has commenced. The allocation of housing land will be brought forward through the next Delivery and Allocations Local (Development) Plan to 2028.

**REPORT TO:** Environment and Urban Renewal Policy and Performance Board

**DATE:** 20<sup>th</sup> November 2013

**REPORTING OFFICER:** Strategic Director Policy & Resources

**SUBJECT:** Business Planning 2014 -17

**WARDS:** Boroughwide

### **1.0 PURPOSE OF THE REPORT**

1.1 To offer a timely opportunity for Members to contribute to the development of Directorate Business Plans for the coming financial year.

### **2.0 RECOMMENDATION:**

**That the Board indicates priority areas for service development and improvement over the next 3 years.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 Each Directorate of the Council is required to develop a medium-term business plan, in parallel with the budget, that is subject to annual review and refresh. The process of developing such plans for the period 2014-2017 is just beginning.
- 3.2 At this stage members are invited to identify a small number of priorities for development or improvement (possibly 3-5) that they would like to see reflected within those plans. Strategic Directors will then develop draft plans which will be available for consideration by Policy and Performance Boards early in the New Year.
- 3.3 Whilst providing a Directorate context each of the Directorate Business Plans will contain appendices identifying specific Departmental activities and performance measures and targets that will provide a focus for the on-going monitoring of performance throughout the 2014 – 15 financial year.
- 3.4 It is important that Members have the opportunity to provide input at this developmental stage of the planning process, particularly given on-going budget pressures, to ensure that limited resources remain aligned to local priorities.

- 3.5 It should be noted that plans can only be finalised once budget decisions have been confirmed in March and that some target information may need to be reviewed as a result of final outturn data becoming available post March 2014.
- 3.6 To assist the Board Mick Noone (Operational Director, Policy, Planning and Transportation) will give a short presentation on the issues and challenges facing the areas that fall within the Boards remit over the period of the next plan and will circulate the outline of that presentation in advance of the meeting.
- 3.7 The timeframe for plan preparation, development and endorsement is as follows:

	Information / Purpose	Timeframe
<b>PPB</b>	Discussion with relevant Operational / Strategic Directors concerning emerging issues, proposed priorities etc.	<b>October / November 2013 PPB cycle</b>
<b>Portfolio Holders</b>	Strategic Directors to discuss with Portfolio Holders emerging issues, proposed priorities etc.	October / November 2013
<b>Directorate SMT's</b>	To receive and endorse advanced drafts of Directorate Plans	<b>SMT dates to be agreed with Strategic Directors</b>
<b>Corporate Management Team</b>	To receive and comment upon / endorse advanced drafts of Directorate Plans	Early December 2013
<b>Portfolio Holders</b>	Strategic Directors to discuss with Portfolio Holders advanced draft plans, including relevant departmental service objectives/ milestones and performance indicators.	<b>Late December 2012/ January 2014</b>
<b>PPB's</b>	Advanced draft plans including details of relevant departmental service objectives/milestones and performance indicators	January 2014 PPB Cycle
<b>Executive Board</b>	To receive advanced drafts of Directorate Plans for approval	<b>7<sup>th</sup> February 2013</b>

#### 4.0 POLICY IMPLICATIONS

- 4.1 Business Plans continue to form a key part of the Council's policy framework and will need to reflect known and anticipated legislative changes.
- 4.2 Elected Member engagement would be consistent with existing "Best Value Guidance" to consult with the representatives of a wide range of local persons with regards to formulating plans and strategies.

## **5.0 OTHER IMPLICATIONS**

- 5.1 Directorate Plans will identify resource implications.
- 5.2 Such plans will form the foundation of the performance monitoring reports received by Elected Members and Management Team on a quarterly basis.

## **6.0 IMPLICATIONS FOR THE COUNCILS PRIORITIES**

- 6.1 The annual review of medium-term business plans is one means by which we ensure that the strategic priorities of the Council inform, and are informed by, operational activity.

## **7.0 RISK ANALYSIS**

- 7.1 The development of a Directorate Plan will allow the authority to both align its activities to the delivery of organisational and partnership priorities and to provide information to stakeholders as to the work of the Directorate over the coming year.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

- 8.1 Directorate Business Plans, and the determination of service objectives, are considered in the context of the Council's equality and diversity agenda.

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

There are no relevant background documents to this report.

<b>REPORT TO:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	20 November 2013
<b>REPORTING OFFICER:</b>	Strategic Director Policy and Resources
<b>SUBJECT:</b>	Local Flood Risk Management Strategy – Progress Report
<b>PORTFOLIO:</b>	Transport
<b>WARDS:</b>	Boroughwide

### **1.0 PURPOSE OF THE REPORT**

The purpose of this report is to present Halton's Local Flood Risk Management Strategy as a draft for formal consultation with partner organisations and stakeholders.

### **2.0 RECOMMENDATION: That the Board notes the content of the strategy and the fact that it will be used as the basis of consultation with stakeholders in accordance with the legislation.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 At its meeting of 12 June, the Board noted the progress being made in relation to the preparation of a Local Flood Risk Management Strategy for Halton. Local strategies must be produced by all Lead Local Flood Authorities (LLFAs) as a statutory requirement under the Flood and Water Management Act 2010 (FWMA).
- 3.2 As described in the earlier report, the LLFA partners within the Cheshire & Mid Mersey (CMM) sub-region had agreed to work to a common template in developing their draft strategies. Over the last few months, local flood risk management information and evidence has been collated from a variety of sources and brought together to compile a range of measures describing how Halton proposes to manage the risk of local flooding, i.e. from surface water, groundwater and from ordinary watercourses. The draft Strategy is attached at Appendix A.
- 3.3 An advance copy of the draft has been shared with CMM partnership officers at the Environment Agency, who retain a strategic overview of all forms of flood risk. They will undertake a review of the Local Strategy and provide comments before formal consultation with other risk management authorities and stakeholders takes place.
- 3.4 It should be noted that the draft document is still in a preliminary formatting stage, pending alterations and amendment during partner

consultation. It is intended that final document design and finishing, using the Council's in-house service, will follow this process.

3.5 The draft Local Strategy contains the following subject / topic sections:

- A foreword by the Portfolio Holder for Transportation (who is the service lead for surface water and flood risk management) and an Executive Summary;
- The context, aims and objectives of the Local Strategy;
- A summary of other risk management authorities' (RMA) roles and responsibilities and a description of the organisation and governance arrangements in respect of flood risk management
- An assessment of flood risk in the Borough including details of the catchment, summaries of past flooding and future flood risk by type;
- A description of how Halton proposes to manage future flood risk through a range of Borough-wide actions (such as planning and development control, asset management and communication) and site specific measures (such as implementing programmes of works for maintenance and improvement or protection measures, application of regulatory powers of enforcement & consenting etc.)
- Details of funding sources available for flood risk management duties and summary of current allocations.
- Comprehensive appendices including local mapping, programmes and glossary.

3.6 Whereas a significant part of the document contains factual and background information in relation to local flood risk in Halton, section 5 of the draft Local strategy comprises the Borough-wide strategic actions and site specific actions that will be taken to manage risk.

3.7 Planning Policy and development control are at the forefront of ensuring new development and re-development minimises flood risk and this is undertaken chiefly through the requirement for site specific flood risk assessments, and by reference to the Strategic Flood Risk Assessment, the application of the 'sequential test'. It is expected that from April 2014 the sustainable drainage (SuDS) legislation part of the FWMA will be enacted. This will require developments over a certain size to submit details of surface water drainage systems for approval by the LLFA in parallel with the planning application process. Halton will be a SuDS approval body (SAB) and this new role will encompass design approval, inspection, adoption and future maintenance of SuDS systems. This is a substantial additional duty for the Council with significant policy and resource implications. It is proposed that a specific report on the implications will be brought to the Board when the details of how the legislation will operate have been clarified by Defra.

3.8 Halton's asset management function comprises several strands, including statutory duties to maintain a register and records of FRM structures and features and the investigation of floods as well as preparing programmes of asset maintenance and proposing & planning

works to address the risk of flooding. Each year, Halton submits bids for flood defence grant-in-aid (FDGiA) funding to EA / Defra for schemes that have been identified as reducing the risk to properties. Whilst the risk of flooding in Halton is relatively low in terms of the number of properties at risk, several 'pockets' of potential flooding were identified through the Preliminary Flood Risk Assessment (PFRA) and Surface Water Management Plan (SWMP) study. These have been reported to the Board previously and form the basis of improvement work programmes. These are detailed in Appendix 7 of the draft Local Strategy.

3.9 Defra's 'partnership' approach to funding local FRM schemes through FDGiA means that the smaller, local, lower priority schemes now have a chance of progressing within their Medium Term Programme. However, in order for schemes to 'score' sufficiently highly in the assessment, a local, partner contribution toward the cost of the scheme is required. This has a potential resource implication for Halton if our local schemes are to be successful in being granted FDGiA funds, or Local Levy funding from the Regional Flood and Coastal Committee (RFCC) allocation. There is currently no allocation within Halton's capital programme to support flood defence schemes, which means only minor works can be implemented with support from the existing Land Drainage revenue budget.

3.10 Following the EA's review of the draft strategy, it is proposed to continue with formal consultation with partners and key stakeholders. These comprise:

- Neighbouring LLFAs – partner members of the CMM sub regional group plus Knowsley Borough Council;
- United Utilities as the water company for the area;
- Other risk management authorities, the police, fire and rescue service
- Canal Authorities – the Canal and Rivers Trust and Peel Holdings

3.11 Local Flood Risk Strategies should also contribute to the achievement of wider environmental objectives. As Halton is predominantly urban in nature, it is considered that this will chiefly be achieved through the development of SuDS proposals in connection with new developments and regeneration. It is proposed to add to the draft strategy when more information about the impending SuDS legislation is released. A Strategic Environmental Assessment, which considers the likely impacts on the wider environment is likely to be required, which will be prepared in parallel to the continuing development of the Local Strategy.

## **4.0 POLICY IMPLICATIONS**

4.1 There are no policy implications arising from this report, however, once the Local Strategy has been adopted, it can inform specific policies, for example in relation to use of enforcement powers or the provision of flood protection measures etc.

## **5.0 OTHER IMPLICATIONS**

### **5.1 Resource Implications.**

The Local Strategy is being developed 'in-house' by officers in the Policy, Planning and Transportation Department. Other Council Departments and Divisions have provided input into the process during the consultation stage and will be required to contribute to the further development of the Strategy and SEA. There are potential financial implications for the Council in supporting future FRM schemes through the partnership funding approach required for FDGiA process.

### **5.2 Sustainability**

The sustainability themes of economy, community and the environment are all key factors in developing a successful local strategy for flood risk management and they are considered in the relevant sections of the draft document. The SEA and environmental report will inform the Strategy and the extent and implications of sustainable development will be an important part of any measures put in place to achieve the objectives.

### **5.3 Legal Implications**

There are no legal implications arising from this report. The preparation of the Local Strategy by LLFAs is a requirement under the F&WMA and its development it must take account of a framework of related legislation which is outlined within the LGA Guidance.

## **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **6.1 Children and Young People in Halton**

There are no specific implications for children and young people in relation to this report.

### **6.2 Employment, Learning and Skills in Halton**

There are no specific implications for employment, learning and skills in relation to this report.

### **6.3 A Healthy Halton**

The development of the Local Strategy will help to manage flood risk through the adoption of prevention and protection measures and help mitigate the impacts of flooding when it does occur, which should contribute to the health and well-being of communities that may be affected.

### **6.4 A Safer Halton**

The development of the Local Strategy will help to manage flood risk through the adoption of prevention and protection measures and help mitigate the impacts of flooding when it does occur, which should contribute to the safety of the community and potential users of affected land areas.



## 6.5 Halton's Urban Renewal

The development of the Local Strategy will help to manage flood risk through the adoption of prevention and protection measures. The Strategy deals with land use considerations and the environmental aspects of sustainable development contained within the Strategy will help contribute to the creation of attractive, safe places and amenities and enhance Halton's physical and natural environment.

## 7.0 RISK ANALYSIS

The Council, as LLFA regularly reports to the Environment Agency on the progress being made to deliver the range of functions and legislative requirements under the F&WMA. Progress on the preparation of the Local Strategy is one of the areas covered in the report and whilst no date has been set within the legislation for the adoption of a Local Strategy, there is a reputational risk to the Council if this is delayed unduly.

## 8.0 EQUALITY AND DIVERSITY ISSUES

There are no equality and diversity issues in relation to this report.

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

Document	Place of Inspection	Contact Officer
Halton Preliminary Flood Risk Assessment (PFRA) 2011	All documents at Municipal Building	Dave Cunliffe for all documents
Halton Surface Water management Plan (SWMP) June 2011		
Halton Strategic Flood Risk Assessment (SFRA) 2011		
Flood Defence Grant in Aid Bid 2013/13		
Defra Policy - Flood and coastal resilience partnership funding 23 May 2011		



**HALTON BOROUGH COUNCIL**

**Draft  
Local Flood Risk  
Management Strategy**

**Produced By:**

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**October 2013**



## Foreword

Councillor's photograph

This is the first Strategy for Flood Risk Management in Halton and it is a key step in making sure that the risk of flooding in our borough is dealt with as a whole, joining up the work done by the Council, the Environment Agency and United Utilities with that of our community and individual households. It will consider how all sorts of activities can be deployed to help manage flood risk, from better planning which makes sure new developments decrease rather than increase flood risk, to ensuring that emergency responders have a good understanding of where flood risk is greatest.

However, the activities identified in this strategy can only help manage flood risk. It would not be possible, even if we were not in an era of austerity, to protect all households from any flood risk. Instead, efforts need to be made by all involved, organisations and householders alike to reduce flood risk in practical ways. Sometimes, this involves focussing not just on decreasing the probability of flooding but also its impact, making sure that properties and households can cope in the event of a serious flood.

We recognise that, in the past, the different organisations involved in risk management have not always worked together effectively enough in tackling the difficult problems that flood risk often creates. We have a strong and long tradition of partnership working in Halton and we intend to extend this to managing flood risk. It is vital that organisations work better not just with each other but crucially with the public. This is why this strategy details the roles and responsibilities of all major stakeholders, including households and community groups, so that there is better clarity and understanding about when different stakeholders should be involved.

This strategy focuses on 'local flood risk' that is flooding caused by surface runoff, groundwater and ordinary watercourses (streams, ditches etc.) However, it is not the source of flooding but the effects that matter and we are keen to make sure that all forms are managed together and tackled according to level of risk rather than by what caused it.

Assessing levels of risk from flooding is a difficult task. With more development and increasingly uncertain weather patterns, houses and businesses that have never been flooded in living memory may be at risk as Halton experienced in the Summer of 2012.

This strategy is our statement of intent as to what needs to be done to tackle flooding in Halton. We hope it will help you become better informed of everyone's responsibilities, how to find out your flood risk and what we can do to help you become safer.

Councillor/Portfolio  
Holder's name and  
signature

## Executive Summary

The Halton Borough Council Local Flood Risk Management Strategy (Local Strategy) is an important new tool to help understand and manage flood risk within the borough. Flood risk management in Halton is beginning a new stage which will be marked by better knowledge of the risks in the borough, better co-operation between organisations involved in flood risk management and better communication with the public about those risks and what can be done. This strategy will highlight the steps that are to be taken to ensure this happens.

It should be noted that Halton Borough Council, as a Lead Local Flood Authority, is only responsible for management of Local Flood Risk. Local Flood Risk is defined as surface water flooding, ordinary watercourse flooding and groundwater flooding. This area of responsibility is defined by the Flood and Water Management Act 2010. Therefore, this Local Flood Risk Management Strategy only addresses Local Flood Risk and the interactions it might have with other forms of flood risk. More households are at risk from this form of flooding than any other but until now there has been little co-ordinated work to address these forms of risk. The strategy will look to address this.

The Local Strategy is a statutory document required by the Flood and Water Management Act 2010 and therefore must address specific requirements. The overall structure and content of the strategy is summarised below:

1. Introduction - Purpose of strategy, background information and related documents.
2. Local Flood Risk - Description of historic flood impacts and potential future flood risk in Halton.
3. Roles and Responsibilities - Summary of organisations responsible for managing flood risk and their respective roles.
4. Actions to Improve Flood Risk - Details of actions that Halton Borough Council and its partners are taking to reduce flood risk.
5. Implementation and Funding - Details of how actions can be implemented and available funding sources.
6. Environmental Assessment - Description of how the Local Strategy can be used to achieve wider environmental benefits.
7. Next Steps - Summary of actions to deliver the Local Strategy and planned review / update frequency.

The content under the following headings summarises the detail from each of the sections listed above.

### Introduction

For those who suffer from flooding, it does not matter what type of flooding it is, and this strategy provides information about other sources of flooding and the organisations involved. It explains the powers and responsibilities of all the major organisations involved in flood risk and provides advice on what householders and businesses need to do. It highlights and summarises the information available on flooding in Halton so that this information is more easily accessible for those trying to understand more about flood risk in Halton.

The following are the guiding principles which flood risk management in Halton will be based on:

1. Flooding is a natural event that will occur despite all efforts to prevent it. Hence, it is important to focus as much on reducing the disruption that flooding causes as on measures to prevent it.
2. Flood damage from surface runoff, groundwater and ordinary watercourses creates both public and private financial costs. Effective flood risk management can reduce long-term flood damage costs to property and the impacts on human health and wellbeing.
3. Decisions on where local resources are focused should be evidence-based and made against clear criteria.
4. Improving the level of knowledge about flood risk across all stakeholders is a vital process that needs to be improved.
5. No organisation is able to ensure that all households and businesses are safe from flooding. Householders and businesses have responsibility for protecting their property and premises, but the relevant public organisation has a duty to inform households of their risk and advise what steps they can take to make their property more resilient.

6. No single organisation can effectively manage flood risk across the whole of Halton, so cooperation among relevant public agencies is essential for the success of long term comprehensive flood risk management.
7. New developments should look not only to ensure that there is no increase in flood risk but also reduces flood risk that was already there. In accordance with National Planning Policy and emerging local plans new development should be directed away from areas of flood risk areas wherever possible.
8. The cumulative impact of small developments on flood risk is as significant as the impact of major developments and so both must be managed in order to ensure the threat of flood risk does not grow.
9. Proposals/schemes likely to have a significant effect on a Ramsar site will only be approved if it can be ascertained, by means of an Appropriate Assessment, that the integrity of the Ramsar site will not be adversely affected.

## Local Flood Risk

The nature of flood risk within Halton is extremely varied and widespread across the Borough. Halton straddles major estuary and has an extensive network of rivers and canals, combined with two major towns, which means it is at risk of flooding from a range of different sources. The recent Preliminary Flood Risk Assessment (PFRA) for Halton Borough Council highlighted records of approximately 1,300 local flood events that have occurred across the Borough over the past fifteen years but it is believed that there are considerably more for which there are no official records.

The Local Strategy addresses Local Flood Risk only, however, other sources of flood risk are considered by the Local Strategy but only where they interact or are influenced by Local Flood Risk. The main forms of local flooding are:

- Surface water flooding, also known as pluvial flooding or flash flooding, occurs when high intensity rainfall generates runoff which flows over the surface of the ground and ponds in low lying areas;
- Ordinary watercourse flooding concerns flooding from any watercourse, which is not designated by the Environment Agency as a main river. All other smaller watercourses, ditches and streams are classified as ordinary watercourses and there is an extensive and unmapped network of watercourses in Halton;
- Groundwater flooding occurs when water levels in the ground rise above the ground surface. Flooding of this type tends to occur after long periods of sustained heavy rainfall and can last for weeks or even months.

## Roles and Responsibilities

This section provides information about the roles and responsibilities of all the stakeholders involved with managing flood risk in Halton, including householders and businesses. This is because flood risk management is not something that can be left solely in the hands of certain organisations and forgotten by everyone else. We all have our part to play. Even if this strategy was being devised at a time of substantial public sector budgets, the organisations would still not be able to prevent all floods or solve all concerns. It is crucial therefore that everyone is aware of what they can do, and are expected to do to help manage flood risk.

The key stakeholders in Halton Borough that have responsibilities for flooding are detailed below:

- Halton Borough Council (as Lead Local Flood Authority)
- Warrington Borough Council (as neighbouring Lead Local Flood Authority)
- Knowsley Borough Council (as neighbouring Lead Local Flood Authority)
- St. Helens Borough Council (as neighbouring Lead Local Flood Authority)
- Cheshire East Council (as neighbouring Lead Local Flood Authority)
- Cheshire West & Chester Council (as neighbouring Lead Local Flood Authority)
- Environment Agency
- United Utilities (The local Water Company)
- Highways Agency

All of these authorities are known as 'Risk Management Authorities' under the Flood and Water Management Act and have the following duties:

- Duty to be subject to scrutiny from Lead Local Flood Authorities' democratic processes.
- Duty to co-operate with other Risk Management Authorities in the exercise of their flood and coastal erosion risk management functions, including sharing flood risk management data.
- Power to take on flood and coastal erosion functions from another Risk Management Authority when agreed by both sides.

### **Actions to Improve Local Flood Risk Management**

The Local Strategy defines nine objectives for the management of Local Flood Risk:

1. To provide a clear explanation of all stakeholder's responsibilities in flooding issues.
2. To develop a clearer understanding of the risks of flooding from surface runoff, groundwater and ordinary watercourses and to consider how best to communicate and share the information that becomes available.
3. To define and explain the criteria by which areas at risk of flooding from surface runoff, groundwater and ordinary watercourses are assessed and resources are prioritised.
4. To state how risk management authorities will share information and resources.
5. To set out clear and consistent plans for risk management so that communities and businesses can make informed decisions about the management of the residual risk.
6. To ensure that planning decisions are properly informed by flooding issues and the impact future planning decisions may have.
7. To encourage innovative management of flood and coastal erosion risks, taking account of the needs of communities and the natural and built environment.
8. To ensure that emergency plans and responses to flood incidents are effective and that communities are able to respond properly to flood warnings.
9. To highlight where information regarding other forms of flooding can be found.

The objectives detailed above will be delivered through a series of local measures and actions. Flood risk management actions included in the Local Flood Risk Management Strategy have been split into two categories:

- Borough Wide Strategic Actions with the aim of following the guiding principles and meeting the overall objectives of this strategy and of the Environment Agency's national strategy; and
- Site level Specific Management Actions that could be implemented within locally important flood risk areas in order to translate the aims of the overall strategic actions onto a local scale. These site level specific management actions will be decided through annual action plans which will be agreed at the Policy & Performance Board.

### **Implementation and Funding**

It is important that the Local Strategy sets out how the proposed actions and measures will be funded and resourced within Halton. It is also important to identify what funding mechanisms are available to Halton Borough Council to pay for the flood risk management measures that are set out in the strategy.

Effective practical implementation of flood policy objectives requires adequate resources both for the management and response activities of lead local flood authorities as well as for capital projects.

This chapter looks at how the the skills gap within risk management authorities in Halton can be addressed. It is acknowledged that Lead Local Flood Authorities and other risk management authorities will need to expand their flood risk management skills and capacity in order to deliver their new responsibilities under the Flood and Water Management Act 2010. This local strategy will help to identify what skills will need to be developed to ensure that the plans set out in this strategy can be delivered and implemented successfully.

This section also provides a summary of the new partnership funding mechanism for available forms of funding that are being considered by Halton Borough Council and will also help to identify any further actions that will be needed to ensure that particular funding alternatives are feasible.

### **Strategic Environmental Assessment**

The implementation of flood risk management measures and actions within Halton provide a significant opportunity to improve the natural, rural and built environment across the Borough. This includes helping to provide better environments for residents and businesses as well as improving biodiversity and local habitats for wildlife. The Flood and Water Management Act states that the Local Strategy must specify how it will contribute to the achievement of wider environmental objectives and sustainable development.

Halton Borough Council is committed to protection and enhancement of locally, nationally and internationally recognised environmental sites. Environmental impacts will be considered by any flood risk management work carried out by the Council. Appropriate assessment will be made at every stage and we will not pursue any activities which would have a negative impact on these sites.

## Next Steps

As a result of this strategy, the annual action plans and other planned work by risk management authorities, there will be local plans and flood defence schemes to help manage flooding in parts of Halton. In all of these situations, Halton should create an engagement plan to ensure that the affected communities are engaged early with the issues and are able to discuss it and share their concerns, interests and priorities.

It is important to understand that final decisions will still be made by the responsible risk management authority but those decisions must be informed by proper engagement with the affected residents. This engagement requires both the organisations and the households involved to work together to ensure that engagement events are well attended and local issues are properly understood and discussed.

This is the beginning of a new stage in flood risk management for Halton. There are going to be substantial changes in the next few years with changes to the planning system, sustainable drainage requirements and the provision of flood insurance as well as innovations in the funding and design of flood prevention schemes and improvements in the knowledge of where the greatest flood risk is. Some strategy supplements may need to be produced before the next review to recognise these changes.

It is proposed that a review should take place in 2015, to coincide with the production of the flood risk management plans legislated for in the Flood Risk Regulations. The strategy should then continue to be reviewed in conjunction with the production of the flood risk management plans or when the Halton Policy & Performance Board deems it necessary.

To complement the Halton Strategy for Flood Risk Management, annual action plans will be put before the key partners responsible for Flood Management across Halton. These will state:

- The newest information available about local flood risk, indicating where flood risk has decreased due to work done or where new information has changed prioritisation.
- Actions required to meet the Flood Risk Regulations in the coming year.
- Projects which will be put forward to the Environment Agency for entry onto the medium term plan.
- Actions from Surface Water Management Plans which will be delivered in the current year.
- Other flood risk management activities which will be taken by Halton risk management authorities in the next year.

The meeting to agree the annual plan will occur in early autumn so as to be available for reference in budget discussions by risk management authorities. All annual plans will need to comply with the principles laid out in the both the Halton Local Strategy for Flood Risk Management and the National Strategy for Flood and Coastal Erosion Risk Management. These annual plans are to ensure operations are joined up across the different stakeholders in Halton and to ensure that decisions are based on resources available and evidence based.



# Contents

<b><u>1. Local Strategy: Context, Aims and Objectives</u></b> .....	<b>9</b>
<u>1.1 Introduction</u> .....	9
<u>1.2 Flooding Types and Responsibilities:</u> .....	<b>Error! Bookmark not defined.</b>
<u>1.3 Powers and Duties</u> .....	10
<u>1.4 Documents that Contribute to this Strategy</u> .....	11
<b><u>2. Risk Management Authorities and Responsibilities</u></b> .....	<b>12</b>
<u>2.1 National Context</u> .....	12
<u>2.2. Risk Management Authorities and Responsibilities</u> .....	16
<b><u>3. LLFA Structure (including governance and local partnerships)</u></b> .....	<b>17</b>
<b><u>4. Assessment of Flood Risk in Halton Borough Council</u></b> .....	<b>19</b>
<u>4.1 Availability of Data</u> .....	22
<u>4.2 The Area</u> .....	19
<u>4.3 Summary of Past Flooding</u> .....	<b>Error! Bookmark not defined.</b>
<u>4.3 Summary of Past Flooding</u> .....	<b>Error! Bookmark not defined.</b>
<u>4.4 Future Flood Risk</u> .....	26
<u>4.5 The effects of Climate Change on Future Flood Risk</u> .....	29
<u>4.6 Improving Risk Understanding</u> .....	<b>29</b>
<b><u>5. Managing Local Flood Risk</u></b> .....	<b>30</b>
<u>5.1 Community Focus, Partnership Working and Encouraging Community Resilience</u> .....	30
<u>5.2 Spatial Planning Policy</u> .....	31
<u>5.3 Development Control</u> .....	
<u>5.4 Sustainable Drainage Systems (SuDS) Section subject to final national legislation now expected April 2014</u> .....	33
<u>5.5. Enforcement and Consenting</u> .....	36
<u>5.6 Power to Carry out Works</u> .....	38
<u>5.7 Asset Management</u> .....	39
<u>5.8 Designation of Features</u> .....	<b>Error! Bookmark not defined.</b>
<u>5.9 Investigations and Flood Reporting</u> .....	42
<u>5.10 Communications and Public Engagement</u> .....	43
<u>5.11 Preparedness and Emergency Response</u> .....	46
<b><u>6. Funding</u></b> .....	<b>49</b>
<b><u>Appendices</u></b> .....	<b>Error! Bookmark not defined.</b>
<u>Appendix.1 – North West River System</u> .....	54
<u>Appendix.2 – Environment Agency Warning Areas</u> .....	63
<u>Appendix.3 - Consultation</u> .....	65
<u>Appendix 4 – Halton BC Sandbag Policy</u> .....	<b>Error! Bookmark not defined.</b>
<u>Appendix 5 – Consents Samples &amp; Enforcement Procedure</u> .....	67
<u>Appendix 6 – Risk Management Implementation Timeframe</u> .....	69
<u>Appendix 7 – Preliminary Maintenance and Works Programme</u> .....	70
<u>Appendix 8 – Areas in Halton Suitable for SuDS</u> .....	
<u>Appendix 9 - Abbreviations and Definitions</u> .....	73
<u>Appendix 10 – Principle Contact Numbers</u> .....	77

# 1. Local Strategy: Context, Aims and Objectives

**Section 9 of the Flood and Water management Act 2010 requires lead local flood authorities to develop, maintain, apply and monitor a strategy for local flood risk management.**

The strategy covers flood risk from surface runoff, groundwater and ordinary watercourses (i.e. non main river). It must be consistent with the National Strategy published by the Environment Agency in 2011, and Halton must consult all risk management authorities and the public on its Local Strategy.

## 1.1 Introduction

Under statutory responsibilities as a Lead Local Flood Authority (LLFA), Halton Borough Council has developed this Local Flood Risk Management Strategy (LFRMS) to help understand and manage flood risk within the borough. Halton Borough Council is well placed to co-ordinate flood risk management through its other statutory functions including Local Highway Authority, Local Planning Authority and Civil Contingencies Act Category 1 Responder.

There is a well-developed network of partners by virtue of our historical operational and strategic practices. The strategy formalises and develops our partnerships in respect of flood risk and progresses the high level screening which was introduced in the Preliminary Flood Risk Assessment (PFRA), a requirement of the Flood Risk Regulations 2009. The PFRA showed that Halton Borough Council had no flooding issues that were nationally significant.

The country is facing a future of erratic, unseasonable and extreme weather with flooding now one of the highest risks facing the borough. One of the most prolonged dry periods since 1953 was experienced in the years 2010 and 2011. However, the following year, 2012, was the second wettest on record in the UK and the wettest year on record for England according to data released by the Met Office. This has resulted in repeated flood events within the borough at locations that have not experienced flooding before. The Met Office has undertaken an analysis of the UK's official climate records and this suggests an increase in frequency of extreme rainfall in the UK. Four out of the top five wettest years in the UK have occurred since 2000.

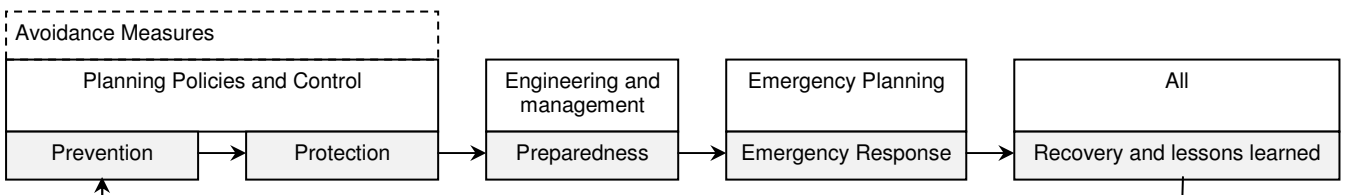
This document will clearly set out how Halton Borough Council's role as the LLFA links into those of the key risk management authorities that are responsible for managing aspects of flooding. It shows the Lead Local Flood Authority's role in managing risk locally and how it develops and maintains a holistic local flood risk strategy.

This local strategy will also inform:

- Our community that may be at risk of flooding;
- Category 1 responders such as Fire and Rescue and the Police;
- Utility and important infrastructure providers, the Highway Authority and Network Rail;
- Organisations responsible for managing land, property, cultural heritage and the natural environment such as landowners, farmers, the Canal and River Trust and the Forestry Commission;
- Nongovernmental organisations such as the Royal Society for the Protection of Birds, Country Land and Business Association, National Farmers Union, Wildlife Trusts, National Flood Forum, Association of British Insurers and economic development organisations

We will work with our communities to manage the likelihood and impact of flooding for the social, economic and environmental benefit of Halton. There will be support for local people and businesses to take part in managing the risks that affect them.

The diagram below shows our step-by-step measures:



## 1.2 Objectives

Aim		Objectives	Measures
<p>Set out the roles and responsibilities of the various Risk Management Authorities (RMAs) in the area.</p> <p>Specify the objectives for managing local flood risk.</p> <p>Identify and describe the measures proposed to deliver the objectives.</p>	1	To reduce the potential impact and costs of flooding in the borough.	Studies, assessments and plans - Developing a greater understanding of local flood risk in Halton will be critical to deploying the most effective measures for managing the risk and making the best use of limited resources.
	2	To develop greater personal involvement in flood risk management amongst residents of Halton.	Raising awareness - Individuals and communities should understand that there will always be a degree of flood risk and the role that they can play in the local management of that risk. Raising awareness will be a critical aspect of the Strategy.
	3	To secure improvements to the water environment of Halton through the undertaking of actions associated with flood risk management.	Enforcement and Consenting, Asset Management and Investigations, Bye-laws, Policies and Procedures, Halton planning policy documents, Strategic Flood Risk Assessments (SFRA). Liaising and development with planning department, addressing environmental issues Communications, Public and Partner Engagement, Emergency Response Plan and Resources
	4	Development of Maintenance regimes and Preliminary Works Schedules	Investment and funding - The Strategy will look at the development of priorities for investment and at the same time explore opportunities for funding. Formal maintenance regimes and outline preliminary works

## 1.3 Powers and Duties

The Flood and Water Management Act 2010 places a number of new duties on the Council through either amendments to existing Acts such as the Land Drainage Act 1991 or through the FWMA itself. The key powers and duties in the Act are summarised below:

Responsibility	Details
Preparation of an Asset Register (s.21)	LLFAs have a duty to maintain a register of structures or features, which are considered to have an effect on a flood risk. Including details on ownership and condition as a minimum.
Power to designate flood risk management structures (schedule 1)	LLFAs, as well other flood management authorities have powers to designate structures and features that affect flooding or coastal erosion in order to safeguard assets that are relied upon for flood or coastal erosion risk management.
Investigation of flood incidents (s.19)	LLFAs have a duty to co-ordinate the investigation and recording of significant flood events within their area. This duty includes identifying which authorities have flood risk management functions and what they have done or intend to do with respect to the incident, notifying risk management authorities where necessary and publishing the results of any investigation carried out.
Prepare a Local Strategy for Flood Risk Management (s.9)	LLFAs are required to develop, maintain, apply and monitor a local strategy for flood risk management in its area. The local strategy will build upon information such as national risk assessment and will use consistent risk based approaches across different local authority areas and catchments.
SuDS Approval Body** (schedule 3)	LLFAs are designated the SuDS Approval Body (SAB) for any new drainage system, and therefore must approve, adopt and maintain any new sustainable drainage systems (SuDS) within their area.
Works powers and enforcement? (amendment to Land Drainage Act 1991, s.14)	LLFAs have powers to undertake works to manage flood risk from surface runoff and groundwater, consistent with the local flood risk management strategy for that area.
Consenting changes to Ordinary Watercourses (s.21)	If riparian owners wish to culvert an ordinary watercourse or insert any obstructions, consent is required from an LLFA, except within Internal Drainage Board (IDB) areas.

Powers to create Byelaws (amendment to Land Drainage Act 1991, s.66)	An LLFA may make such byelaws as they consider necessary for securing the efficient working of the drainage system in their district or area. Bye-laws are being progressed by the partners within the CMM group.
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\*\*At the time of writing, the SuDS aspects of the FWMA have not been fully implemented. Section 7 sets out how the Council will develop these duties to manage flood risk.

#### 1.4 Documents that Contribute to this Strategy

There are a number of existing documents relating to flood risk and planning policy that form the basis of this strategy:

- Halton BC Surface Water Management Plan
- Halton BC Preliminary Flood Risk Assessment
- Halton BC Flood Incident Response Plan
- Halton BC Level Two Strategic Flood Risk Assessment
- Halton BC Unitary Development Plan
- Halton BC Local Core Strategy
- Cheshire Multi Agency Flood Plan
- Mid Mersey Water Cycle Study
- Mersey Catchment Flood Management Plan
- Weaver Goway Flood Management Plan

## 2. Risk Management Authorities and Responsibilities

Under Section 9(4) of the Flood and Water management Act 2010 Local Strategies must specify the risk management authorities operating in the Lead Local Flood Authorities' areas.

### 2.1 National Context

The Flood and Water Management Act 2010 identified certain organisations as 'Risk management authorities', which have responsibilities around flooding, both new ones from the Flood and Water Management Act 2010 and longstanding ones from previous legislation.

#### 2.1.1 Background Legislation

The development and responsibility for flood risk management has evolved in recent years,. Prior to 1989, it was the responsibility of the Local River Authorities. In 1991 a new Water Act was passed in parliament, which privatised the Water and Sewerage functions across the country. The flood risk functions were then transferred to the National Rivers Authority in 1991 when a number of pieces of legislation were enacted. This legislation was aimed to consolidate existing powers under the Land Drainage Act 1991, Water Resources Act 1991, Statutory Water Companies Act 1991, Water Act 1989 and Water Consolidation (Consequential Provisions) Act 1991, which addressed the roles and responsibilities of the Authorities.

The Environment Agency (EA) was then established in 1995, which replaced the National Rivers Authority and took over the flood warning duties from the Police. Halton Borough Council is based within the EA's North West Region; with the head office based in Warrington. The release of the Planning Policy Guidance 25 (PPG25) in 2001 was in response to major flood events in 1998 and 2000, and designed to strengthen flood risk planning. This was superseded by the Planning Policy Statement 25 (PPS25) in 2006 for sustainable surface water management, which was in turn recently superseded again by the current National Planning Policy Framework, which intends to rationalise development legislation and processes.

#### 2.1.2 Current Legislation

Following the 2007 Floods, the Pitt Review (2008) led to the overhaul of flood risk legislation within England and Wales. Greater responsibility particularly for surface water issues was assigned to upper tier Authorities such as Halton Borough Council. These responsibilities were formalised through the Flood and Water Management Act 2010. Summaries of these documents are as follows:

Legislation	Details
The Pitt Review (2008)	Sir Michael Pitt carried out a review of flood risk management practices after the widespread floods of 2007, in which over 50,000 households were affected and damages exceeded £4billion. The Pitt Review called for urgent and fundamental changes to the way flood risk was being managed. The report contained 92 recommendations for the Government, which were based around the concept of local authorities playing a major role in the management of local flood risk.
The Flood Risk Regulations (2009)  (1) Preliminary Flood Risk Assessment (PFRA)  (2) Flood Hazard and Flood Risk Maps  (3) Flood Risk Management Plans	The Flood Risk Regulations transposes the EU Floods Directive into law for England and Wales. The Flood Risk Regulations require three main pieces of work: <ul style="list-style-type: none"> <li>The collecting of information on past and future floods from surface water, groundwater and small watercourses, assembling the information into a Preliminary Flood Risk Assessment (PFRA) report and identifying Indicative Flood Risk Areas. The PFRA for Halton Borough Council has been completed and is available on the Council website.</li> <li>Following the identification of Flood Risk Areas, the Environment Agency was required to produce hazard and risk maps. As the Borough of Halton lies outside the Liverpool Flood Risk Area these maps were not required for Halton's 2011 PFRA.</li> <li>The final stage is for Halton Borough Council to produce a Flood Risk Management Plan for the Indicative Flood Risk Areas. The Halton Borough Council Local Flood Response Plan 2012 and Merseyside Multi Agency Flood Plan (Merseyside Resilience Forum) will contribute significantly to the preparation of Flood Risk Management.</li> </ul>
The Flood and Water Management Act 2010	The Flood and Water Management Act 2010 (FWMA) provides legislation for the management of risks associated with flooding and coastal erosion. Many of the recommendations contained in the Pitt Review have been enacted through the Flood and Water Management Act. The Act places a number of roles and responsibilities on councils such as Halton Borough Council, designating it a Lead Local Flood Authority, and on other risk management authorities with flood risk management functions. The preparation of this Local Flood Risk Management Strategy is brought about by this piece of legislation.

National Planning Policy Framework (2012)	The National Planning Policy Framework is a new document developed by the Department for Communities and Local Government (CLG). It is designed to streamline planning policy by substantially reducing the amount of planning guidance by bringing it all together in one coherent document.
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**2.1.3 National Flood and Coastal Erosion Risk Management Strategy**

**Section 11 of the Flood and Water management Act 2010 requires English risk management authorities to act in a manner that is consistent with the National Strategy and any published guidance.**

The risk management authorities are to act in a manner which is consistent with the Local Strategy (except in the case of water companies, who must 'have regard' to the Local Strategy). Under Section 9 of the FWMA 2010, Halton must consult all risk management authorities that may be affected by the Local Strategy.

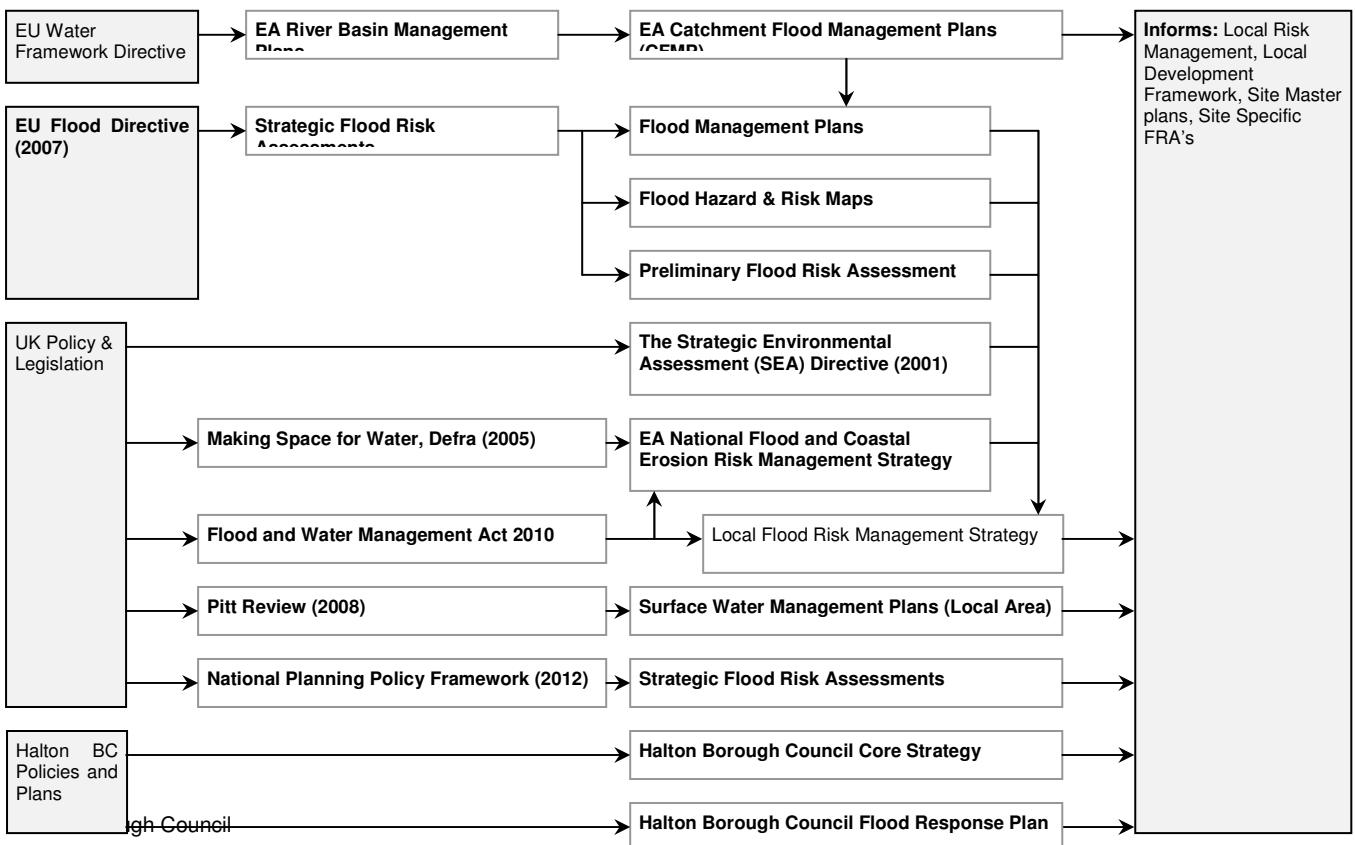
The Environment Agency and the Department for Environment, Food and Rural Affairs (Defra) have published a National Flood and Coastal Erosion Risk Management Strategy for England to ensure that the government, Environment Agency, local authorities, water companies, internal drainage boards and other organisations that have a role in Flood and Coastal Erosion Risk Management (FCERM) understand each other's roles and coordinate how they manage these risks. This fulfils a requirement of the Flood and Water Management Act 2010.

The Act gives the Environment Agency a 'strategic overview' of Flood and Coastal Erosion Risk Management, and in turn takes forward recommendations from Sir Michael Pitt's inquiry into the 2007 floods.

The National Strategy sets out what needs to be done to manage these risks by improving our understanding of them, reducing the likelihood of incidents happening, as well as managing the potential consequences to people, businesses, infrastructure and services. The National Strategy addresses these aims and shares them with the local level to:

- Respond better to flood incidents and recovery;
- Encourage local innovations and solutions;
- Help households, businesses and communities better understand and manage the flood risks they face;
- Manage the risk of flooding to people and their property and where possible, to improve standards of protection;
- Invest in actions that benefit public who face the greatest risk, but who are least able to afford to help themselves.
- Put sustainability at the heart of the actions we take, work with nature to benefit the environment, people and the economy.
- Move the focus from national government funded activities towards an approach that gives more power to local people, at individual, community or local authority level.

**F2.1. Figure 1 Overview of legislation contributing to current flood risk management**



## 2.2 Types of Flooding and those Responsible:

Flood water is something that can affect all of us. This means that everyone has the responsibility to protect their properties from flooding. Whatever steps an individual takes to protect property from flooding must be carried out with due care. A property owner must ensure that they do not cause harm to their neighbours or their properties.

This Strategy sets out a framework for managing flood risk in a holistic way and will help Halton Borough Council as the Lead Local Flood Authority decide what we and our partners need to do to manage local risks. Halton Borough Council, as part of the Cheshire and Mersey group of authorities, has defined a flood of 'significant harmful consequences' as having one or more of the following characteristics:

- Resulted in major disruption to the flow of traffic for 12 hours or more;
- Posed, or could have posed, a risk to human health;
- Adversely affected the functioning of critical infrastructure;
- Caused harmful impacts to environmentally and socially important assets;
- Caused internal flooding to a property used for residential or commercial purposes.

The table below shows which organisations are responsible for the different types of flooding. Although these organisations may be responsible this does not mean that they are liable for damage caused by flooding. Property owners who own land bounding a river, lake, or other water course are defined as 'Riparian Owners' and they have the responsibility of protecting their property and for maintaining the section of adjacent watercourse.

**Table 2.1 – Risk Management Authority for each Type of Flooding**

	Flooding Type	Details	Risk Management Authority
Natural	River flooding (Fluvial)	This occurs when a river or stream cannot cope with the water draining into it from the surrounding land – for example, when heavy rain falls on ground that is already water logged.	Main River – Environment Agency Ordinary Watercourse – Halton Borough Council
	Tidal flooding	This can occur at high spring tides. High water levels in the Mersey Estuary cause water to surcharge back up tributaries and flood surrounding land and highways.	Environment Agency
	Surface water flooding (Pluvial)	This occurs, for example, when rainwater does not drain away through the normal drainage system or soak into the ground, but lies on or flows over the ground instead rather than from a channel. This type of flooding can be difficult to predict and pinpoint, much more so than river or coastal flooding.	Halton Borough Council
	Groundwater Flooding	This occurs when levels of water in the ground rise above the surface. It is most likely to happen in areas where the ground contains aquifers which become saturated following periods of persistent rainfall. These are permeable rocks that water can soak into or pass through.	Halton Borough Council
Joined	Highway Flooding	Flooding is caused by heavy rainfall or by water overflowing from blocked drains and gullies causing water to pond within the highway network.	Halton Borough Council
Man made	Sewer Flooding	This can happen when sewers are overwhelmed by heavy rainfall or when they become blocked. The chance of flooding depends on the capacity of the local sewage system and amount of rain that falls. Land and property can be flooded with water contaminated with raw sewage as a result. Sewers that overflow can also pollute rivers.	United Utilities
	Water Supply Flooding	When flooding occurs from a manmade water supply, for example when a burst water main results in flooding in a residential area.	United Utilities
	Reservoir flooding	Reservoirs hold large volumes of water above ground level, contained by walls or dams. Although the safety record for reservoirs in England is excellent, it is still possible that a dam could fail.	Canal and River Trust, Environment Agency, United Utilities, Local Authorities
	Canal	Canals are rivers or manmade channels that have been developed for use in industry. Canal flooding occurs when the canal cannot cope with the water draining into it from the surrounding land.	Canal and River Trust Peel Holdings (not a Risk Management Authority)

## 2.1.4 Other Relevant Legislation

There is a wide range of other relevant legislation and guidance contributing to Flood Risk Management including:

- The Reservoirs Act 1975
- The Ancient Monuments & Archaeological Areas Act 1979
- The Highways Act 1980
- The Wildlife & Countryside Act 1981
- The Building Act 1984
- The Environmental Protection Act 1990
- The Town and County Planning Act 1990
- The Planning (Listed Buildings & Conservation Areas) Act 1990
- The Land Drainage Act 1991
- The Water Resources Act 1991
- The Water Industry Act 1991
- The Environment Act 1995
- The Countryside & Rights of Way Act 2000
- The Water Act 2003
- The Planning and Compulsory Purchase Act 2004
- The Civil Contingencies Act 2004
- The Climate Change Act 2008
- The Planning Act 2008
- The Local Democracy, Economic Development & Construction Act 2009
- The Localism Act 2011
- The EU Wild Birds Directive (1979/409/EEC & 2009/147/EC)
- The EU Environmental Impact Assessment Directive (1985/337/EEC & 1997/11/EC)
- The EU Habitats Directive (1992/43/EEC)
- The EU Strategic Environmental Assessment Directive (2001/42/EC)
- The EU Water Framework Directive (2000/60/EC)
- The EU Floods Directive (2007/60/EC)





## 2.2. Risk Management Authorities and Responsibilities

Authority	Responsible For	Activity
Government (Defra)	Defra develops FCERM policy and is the lead Government department for flood risk management in England.	New or revised policies are prepared with other parts of government such as the Treasury, the Cabinet Office (for emergency response planning) and the Department for Communities and Local Government (land-use and planning policy). These national policies form the basis of the Environment Agency's work.
Environment Agency	<p>As national co-coordinator, the Environment Agency has a strategic overview of all sources of flooding (as defined in the Flood and Water Management Act 2010).</p> <p>It is also responsible for regulating reservoir safety, and working in partnership with the Met Office to provide flood forecasts and warnings.</p> <ul style="list-style-type: none"> <li>• Main rivers</li> <li>• Reservoirs over 10,000m<sup>3</sup></li> </ul>	<p>Developing long-term approaches to FCERM. This includes working with others to prepare and carry out sustainable Catchment Flood Management Plans (CFMPs) address flood risk in each river catchment.</p> <p>Shoreline Management Plans (SMPs) assess the risks of coastal flooding and erosion and propose ways to manage them. The Environment Agency also collates and reviews assessments, maps and plans for local flood risk management (normally undertaken by Lead Local Flood Authorities).</p> <p>Providing evidence and advice to support others. This includes national flood risk information, data and tools to help other risk management authorities and inform government policy, and advice on planning and development issues.</p> <p>Working with others to share knowledge and the best ways of working. This includes work to develop FCERM skills and resources. Monitoring and reporting on flood and coastal erosion risk management. This includes reporting on how the national FCERM strategy is having an impact across the country.</p> <p>The Environment Agency brings together local authorities and communities to share our combined knowledge, and develop a sustainable framework so that the right actions are decided for each community.</p>
Halton Borough Council (LLFA)	<p>As local coordinators, the Flood and Water Management Act directs responsibility for the following types of flooding to LLFAs to:</p> <ul style="list-style-type: none"> <li>• Surface Water</li> <li>• Highway Drainage</li> <li>• Groundwater</li> <li>• Ordinary Watercourses</li> </ul> <p>Providing and managing highway drainage and roadside ditches under the Highways Act 1980.</p>	<p>Prepare and maintain a strategy for local flood risk management in their areas, coordinating views and activity with other local bodies and communities through public consultation and scrutiny, and planning. Maintain a register of assets – these are physical features that have a significant effect on flooding in their area, Issue consents for altering, removing or replacing certain structures or features on ordinary watercourses;</p> <p>Establish approval bodies for design, building and operation of SuDS. Play a lead role in emergency planning and recovery after a flood event. Set land use policy and manage development in relation to policy</p> <p>The owners of land adjoining a highway also have a common-law duty to maintain ditches to prevent them causing a nuisance to road users. To manage these risks as set out in the national strategy, authorities will need to work effectively with the Environment Agency.</p>
United Utilities	Work with flood authorities to co-ordinate the management of water supply and sewage systems.	<p>Make sure their systems have the appropriate level of resilience to flooding, and maintain essential services during emergencies. Maintain and manage their water supply and sewage systems to manage the impact of flooding and pollution to the environment.</p> <p>Provide advice to LLFAs on how water and sewage company assets impact on local flood risk. Work with developers, landowners and LLFAs to understand and manage risks.</p>
Private Sewer Ownership	Since 1 October, 2011 property owners have no longer been responsible for certain sewer pipes that connect their homes to public sewers	<p>New legislation will transfer responsibility for these pipes, called private sewers and lateral drains, to United Utilities. After the private sewer transfer there will be public sewers which will be owned and maintained by United Utilities, and private drains</p> <p>This will remove confusion for responsibility and aid flood management. Private pumping stations will not be transferred until October 2016.</p>
Residents and Business	Riparian Land Owners are responsible for the maintenance and upkeep of the watercourse if it is part of their land. Householders and businesses are responsible for the protection of their own properties.	

### 3. LLFA Structure (including governance and local partnerships)

**Section 13 of FWMA 2010 requires risk management authorities to co-operate with each other in exercising their flood risk management functions.**

This also enables the sharing of information between them. Sub section 13(4) allows for functions to be delegated to other risk management authorities (except for those in connection with national and local strategies).

Much of the local knowledge and technical expertise necessary for Halton Borough Council to fulfil duties as a LLFA lies with the Council and other partner organisations. The Flood and Water Management Act 2010 pre-dated the Localism Act and NPPF of 2012 but includes the same principle of the need for relevant authorities to cooperate. They create a duty on local planning authorities and other bodies to cooperate with each other to address issues relevant to their areas. The duty requires ongoing constructive and active engagement on the preparation of development plan documents and other activities relating to the sustainable development and use of land, in particular in connection with strategic infrastructure.

It is therefore crucial that the Council works alongside these partners as they undertake their responsibilities to ensure effective and consistent management of local flood risk. These working arrangements have been formalised to ensure clear lines of communication. In assuming its new statutory responsibilities as the Lead Local Flood Authority, Halton Borough Council is well placed to co-ordinate flood risk management through its other statutory functions including: Local Highway Authority, Local Planning Authority and Civil Contingencies Act Category 1 Responder. The Council has a centralised network of partners by virtue of its historical operational and strategic innovative practices. This strategy formalises and develops our partnerships.

Halton Borough Council has taken a “whole catchment” view of flood risk management. By doing so it ensures we appreciate our actions over the whole area rather than simply within political boundaries. Halton Borough Council’s administrative area is situated within both the Mersey catchment and the Weaver Gowy catchment areas. The Council has established a strong liaison link with Warrington Borough Council due to the general topography and drainage characteristics and the interplay between Halton and Warrington. Other influences are from watercourses in Knowsley BC, St. Helens BC and Warrington BC administrative areas of the catchment.

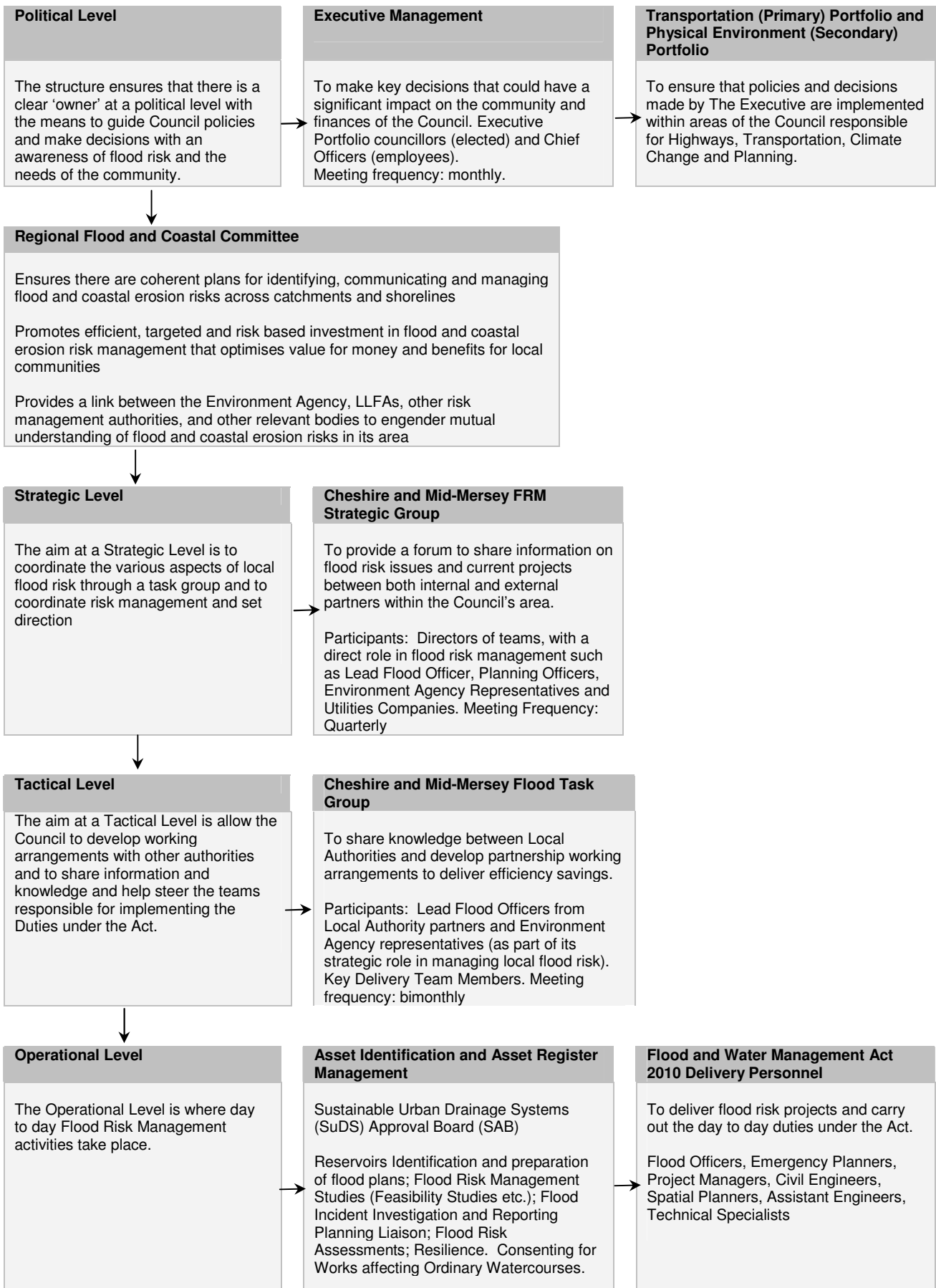
Halton Borough Council is part of the wider Cheshire and Mid-Mersey sub-regional LLFA working group, where best practice and lessons learned are shared in relation to the management of flood risk. There is liaison with the Merseyside Group of Drainage Authorities as a result of established transportation and economic partnership working, and ultimately to the whole Mersey Estuary Catchment through contacts at a regional level with Manchester Authorities (AGMA).

Authorities within the Cheshire Mid Mersey Flood Management Group group are:

Halton Borough Council, St. Helens, Cheshire East, Cheshire West and Chester, and Warrington

Additionally, the Merseyside Environmental Advisory Service (MEAS) is a sub-regional service that serves Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral Councils. MEAS provide environmental advice and sustainable solutions. The service comprises professional technical staff and its role is to assist the Merseyside Districts by providing technical advice on a wide range of environmental matters. It assists the Merseyside Districts by providing a ‘one-stop-shop’ for a broad range of environmental, nature conservation and sustainable development and waste management issues.

Figure 3.1 – Structure Responsibilities



## 4. Assessment of Flood Risk in Halton

Section 9 (4) of the FWMA 2010 requires the Local Strategy to include an assessment of local flood risk in the LLFA's area.

### 4.1 The Area

The administrative area of Halton Borough lies within two catchments. These are the Mersey Estuary and the Weaver Goway catchments, which form the southern part of the North West River Basin District.

Figure 4.1 – Mersey Estuary Catchment

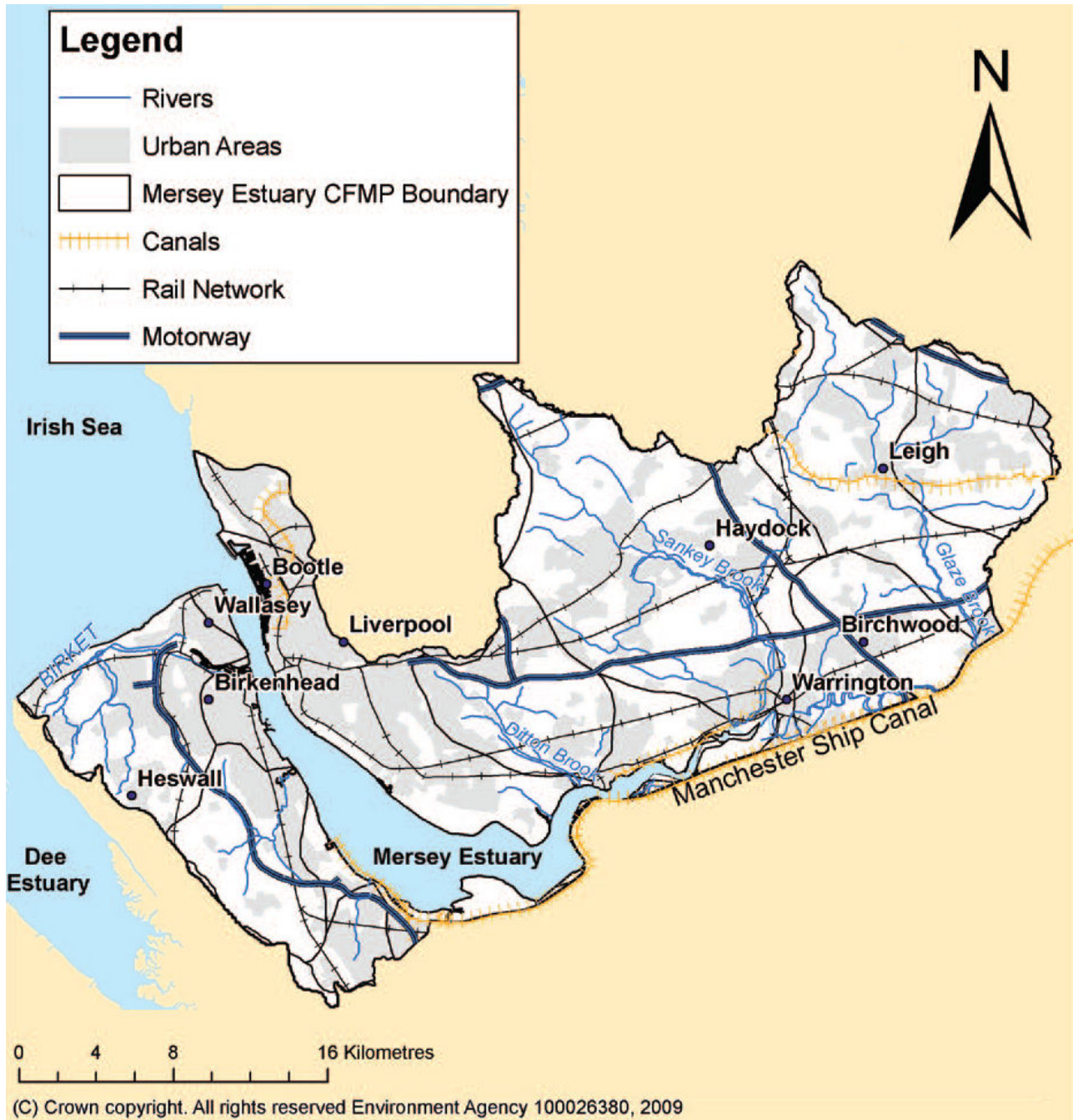


Figure 4.2 – Weaver Gowy Catchment

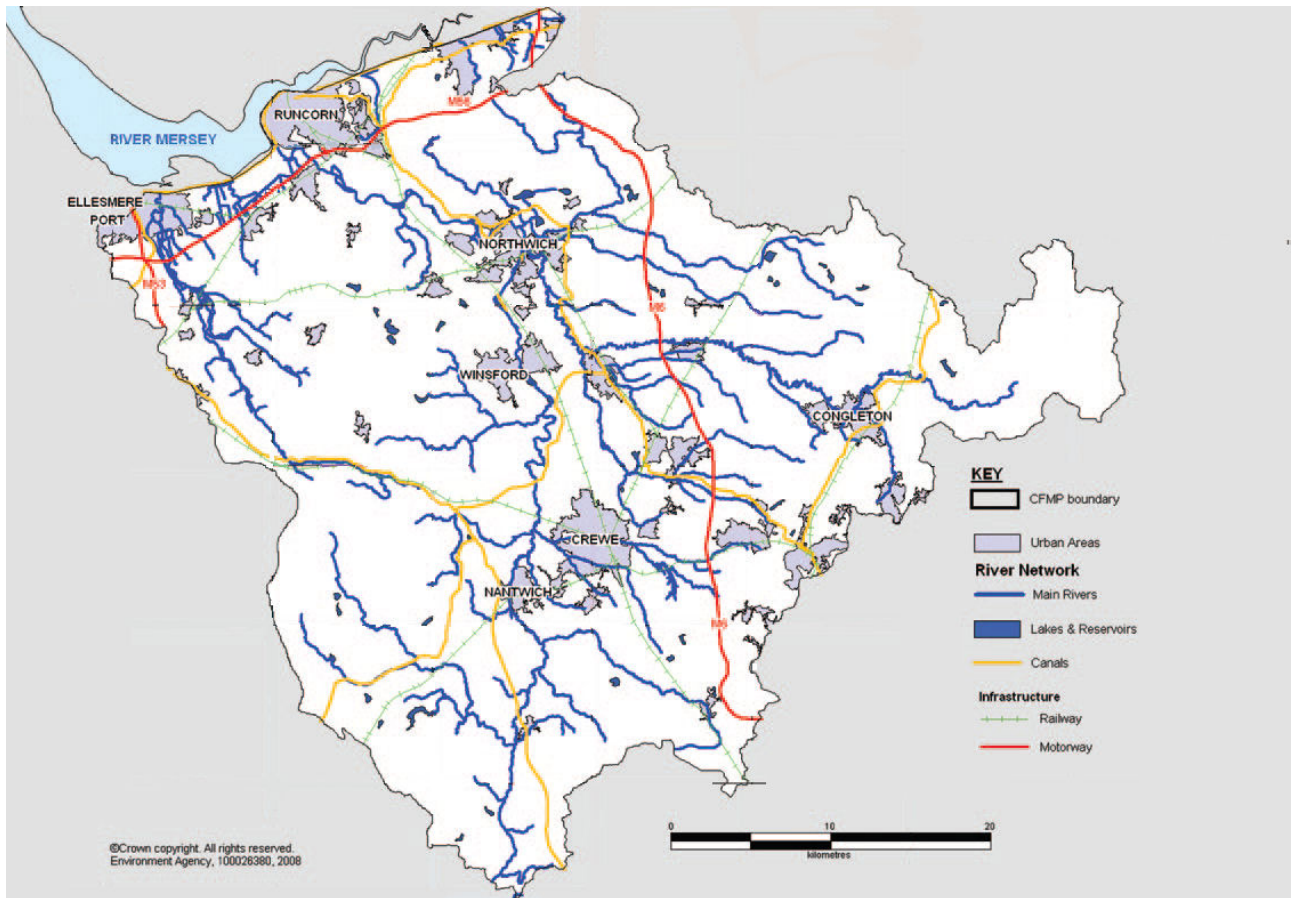


Figure 4.3 – Known Ordinary Watercourses in the Borough

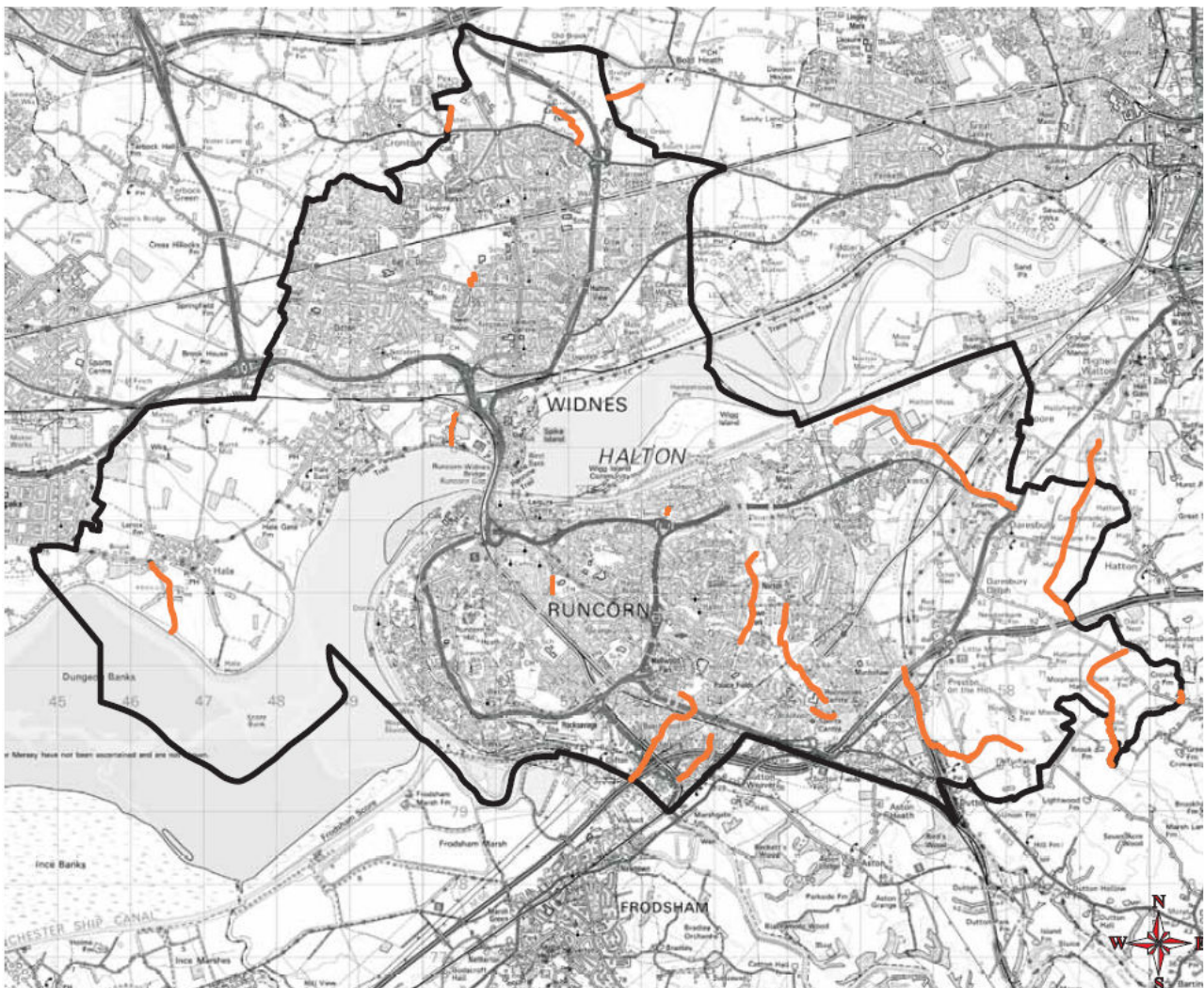
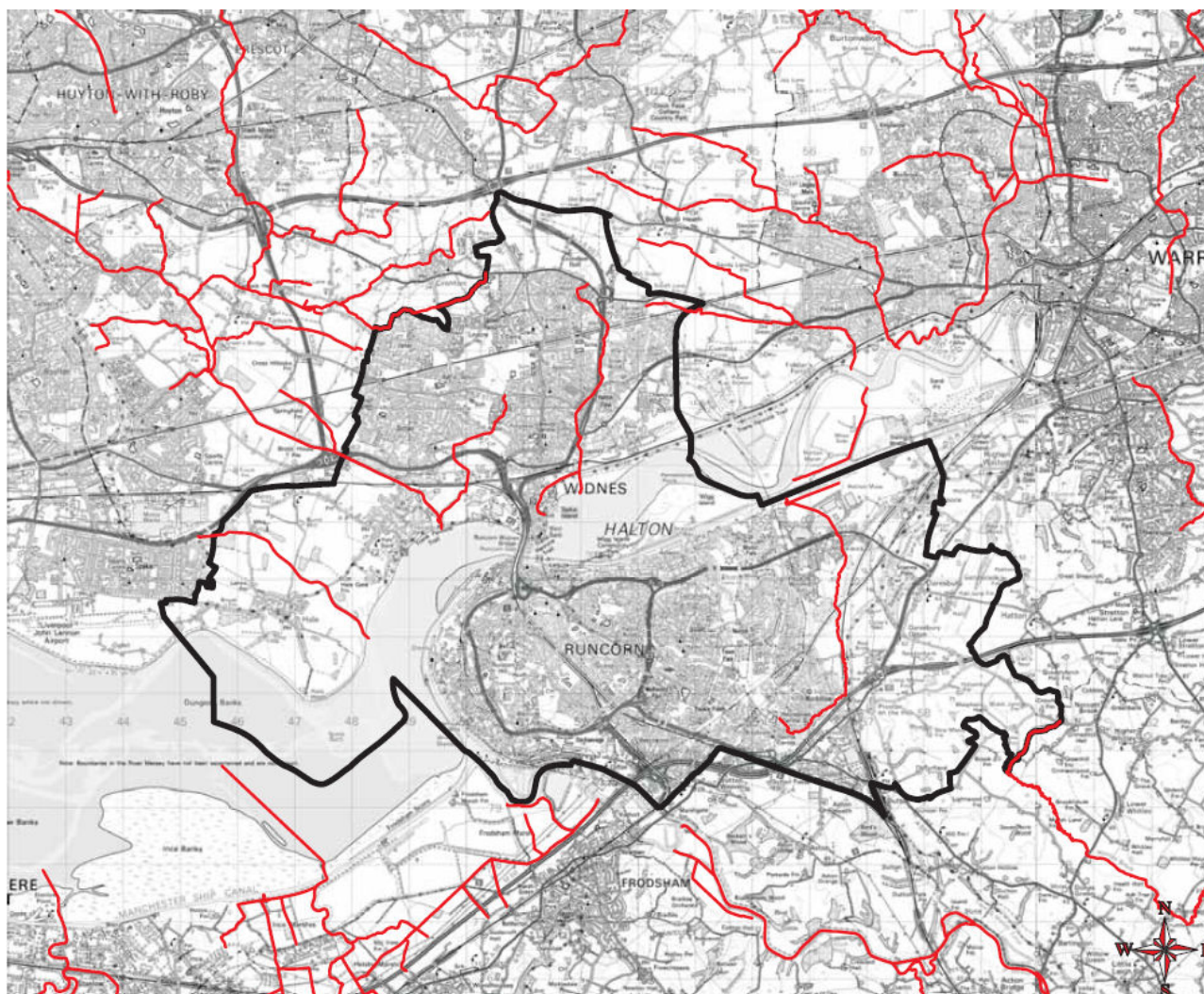


Figure 4.3 – Main Rivers in the Borough



## 4.2 Availability of Data

Authority	Dataset	Description
Environment Agency	Flood Map (Rivers and the Sea)	Shows the extent of flooding from rivers with a catchment of more than 3km <sup>2</sup> and from the sea. Includes two flood events (with a 1 in 30 and a 1 in 200 chance of occurring) and two depth bandings (greater than 0.1m and greater than 0.3m). (Makes allowance for some drainage)
	Flood Map for Surface Water	A new flood map, the Flood Map for Surface Water, is due to supersede the existing map in December 2013.
	Areas Susceptible to Surface Water Flooding Areas Susceptible to Groundwater Flooding	The first generation national mapping, outlining areas of risk from surface water flooding across the country with three susceptibility bandings (less, intermediate and more). (Makes no allowance for drainage) Coarse scale national mapping showing which areas are susceptible to groundwater flooding.
	National Receptors Dataset (NRD)	A national dataset of social, economic, environment and cultural receptors including residential properties, schools, hospitals, transport infrastructure and electricity substations.
	Indicative Flood Risk Areas	Nationally identified Flood Risk Areas, based on the definition of 'significant' flood risk described by Defra
	Historic Flood Map	Attributed spatial flood extent data for flooding, from all sources.
	Flood Warning Areas	Residents in Ditton and Halebank areas of Widnes receive automated flood warning messages.
Mersey Estuary Catchment Flood Management Plan (FMP) & Weaver Goway Catchment FMP	CFMPs consider all types of inland flooding, from rivers, groundwater, and surface water and tidal flooding and are used to plan and agree the most effective way to manage flood risk in the future.	
Halton Borough Council	Strategic Flood Risk Assessment (SFRA);	SFRA contain useful information on historic flooding, including local sources of flooding from surface water, groundwater and flooding from canals. SFRA applies a sequential analysis in respect of development
	Level 2 Strategic Flood Risk Assessment (JBA, 2011)	SFRA contain useful information on historic flooding, including local sources of flooding from surface water, groundwater and flooding from canals.
	Preliminary Flood Risk Assessment PFRA	Preliminary Flood Risk Assessment (PFRA), Details on historical past flooding records and possible future flooding areas. The document also contains the level of significant flooding
	Historical flooding records	Historical records of flooding from surface water, groundwater and Ordinary Watercourses.
	Anecdotal information relating to local flood history and risk; Basic Anecdotal information	Anecdotal information from authority members regarding areas known to be susceptible to flooding from excessive surface water, groundwater or flooding from Ordinary Watercourses. Anecdotal information: flood risk, flood history and local flood hotspots.
	Highways Flooding Reports	Highways Flooding Reports for a number of locations within Halton Borough Council, including analysis of the flood risk at each location.
	Asset register	Register of assets that are part of private and public flood defences in the borough.
	Surface Water Management Plan	Contains information on historical flooding and future flood risk in the borough.
	Mid-Mersey Water Cycle Study (Outline Phase) 2011	Strategy on the Water Cycle for the Mid-Mersey Catchment, in which Halton Borough Council is a part of.
	Desk Top Culvert Inundation Study	A desk top study to provide initial culvert locations and inundation flood model (JBA 2012)
Surface Water Study	Study of surface water mapping (Jacobs 2012)	
Cheshire Fire & Rescue Service	Fire & Rescue Anecdotal information	Anecdotal information regarding local flood risk hotspots are reported/logged to the Council on an ongoing basis.
United Utilities	Sewer flood data for United Utilities Area	Sewer flood logs and records of sewer flooding incidents due to hydraulic incapacity in each area.



### 4.3 Summary of Past Flooding

#### 4.3.1 Flooding from Ordinary Watercourses (Fluvial)

Ordinary Watercourses are any watercourses that are not designated a 'Main River' by the Environment Agency and therefore come under the land drainage remit of Halton Borough Council. These watercourses can vary in size considerably and can range from drains and open ditches, to streams, brooks and small rivers. There are gaps due to currently unavailable information. Like many urban watercourse systems, the network through the Borough has many culverts particularly on Bowers Brook, which flows through Widnes Town Centre.

There are a number of Ordinary Watercourses in Halton. The majority of these have been identified in the Halton SFRA. Flooding of watercourses is associated with the exceedance of channel capacity during higher flows. The process of flooding on watercourses depends on a number of characteristics associated with the catchment including; geographical location and variation in rainfall, steepness of the channel and surrounding floodplain and infiltration and rate of runoff associated with urban and rural catchments.

#### 4.3.2 Surface Water Flooding (Pluvial)

Surface water flooding in this context is surface water runoff as a result of high intensity rainfall when water is ponding or flowing over the ground surface before entering the underground drainage network or watercourse, or cannot enter it because the network is full or at capacity, thus causing flooding. This is known as pluvial flooding. Pluvial flooding also includes overland flows from the urban/rural fringe entering a built up area. Whilst pluvial flooding from heavy rainfall can occur anywhere in the Council's area, there are certain locations where these mechanisms are more prominent due to the urban nature of the catchment, complex hydraulic interactions between watercourses and surface water and combined sewer systems.

Significant surface water flooding is a result of interacting hydraulic mechanisms. The locally significant instances that are known are in the Kingsway Ward in Widnes.

#### 4.3.3 Groundwater Flooding

Groundwater flooding is caused by the emergence of water from underground, either at point or diffuse locations. The occurrence of groundwater flooding is usually very local and unlike flooding from rivers and the sea, does not generally pose a significant risk to life due to the slow rate at which the water level rises. However, groundwater flooding can cause significant damage to property, especially in urban areas, and can pose further risks to the environment and ground stability. There are several mechanisms, which produce groundwater-flooding including: High in-bank river levels, artificial structures, prolonged rainfall and groundwater rebound (which occurs when abstraction, typically for drinking water, industrial or mine dewatering purposes, stops and water levels return to pre-abstraction levels).

A large proportion of the Mersey Estuary catchment lies upon a significant aquifer, which, in the past, was pumped extensively for mining, water supply and other industrial purposes. There is no known documented evidence of surface flooding from groundwater in the Mersey Estuary catchment. Groundwater flooding is a minor issue at catchment scale it is not considered in detail for the Weaver Goway catchment. The known possible groundwater flooding areas in the Halton Brook area of Runcorn and Barrow's Green area of Widnes did not produce any recorded incidents in the September 2012 Flooding.

### 6.1.4 Highway Drainage Networks and Sewers

Flooding from artificial drainage systems occurs when flow entering a system, such as an urban storm water drainage system, exceeds its discharge capacity, the system becomes blocked or it cannot discharge due to a high water level in the receiving watercourse. A sewer flood is often caused by surface water discharging into the surface water or combined sewer systems, sewer capacity is exceeded in large rainfall events causing the backing up of floodwaters within properties or discharging through manholes. The management of flood risk from public sewers is the responsibility of the sewage undertaker; the undertaker for Halton Borough Council is United Utilities (UU).

Records show that flooding has occurred mainly in areas in the Kingsway ward of Widnes. Due to the potential link between different types of flooding and the need for understanding of past flood events, information on this source of flooding has been indicated in the Surface Water Management Plan.

#### 6.1.5 Flooding from Canals

Canals are artificial navigable watercourses, many of which date back to the 18th century. In many places they are embanked and raised above the surrounding land. Locks on canals help pass boat traffic up and down slopes. Canals are fed from reservoirs and watercourses and have overflow structures that pass water out of the canal when levels are high to lower level watercourses. Many of the inflow and outflow structures on canals are over 200 years old when they were designed to a 'rule of thumb'. In the event that a canal does fail, the height that the canal is elevated above surrounding land will affect to some degree the amount of flood hazard that could be caused by deep or fast flowing debris laden water, alongside the cause of failure. The amount of water that can escape depends on the pound length,

which is the distance between two locks because the maximum volume of water that will outflow will be contained between the two locks or time taken for an operator to react to a failure to prevent further escape. The risk of flooding from canals is reduced by regular inspection by the Canal and River Trust or others to identify any problems with inflow and outflow structures, canal lining or embankments.

Canal flooding due to failure of the Manchester Ship Canal is considered to be unlikely. Although there is no information on the probability of this happening, the maintenance undertaken by owners Peel Holdings on this commercial asset makes failure unlikely. As a controlled water body, the Bridgewater Canal only poses a minor risk of flooding to adjacent people and property. There is a small risk associated with lower probability events such as overtopping and/or the breaching of embankments. There is anecdotal evidence of the Bridgewater Canal overtopping its banks and flooding the highway at Runcorn Road, Moore.

#### 4.4 Future Flood Risk

This section aims to identify what the future flood risk is for Halton. This includes looking at current flood modelling data that has been created for Halton Borough Council by the Environment Agency and others, using both local and national datasets and considering the known historic events. In summary, flood modelling suggests the following potential risks:

Data Set	Flooding Type	People	Properties	Transport Network	Critical Infrastructure (see note *)	Community Facility
Mersey Estuary Catchment Flood Management Plan 2008	Main River	758	324	3.2km	13	-
Weaver Gowy Catchment Management Plan 2008	Main River	7	3	5km	3	-
Halton Preliminary Flood Risk Assessment 2011	Surface Water	2579	373	-	20	1
JBA Culvert Analysis 2012	Ordinary Watercourses	1010	332	-	-	-

\*Critical infrastructure includes major roads, railways, power and water infrastructure.

##### 4.4.1 Culvert Study

The JBA Culvert Study suggests the following

##### 4.4.2 Flooding from Ordinary Watercourses (Fluvial)

There are a small number of identified flood risks from Ordinary Watercourses across Halton. Flooding from ordinary watercourses can occur during high tides, particularly in the Hale area, and at times of flash storm events. A study to locate culverts and to undertake flood model analysis of all culverts on ordinary watercourses to map inundation scenarios has been undertaken (JBA Consultants 2012). This mapping forms part of the Council's set of risk maps and asset management data. Flood risks are identified for Higher Runcorn and at Desoto Road, where there is the potential to affect a number of highways at West Bank Industrial Estate. Flooding from Ordinary Watercourses is known to affect property and highways at:

Watercourse	Location	Impact
Willow Brook	Pool Hollow	Property and highway
Marsh Brook	Desoto Road	Highway

##### 4.4.3 Flooding from Main River

Halton Borough Council have reviewed and identified that there are flooding incidences from Main Rivers within the Borough. The main source of flood risk in Halton is associated with fluvial flooding from Ditton Brook and its tributaries and Keckwick Brook. The Mersey Estuary Catchment Flood Management Plan, produced by the Environment Agency, quantifies the following risk for a 1% annual exceedance flood event (for the whole of Halton):

- 765 people
- 327 properties
- 8.2km of Transport Network
- 16 items identified as critical infrastructure
- 0 community facilities

Flooding from Main River is known to affect property and highways at:

Watercourse	Location	Impact
Ditton Brook	Ditton Road, St. Michael's Road, Hale Road	Highway
Rams Brook	Hale Gate Road	Highway
Keckwick Brook	Glastonbury Close	Property and highway
Keckwick Brook	Eastgate Road	Property and highway

Although flooding from Main Rivers is the prime responsibility of the Environment Agency, the Council will liaise and act in partnership to solve or mitigate issues. The EA have 2 active Flood Warning Zones across Halton as follows:

Watercourse	Area	Number of Properties
Ditton Brook	Ditton	109
Ditton Brook	Hale Bank	278

Maps of these zones are provided at Appendix 2 Figure F.3

#### 4.4.4 Surface Water Flooding (Overland Flow)

The Environment Agency (EA) has produced a national assessment of surface water flood risk in the form of two national mapping datasets. These comprise:

- 1) the first generation national mapping; Areas Susceptible to Surface Water Flooding (ASStSWF) which produces three susceptibility bandings (less, intermediate and more); and
- 2) the Flood Map for Surface Water (FMfSW), which contains two flood events: 1 in 30 annual chance and 1 in 200 annual chance, for two depth bandings: greater than 0.1m and greater than 0.3m.

The EA suggest that LLFAs should review, discuss, agree and record the surface water flood data that best represents their local conditions. The FMfSW estimates a greater number of properties to be at risk of surface water flooding and consequently, under a precautionary approach that would provide a robust analysis, this was used in the preparation of Halton's PFRA.

The Pitt Review recommended that Surface Water Management Plans (SWMPs) should form the basis for future management of all local flood risks. Mott MacDonald was commissioned by Halton Borough Council to undertake a SWMP study of the Halton Borough area including the towns of Widnes and Runcorn, which are ranked 156 and 309 respectively in the National Rank Order of Settlements Susceptible to Surface Water Flooding (DEFRA, 2009). The study included an intermediate level risk assessment of flood risk of the whole Borough to identify priority areas and the first stage of a detailed assessment of those 'hot-spot' areas susceptible to flooding, which comprised an in-field review and summary recommendations.

The outputs of the study can be summarised as follows:

- a suite of interactive surface water flood risk maps comprising four series covering 1 in 30, 1 in 100 and 1 in 200 year events and based upon a 100m x 100m cellular grid:
  - **100 Series** - flood depth, hazard and velocity;
  - **200 Series** – Flood Impact Maps for Property including impact scores for flood depth and hazard;
  - **300 Series** – Flood Impact Maps for Essential Transport Infrastructure including impact scores for flood depth only;
  - **400 Series** – Flood Risk Maps for Property comprising flood risk scores for flood depth and hazard
- A 'higher risk' cluster cell analysis based on the 100m x 100m grid and 'Hot-Spot' area mapping;
- Detailed risk assessment and Prioritised list of Actions for Hot-Spot areas.

The Halton Surface Water Flood Map that has been produced for the SWMP study shows very close correlation with the EA's second generation FMfSW and it has been agreed with the EA that the national FMfSW will be used as the definitive locally agreed surface water map.

**Appendix 1 Figure F.3** shows the flood Map for Surface Water for Halton Borough Council area. Table 4.2 summarise the numbers of properties potentially affected by surface water.

**Table 4.2 - Properties at risk from surface water flooding in Halton (0.1m)**

Depth	Estimated number of <b>ALL</b> properties at risk of surface water flooding from a 1-in-200 event	Estimated number of residential properties at risk of surface water flooding from a 1-in-200 event
0.1m	12,690	9,747
0.3m	3,061	2,293

Halton Council has completed Strategic Flood Risk Assessments (levels 1 and 2), in which, anticipated development and associated flood risks have been Sequentially Tested. It is intended that this approach to development and flood risk ensures that planned development does not increase flood risk and also that appropriate development only, in terms of flood risk, is permitted. Appendix 1 F4 Figures 4a and 4b show future development sites in relation to the EA's Flood Risk Zones.

Evaluation of the modelling reports for the watercourses within this area indicates that many of the channels and culverts running through Halton have significant capacity, often exceeding the 1 in 100 (1%) year annual probability flood event. The surface water mapping however assumes deficient existing drainage capability and does not take account of potential additional capacity of watercourses. Consequently, it is likely that much of the flooding shown in these areas could in fact flow into the watercourses and be conveyed downstream, unless prevented by physical characteristics of

the area (e.g. built-up defences, culverts, topography, etc.). The extent of surface water flooding could, therefore, be significantly less than the model suggests. It is also likely that the areas that are affected by surface flood risk are relatively hydraulically independent of each other. This means that an action to reduce surface water flood risk in one area is unlikely to have significant positive or negative impacts in other areas.

Surface water runoff from adjacent ground to highways and private property is highly variable and often dependant on localised agricultural land management and degree of ground saturation, which proved a particular contributing factor during the second half of 2012. Flooding from surface water is known to affect property and highways at:

Location	Impact
Ramsbrook Lane, Hale	Tidal flooding
Ditton Road, Widnes	Tidal flooding
St. Michael's Road, Widnes	Tidal flooding

#### 4.4.5 Groundwater Flooding

National Environment Agency datasets provide an assessment of groundwater risk in terms of percentage likelihood in a given 1km national grid squares. This is the Areas Susceptible to Groundwater Flooding (ASStGWF); the future risk is shown in Figure F.2 in Appendix 1 shows the distribution of groundwater flooding.

The Council has recorded groundwater emergence in the Stenhills area of Runcorn, although this is not classed as a significant or harmful risk. However, the Council believes that there is a general risk of groundwater flooding in subsiding areas within north Widnes, potentially relating to groundwater rebound following cessation of dewatering after the closures of mines. The extent of any groundwater flooding are likely to be limited and occupy areas similar to the fluvial floodplain. It is therefore considered that the probability of groundwater floods with significant harmful consequences is low.

#### 4.4.6 Canal Flooding

*Note: This section will be completed following consultation with Peel Holdings Ltd (owners of the Manchester Ship and Bridgewater Canals) and the Environment Agency.*

#### 4.4.7 Reservoirs

The Flood and Water Management Act 2010 updates the Reservoirs Act 1975 and engenders a more risk based approach to reservoir regulation.

High risk reservoirs will be those reservoirs where human life would be endangered if there were an uncontrolled release of water from the reservoir. Owners of 'high risk' reservoirs will need to comply with all the requirements of the Act. Owners of reservoirs that are not designated as 'high risk' will still need to register but will not need to comply with the inspection and supervision requirements of the Act. Registering the reservoirs means that in case of maintenance or flood risk incidents, clear communication lines can be set up.

The Environment Agency has published a map which shows the largest area that might be flooded if a reservoir were to fail and release the water it holds. This is available to the public as part of the EA's 'what's in your back yard' suite of interactive environment maps. The reservoir flood map displays information for large reservoirs holding over 25,000 cubic metres of water. It does not display information for smaller reservoirs or for reservoirs commissioned after reservoir mapping began in spring 2009. The map displays a 'worst case' scenario and it is unlikely that any actual flood would be as large as depicted. Information is limited to the name of the relevant reservoir; its owner /undertaker; the Local Authority in which the reservoir is located; and the area of potential flooding.

The map does not display information about how likely any area is to be flooded or about the depth or speed of the flood waters. However, Defra, in partnership with the Environment Agency (EA) and the Civil Contingencies Secretariat (CCS), has produced reservoir inundation maps for all reservoirs under the Reservoirs Act and has made them available to Local Resilience Forums (LRFs) in order to assist them in the preparation of generic and specific off-site reservoir emergency plans.

Reservoir flooding is extremely unlikely to happen. There has been no loss of life in the UK from reservoir flooding since 1925. All large reservoirs must be inspected and supervised by reservoir panel engineers. The EA are the enforcement authority for the Reservoirs Act 1975 in England and ensure that reservoirs are inspected regularly and essential safety work is carried out.

In Halton, the main areas that are susceptible to reservoir flooding are Sandymoor and Manor Park in Runcorn, which include residential and commercial property and are at risk due to potential failure of the Wharford Farm balancing lake reservoir. This reservoir is owned by Halton Borough Council and provides floodwater storage for Keckwick Brook acting as flood defence for the developing Sandymoor residential area. The reservoir has a capacity of 25,000 cubic metres and is designed to only impound (contain) water during 1 in 50 year rainfall/flood events. The last recorded impounding was in October 2012.

The management of this reservoir is currently governed by the Reservoirs Act Legislation and it is therefore subject to the inspection and supervision regime as described above. However, the Flood and Water Management Act 2010 updates the Reservoirs Act 1975 and adopts a more risk based approach to reservoir regulation which (inter-alia) reduces the capacity at which a reservoir will be regulated from 25,000m<sup>3</sup> to 10,000m<sup>3</sup> and requires only those reservoirs assessed as a higher risk to be subject to regulation. High risk reservoirs will be those reservoirs where human life would be endangered if there were an uncontrolled release of water from the reservoir. Owners of 'high risk' reservoirs will need to comply with all the requirements of the Act. Owners of reservoirs that are not designated as 'high risk' and all undertakers with reservoirs over 10,000m<sup>3</sup> will still need to register these with the EA, but will not need to comply with the inspection and supervision requirements of the Act. Registering the reservoirs means that in case of maintenance or flood risk incidents, clear communication lines can be set up.

#### 4.5 The effects of Climate Change on Future Flood Risk

Over the last few years, the frequency of flooding incidents reflecting unseasonable erratic weather patterns has increased across the area of Halton. Our approach to flood risk management reflects the impact of climate change. There is clear scientific evidence that global climate change is happening. Greenhouse gas levels in the atmosphere are likely to cause higher rainfall in future. If emissions follow a medium future scenario, the UK climate prediction (UKCP09) projected changes by the 2050s relative to the recent past are:

- Winter precipitation increases of around 14% (very likely to be between 4 and 28%)
- Precipitation on the wettest day in winter up by around 11% (very unlikely to be more than 25%)
- Relative sea level at Morecambe very likely to be up between 6 and 36cm from 1990 levels (not including extra potential rises from polar ice sheet loss)
- Peak River flows in a typical catchment likely to increase between 11 and 18%. Increases in rain are projected to be greater near the coast than inland.

Climate changes can affect local flood risk in several ways. Impacts will depend on local conditions and vulnerability. Wetter winters and high intensity rain falling in wet spells may increase river flooding especially in steep, rapidly responding catchments. More intense rainfall causes more surface runoff, increasing localised flooding and erosion. In turn, this may increase pressure on drains, sewers and water quality.

Storm intensity in summer has increased in recent years, so we need to be prepared for the unexpected. Halton Borough Council will prepare by developing an understanding of our current and future vulnerability to flooding, developing plans for increased resilience and building the capacity to adapt. Regular review and adherence to these plans is key to achieving long term, sustainable benefits. We will continue to monitor and correlate weather patterns to increase our understanding.

#### 4.6 Improving Risk Understanding

We will continue to monitor flood events in tandem with the EA/Met Office forecasts, main river gauge records, rainfall data and actual flood extents compared to predictive mapping. This combination of analysis will over time allow us to:

- Refine risk models
- Monitor recorded flood incidents
- Implement residual risk management measures
- Improve community advice
- Seek to share EA telemetry data for analysis and improved warnings

## 5. Managing Local Flood Risk

**Section 9 (4) of the FWMA 2010 requires the Local Strategy to specify the LLFA's objectives for managing local flood risk.**

This includes details of the measures proposed to achieve the objectives and plans for implementation and funding.

Halton Borough Council as the Lead Local Flood Risk Authority will coordinate and manage flood risk through a range of activities, across internal departments and external partners.

	Measure	Contribution to Risk Management
1	Partnership Coordination	Community resilience. Localism Act 2011
2	Spatial Planning Policy	Setting policy and future land use through Halton's planning policy documents
3	Development control	Assessing planning applications in respect of flood risk
4	Sustainable Drainage Approval Board (SAB)	Assessing and approving applications (subject to final legislation)
5	Enforcement and Consenting	Enforcement and consenting in respect of ordinary watercourses. Development and enforcement of Halton's Bye Laws
6	Works Powers	Power to carry out works in respect of essential flood risk management
7	Asset Management	Identifying and managing drainage assets. Works and operations
8	Designation of Features	Identifying critical assets and designation to protect
9	Investigations and Flood Reporting	Undertaking investigations and resolution of flooding incidents. Maintaining log of flooding incidents
10	Communication and Community Engagement	Ensuring the community is aware of flood risk and is prepared.
11	Emergency Preparedness and Response	Preparing and responding to flood alerts, flood warnings and flood incidents.

### 5.1 Community Focus, Partnership Working and Encouraging Community Resilience

People who live and work in flood risk areas have a critical role in managing the risks they and their communities face. Halton Borough Council and other risk management authorities will support this role.

<b>Responsibilities</b>
Communities and individuals in areas at risk of flooding should take responsibility for understanding the risks and, where appropriate, take steps to protect themselves for example, signing up to the Environment Agency's flood warning system in the designated areas. Preparing a flood plan for their household or business, creating or joining a local flood action group, and taking steps to protect their property and others (for example, where they own land adjoining ordinary watercourses and have maintenance responsibilities).
<b>Partnering</b>
Halton Borough Council will work with partners together to make communities and individuals more aware of flood risks. The aim of this work is to help communities to participate as far as possible in LFRM. To do this, we will work with partners to publish up to date information on risks and liaise with those groups who may be better placed to provide links with communities.
<b>Communities</b>
Communities, led by Halton Borough Council, will plan for the future and take appropriate steps to adapt to changing flood risks. Defra, the Environment Agency, the Council and others will support community adaptation by working with them to develop understanding of how they can adapt to change, the costs and benefits of different approaches, and by providing practical approaches and examples that can be shared. In particular, these will focus on community adaptation planning and engagement and implementing long term multiple benefit, innovative adaptive solutions such as land use management change.
<b>Householders</b>
Householders and businesses at risk of flooding should take the appropriate steps to better protect their properties through property-level resistance and resilience measures. Halton will support this work by raising awareness and understanding and, in some cases, supporting wider take up of flood resistance and resilience measures to reduce damage to buildings. When flooding does occur we will work with specialist groups such as the National Flood Forum to aid recovery.
<b>Publicity</b>

Halton Borough Council will publicise the importance of insurance as a means of protection. Affordable and widely available flood insurance is a means of sharing the risk between individuals, businesses, and insurance companies. Flood risk has long been included as standard in most building and contents insurance policies. The Government and insurance industry agreed to support the wide availability of insurance after the Statement of Principles expired in July 2013. The agreement recognises that the terms of government policy are likely to reflect local risk. The policy should take account of any actions carried out at a property or community level to reduce flood risk.

### 5.1.1 Localism Act 2011

The Localism Act 2011 will give communities and local government greater powers and freedom from Whitehall. The five key measures in the Localism Act intended to decentralise power are:

- Community Rights
- Neighbourhood Planning
- Housing
- General power of competence
- Empowering cities and other local areas

The Localism Act 2011 identifies a duty to cooperate in joint planning, in particular where sustainable development or use of land that has or would have a significant impact on at least two planning areas. These planning areas could encompass land for or in connection with infrastructure that is strategic, sites of special scientific interest and Green Belt land. Linking with the Flood and Water Management Act 2010, it brings the possibility or discretion to share data and cooperate as stated by the Act to become a defined legal duty, thus strengthening the position of LLFAs in dealing with the upcoming SAB and SuDS duties.

### 5.2 Planning Policy

Planning policy is the fundamental starting point in reducing flood risk in Halton. Spatial planning is the responsibility of Halton Borough Council as the Local Planning Authority (LPA). It therefore allows close working arrangements with the Council's other statutory function as the Lead Local Flood Risk Authority.

Local Planning Authorities must prepare Local Plans which set out planning policies in a local authority area. Local Plans form the statutory development plan against which planning applications must be determined, unless material considerations indicate otherwise. The Council adopted the Halton Core Strategy Local Plan in April 2013 and work has commenced on the Delivery and Allocations Local Plan. Local Plans must be positively prepared, justified, effective and consistent with national policy in accordance with section 20 of the Planning and Compulsory Purchase Act 2004 (as amended) and the National Planning Policy Framework.

Through planning policy documents, a policy framework is created for development control within which all those engaged in the planning process can actively contribute to a more sustainable approach to managing flood risk. This will provide opportunities to:

- Adopt a catchment-wide approach, develop integrated sustainable developments, which deliver multiple benefits
- Factor flood risk into planning decisions from the outset of the spatial planning process
- Develop local authority, developer and community-led initiatives to reduce flood risk / enhance the environment
- Ensure that both the direct / cumulative impacts of development on flood risk are acknowledged and mitigated
- Ensure that these decisions fully consider the implications of climate change and provide greater clarity and certainty to developers regarding which sites are suitable for developments of different types

In respect of flood risk the following documents will inform the preparation of local planning documents:

- National Planning Policy Framework (CLG, 2012): This aims to ensure that inappropriate development in areas at risk of flooding is avoided.
- Halton Strategic Flood Risk Assessment (HBC, 2007): This provides a detailed and robust assessment of the extent and nature of the risk of flooding in the Borough and the implications for future development.
- Halton Level 2 Strategic Flood Risk Assessment (JBA, 2011): This builds on the technical information and methods used in Level 1 and focuses on three primary watercourses and development areas.
- Mid Mersey Water Cycle Study (Entec, 2011): This provides an overview of the water cycle and its constraints to development across the Mid Mersey
- Mersey Estuary Catchment Management Plan

#### 5.2.1 Surface Water Mapping and Land Use Considerations

The Environment Agency advises that LPAs and developers should carry out assessments of surface water flooding in line with Government planning policy detailed within the National Planning Policy Framework. Halton Borough Council as the lead on local flood risk has reviewed, discussed, agreed and recorded, with the Environment Agency, United Utilities and other interested parties, what surface water flood data best represents local conditions.



The Flood Map for Surface Water has been reviewed against a local scoping study, local historic data and local knowledge. This knowledge base will continue to develop through the newly established arrangements that will capture and record surface water flood information to validate assumptions made.

Surface water data may be different for different purposes, even within one location. The locally agreed surface water flood risk information will be taken into account in the preparation of Local Development Plans and may be material to decisions on individual planning applications. In land use planning, locally agreed surface water flood risk information can be used to highlight where a more detailed study of surface water flooding may be necessary, for example, within a strategic flood risk/consequence assessment.

The Environment Agency surface water flood maps are not appropriate to use as the sole evidence for any specific planning decision, at any scale, without further supporting studies or evidence. Proving the model on the ground and other available data, such as locations of historic surface water flooding, should be used alongside the Environment Agency surface water flood maps.

The locally agreed surface water flood risk information is most appropriate for use at this level of the development planning system where it will provide the greatest benefit in terms of the identification, management and avoidance of surface water flooding. This surface water flood risk information will act as a starting point to highlight areas where the potential for surface water flooding needs particular assessment and review within Strategic flood risk/consequence assessments and in Surface Water Management Plans.

The output from these assessments can then be used to inform development allocations within Local Plans and outline the requirements for site level flood risk/consequence assessments to be carried out by developers. The Local Planning Authority is required to appraise risk, manage risk and reduce risk using a partnership approach. Risk appraisal is undertaken by:

- Identifying land at risk,
- the degree of risk of flooding from river, sea and other sources;
- Preparing Strategic Flood Risk Assessments (SFRAs) as freestanding assessments that contribute to the sustainability appraisals of Local Plans.

The Sequential Test advised by the National Planning Policy Framework Guidance Document is used by Halton Borough Council in allocating sites for development, or determining planning applications. In using the sequential test, sites are “zoned” in order of preference according to the flood risk probability, identified by the SFRA. Appropriate land uses for each flood zone are also listed to provide guidance for LPAs when they are considering appropriate use of sites within each zone.

Strategic development will be approached through planning, appropriate design, situation and location of future development, all of which can contribute to reducing the risk of flooding, including:

- Application of SuDS techniques with new developments (adoption subject to national legislation);
- Application of property and location-specific flood protection measures;
- Reference to the Local Flood Risk Authority developments affecting ordinary watercourses
- Planning enforcement in respect of unauthorised development undertaken in liaison with the Lead Local Flood Authority
- Identify river corridors and the natural flood plain to provide potential riverside storage and urban river corridors in built up areas.

### 5.3 Development Control

Details of the management of flood risk in planning and development control is contained in Halton's Core Strategy CS23 – Managing Pollution and Risk. Guidance on the requirement for site Flood Risk Assessments, based upon the size of development and / or the risk of flooding (from rivers and the sea) in that location, is provided on the EA website. When the FWMA SuDS legislation is enacted, the local planning and SuDS approval processes will enable those development sites not captured within the EA's flood risk zones to be assessed for other forms of flood risk.

Halton's Core Strategy also deals with sustainable development and climate change within policy CS19 which seeks to encourage the adoption of the Code for Sustainable Homes for new residential development and BREEM standards for new non-residential development. Both of these include the adoption of practices for surface water and flood risk management through a variety of sustainable drainage techniques to reduce the amount of surface water that runs off the site into storm drains such as:

- Provision of soakaways
- Provision of areas of porous paving;
- Supplying accessible water butts;
- Rainwater harvesting and
- Property resilience to mitigate residual flood risk

The application of the range of SuDS techniques for new and redeveloped sites will be adequately considered through the Development Control and SuDS Approval planning processes.

## 5.4 Sustainable Drainage Systems (SuDS)

**Sustainable drainage is to be introduced under Section 32 and Schedule 3 of the FWMA 2010.**

Halton, in carrying out its functions both as Lead Local Flood Authority and as Highway Authority, must aim to make a contribution towards the achievement of sustainable development. Furthermore, Schedule 3 of the FWMA 2010 contains details of the requirements for Sustainable Drainage Systems that are aimed at reducing damage from flooding; improving water quality; protecting and improving the environment; protecting health and safety and ensuring the stability and durability of drainage systems.

**Note: It is anticipated that this part of the legislation will be enacted in April 2014.**

SuDS is a technique that manages surface water and groundwater sustainably. The primary purpose of SuDS is to mimic the natural drainage of land prior to development. This is achieved by capturing rainfall, allowing as much as possible to evaporate or soak into the ground close to where it fell, then conveying the rest to the nearest watercourse to be released at the same rate and volumes as prior to development. The key objectives, are to manage the volume and rate of flow of surface runoff to reduce the risk of flooding and water pollution. SuDS can also reduce pressure on the sewerage network and can improve biodiversity and local amenity.

The use of SuDS techniques was seen as a key element of the Pitt Review and his recommendations on sustainable drainage are encompassed within the FWMA 2010 under Schedule 3. At the time of preparing this Local Strategy, this section of the Act has not been introduced. However, when it is enacted, (expected to be in April 2014), it will establish Halton Borough Council as a SuDS Approving Body (SAB), with duties to approve drainage systems in new developments and redevelopments, before construction can commence. It is envisaged that responsibilities of the SAB will be set up as follows:

### Sustainable Drainage Approving Body (SAB)

Department	Key Responsibility	Elements
Planning	Lead	Lead administration aligned to Development Control system. Policy setting through the production of planning policy documents.
Building Control	Advice	Technical advice and site inspection
Open Spaces	Maintenance	Technical advice and maintenance for soft SuDS
Highway Development	Adoption and Maintenance	Technical advice; Agreements; Adoption and Asset Management

The Act amends Section 106 of Water Industry Act 1991, to make the right to connect surface water to public sewers **conditional** on the SAB approving the drainage system. It will also require that the proposed drainage system meets new National Standards for design, construction, operation and maintenance of SuDS.

Defra carried out a consultation on draft proposals for the implementation of SuDS legislation, the operation of SABs and a draft set of National Standards in 2012. However, as described above, proposals have yet to be finalised and this section of the Act has not been enacted. There will be further clarity in due course and the Local Strategy will be amended as necessary.

In the meantime, Halton BC is working with partners and neighbouring LLFAs on preparing for the new role and we want to ensure close links to the planning approval process. Until Schedule 3 of FWMA 2010 is enacted, the National Standards are adopted and funding arrangements in connection with SAB duties are confirmed, Halton BC will not be in a position to formally approve and adopt any SuDS proposals by developers.

Part VIII of Defra's consultation on the implementation of SuDS sought to deal with the issue of "Orphan" SuDS – those SuDS to which adoption does not apply because, for example, construction preceded the SAB approval requirement. If during the period prior to the enactment of the legislation, a developer does propose SuDS, then Halton BC will attempt to ensure that the SuDS design is acceptable. Until the SAB is constituted the following condition will be added to planning decisions: "All proposed SuDS features are to be designed in accordance with CIRIA document C697."

The following interim guidance will also be useful for developers:

CIRIA C365 Designing for Exceedance in Urban Drainage – Good Practice  
 Anglian Water Services Ltd. Sustainable Drainage Systems Adoptions Manual  
 SCOTS SuDS for Roads/CIRIA C697 SuDS Manual/CIRIA 168 Culvert Design  
[www.susdrain.com](http://www.susdrain.com)

It should be noted that initial assessments of the geology and soil types across Halton Borough have indicated a generally 'LOW' suitability for the use of infiltration SuDS. The map in appendix 8 shows SuDS suitability and further information is available for Developers in Halton's SFRA2 and the Mid-Mersey Water Cycle Study.

However, the SuDS approach is not wholly dependent on infiltration but also includes attenuation techniques such as ponds, wetlands, green roofs and water recycling schemes which hold back runoff volumes and rates and allow water reuse. If proposed SuDS are compliant in terms of design and construction, and following discussions with Halton's Open Spaces Division, they **may** be accepted as part of Public Open Space, together with agreement on the payment of commuted sums for their future maintenance. Alternatively, developers will be encouraged to transfer future responsibility to a Management Company set up for the purpose of maintenance and repair of features on their development.

## 5.5. Watercourse Regulation: Enforcement and Consenting

### **No person shall obstruct the flows in a watercourse under section 23 of the Land Drainage Act 1991.**

No person shall erect any obstruction or culvert in any ordinary watercourse that would be likely to affect flow of any ordinary watercourse without the written consent of the Local Authority. An application fee of £50 is required and consent will not be unreasonably withheld.

### **Powers to require works for maintaining flow of watercourse are contained in Section 25 of the Land Drainage Act 1991.**

If the proper flow of water in an ordinary watercourse is impeded then the Local Authority concerned may, by serving a notice under section 25 require that person to remedy that condition.

Before exercising their powers under section 25 the Local Authority shall, under section 26, notify either the drainage board for that district or the Environment Agency.

The following changes in legislation give administrative powers to the Lead Local Flood Authority:

Schedule 2, paragraph 30 of the Flood and Water Management Act 2010 repeals section 17 of the Land Drainage Act 1991 and requires Local Authorities to exercise their powers in accordance with their local FRM strategy.

Schedule 2 paragraph 32 (6) of FWMA 2010 amends section 23 of the Land Drainage Act 1991 so that the Environment Agency's role as a drainage board for ordinary watercourses outside an internal drainage district is taken over by Lead Local Flood Authorities.

Schedule 2, paragraph 33 of the FWMA 2010 amends section 25 of the Land Drainage Act 1991 to give the powers of the Environment Agency to Lead Local Flood Authorities.

The Flood and Water Management Act changed the responsibility for the regulation of works on ordinary watercourses from the Environment Agency to Lead Local Flood Authorities. 'Regulation' is the management of any activity that has the potential to create obstructions to flow in watercourses and comprises two key activities:

- Consenting of works (including any temporary works) before they are constructed; and
- Enforcement actions to bring about the remediation of any unconsented or unacceptable work or the removal of obstructions.

These are very important powers, as any work that is carried out without consent has the potential to increase flood risk to people and property, including those unconnected with the works. Consenting by LLFAs is undertaken through the use of powers under sections 23, 24 and 25 of the Land Drainage Act 1991.

Activities on ordinary watercourses that require consent, are generally those likely to cause an obstruction to flow or restrict storage and include culverting, bridge foundations, weirs etc. An illustration of a range of typical activities on watercourses, and requirements for consent is shown in Appendix 5. Halton Borough Council is required to ensure that all works on watercourses that it is responsible for, have the appropriate consent and that the consented works are constructed according to the agreed design. Generally, it is the more rural areas which tend to generate the most applications for consent. Historically, there have been a very low number of consent applications from within the Borough to the EA, when they were responsible for regulation on ordinary watercourses.

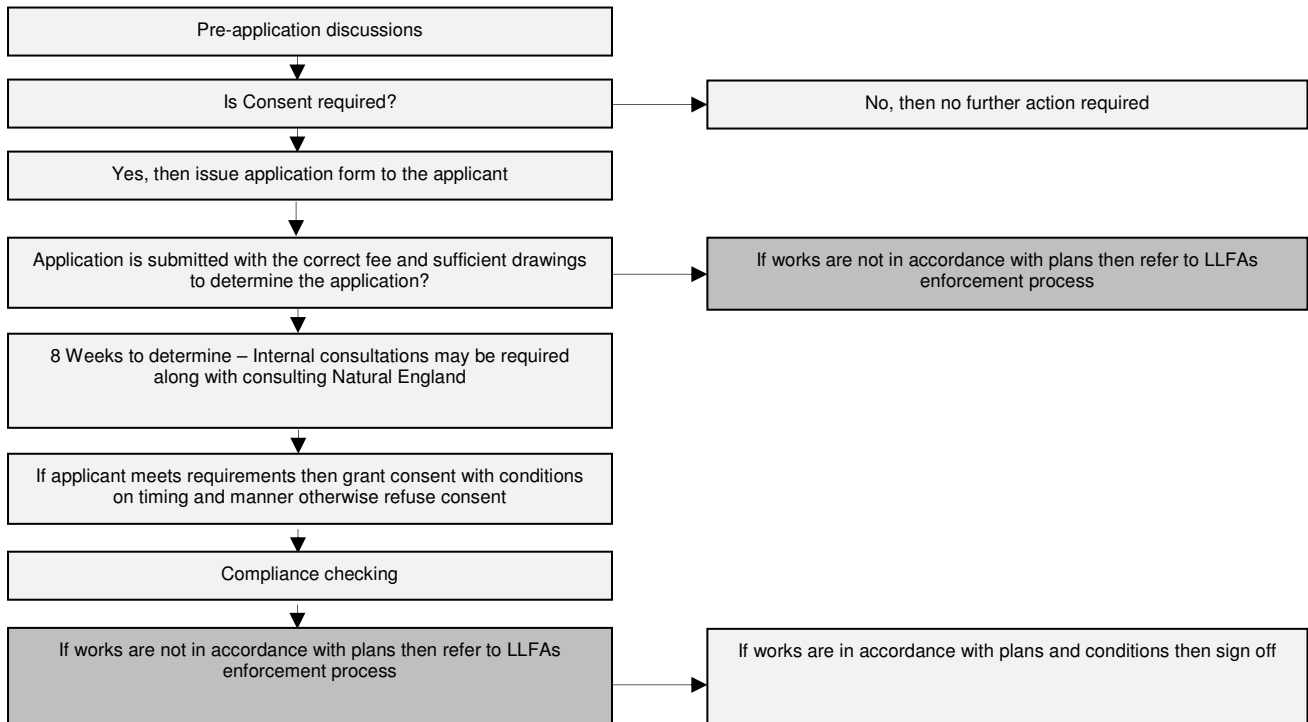
The same criteria would be used to assess works to ordinary watercourses that have been undertaken without consent, and whether the Council should consider enforcement action in those cases. Enforcement action may be taken where damaging (or potentially damaging) works have been carried out without consent, or the works are in contravention to a consent that has been issued. Some works may be sufficiently serious (or deficient) to require immediate action to mitigate the risk of flooding, others may require a more proportionate response. Where enforcement measures are deemed necessary the Environment Agency's Enforcement Concordat will be followed.

The Environment Agency will retain an overview role and LLFAs must consult the Environment Agency when they are consenting work that they are themselves proposing to minimise the potential for conflict of interest.

### **Procedure**

Historically, the EA has adopted a proportionate and risk based approach in relation to watercourse regulation and it is expected that they will continue to do so in relation to Main River regulation. To assist LLFAs in the transfer of regulatory powers, the EA produced a comprehensive advice note for consenting and enforcement of works on ordinary watercourses. The EA has applied its assessment criteria over a period of time, such that land owners and developers are familiar with the 'rules' applied by the EA. Halton Council has closely aligned its processes with the EA assessment criteria and advice and has adopted a suite of documents, comprising letter and notice templates, to be used in connection with ordinary watercourse regulation.

**Figure 5.1 – Proposed Consenting Procedure**



Formal consents will be approved and issued by the Operational Director using delegated authority. This process will work in a similar way to the established process for permitting works on a highway. Standard conditions will also be imposed to ensure that works are carried out in a satisfactory and acceptable manner. Works will be recorded onto the asset database system.

**Local Byelaws**

Halton Borough Council has approved and will formally introduce a set of Land Drainage Byelaws based on the DEFRA recommended template. The purpose of these are to apply detail to the Enforcement and Consenting powers to ensure the basic powers within the Land Drainage Act 1991 are strengthened and provide effective flood risk action at the local level.

When a LLFA intends to undertake works on an ordinary watercourse for which it has regulatory responsibility, it must consult the Environment Agency. However where an LLFA is doing work for FCRM purposes, they do not need to consult the Environment Agency, provided there is a local FRM strategy published for the area the work is within and the works are consistent with it. Until the local FRM strategy is published, LLFAs will need to consult the Environment Agency.

## **5.6 Power to Carry out Works**

General powers to undertake flood risk management works by Local Authorities are provided by Schedule 2, section 29 of the Flood and Water Management Act 2010, which adds section 14A Land Drainage Act 1991 and gives general powers to Local Authorities in relation to flood risk management works. This work has to be undertaken having regard to the Local Flood Risk Management Strategy for an authority's area. Operations to manage a flood risk include maintaining existing works, improving existing works, constructing new works and altering or removing works. A list of capital works bids for flood risk management projects made by Halton is shown in Appendix 7.

Works powers are extended to ordinary watercourses by the Act as amended under schedule 2 paragraph 32 (6) to allow work to be undertaken to reduce flooding. To undertake works, on land owned by others, facilitating powers (powers of entry, compensation and compulsory purchase) are provided. Powers of entry are needed to get access to land. Compensation Powers are needed if damage occurs when carrying out works, for example it may be necessary to move heavy equipment across a garden damaging the lawn and flowerbeds. Sometimes it may be necessary for the risk authority to own the land in order to carry out and maintain works. If the land cannot be bought by agreement, a compulsory purchase order could be applied as a last resort.

### **5.6.1 Powers to acquire land and Compulsory Purchase**

Powers to acquire and dispose of land, including compulsorily, are provided in section 62 of the Land Drainage Act 1991. These powers are not altered by FWMA and the powers in section 62 are available for use with the new flood risk management works powers, as section 14A is inserted into the Land Drainage Act 1991. Where such powers may be needed, for example in section 39, they are provided for within the Act. Section 39 (12) requires the Minister to apply compensation provisions, together with powers of entry and compulsory purchase provisions, to the incidental flooding or coastal erosion powers, section 39 of the Act. The Minister must use the Water Resources Act 1991 provisions but may amend them. The Water Resources Act provisions are slightly different from those found in the Land Drainage Act 1991.

## 5.7 Asset Management

### Asset Register

**The Lead Local Flood Authority has a duty to maintain a register and a record of information of structures or features that are likely to have a significant effect on a flood risk in its area under section 21 of the Flood and Water Management Act 2010.**

The register is available for public inspection. The record will include information about ownership and state of repair.

Halton's asset register has been created but its development is expected to be achieved over an extended period. Halton BC will keep a record of "features" that are likely to have a significant effect on flood risk in its area. The record will include information about ownership, state of repair and where appropriate, maintenance regimes. These features will be either a structure, a natural or man-made feature of the environment, e.g. sluices, channels, culverts, walls, embankments, bridges, highway gullies, SuDS systems, grillages and screens. By collating information and mapping flood risk assets, the Council will eventually be able to:

- Develop informed maintenance regimes, which can take account of assets important for managing flood risk, particularly in high risk areas
- Establish where the entire surface water drainage and watercourse systems are, allowing for quicker identification of the responsible authority in incidences of flooding
- Produce and publish a maintenance schedule for the assets as well as providing guidance to riparian owners as to how they should maintain their assets

Collating all asset information for the register is an enormous undertaking that would require considerable resources. The initial data collection exercises to populate the register and record are risk based and related to the requirement to record structures, which have a significant effect on flood risk management and are not part of the main river system. Recording has commenced using the information contained in the Preliminary Flood Risk Assessment (PFRA), Surface Water Management Plan (SWMP) and the desk study already undertaken by JBA to identify culverts with high consequential flood risk from blocking. Halton BC will initially make the register available by appointment at any reasonable time but in the longer term the aspiration is to make this available on the Council's website.

The register is populated with those structures or features which are most significant first and related to ordinary watercourses and surface water flooding. It is intended that the information contained within the registers will build up over time as we respond to flood incidents, conduct investigations, carry out maintenance works and adopt third party developments. A substantial amount of information is readily available from a variety of sources such as:

- All the highway network road gullies, known highway drains and highway culverts
- Records of highway structures held by the Council's Bridges Section
- Contemporary records of landscape features held by the Council's Open Spaces Division
- Records relating to storm water storage at Oxmoor Wood and Wharford Farm reservoirs

The vast majority of this information is of good quality and fit for purpose. Therefore, collation and entering this information onto the register or digitising hand drawn maps will be a primary task. The detail in records will be proportionate and relate to how the register and record will be used to support the wider LLFA role. Where existing good practice approaches to recording state of repair or other information are available, these will be recorded, otherwise the record will be developed over time as resources allow and inspections or investigations are undertaken. The register will utilise templates supplied by DEFRA and substantial liaison will be made with Environment Agency Asset Database. Records will be held on GIS and on the Council's asset management system.

Unlike major assets associated with fluvial or tidal flooding, there has often been much confusion over the ownership and maintenance responsibility of local flood risk assets. This is likely to be due to local drainage infrastructure commonly being hidden underground or along land boundaries, where landowners either do not realise or acknowledge that they have any responsibility as riparian owners. The Asset Register is a way to address this problem and mean that residents are aware of assets in their area and can contact the assets' owners when there are problems.

There are no defined criteria for what defines an asset as significant but the most important consideration is its location. Future flood risk mapping and the flood history at a site will be used to analyse the 'significance' of each flood risk asset. The vulnerability of the asset's surroundings will also be used to determine the consequences of its failure. Proactive collection of information regarding existing assets is required and this requires Halton BC to work with Parish Councils as well as working with the Council's Highways Maintenance team and United Utilities.

Evaluation of the optimum software and hardware for asset recording in relation to flood management is in progress with investment in additional asset software licences, field data recording hardware and system training. Main River assets are recorded by the Environment Agency; however it is important that Halton's local system is compatible with the Environment Agency's National Flood and Coastal Defence Database (NFCDD) and its successor database. This contains details of Main River and Non-Main River and coastal flood risk assets, including current inspected condition. This data is continuously updated following review or inspection of assets. This information will be utilised in developing the Halton register, which will include main river assets (particularly where the Council is riparian land owner) for



completeness in the efficient management of investigations. The Environment Agency has started a project called Creating Asset Management Capacity (CAMC) to replace NFCDD with an upgraded and improved database.

### 5.8 Designation of Features

**The Authority has the power to designate features under section 30 of the Flood and Water Management Act 2010.**

The effect of designation is that a person may not alter, remove or replace a designated structure or feature without the consent of the responsible authority. Designation is classed as a local land charge.

The process of designation prohibits a person from altering, removing, or replacing a designated structure or feature without the permission of the LLFA. If a person contravenes this requirement, the LLFA may take enforcement action. Once a feature is designated, the owner must seek consent from the authority to alter, remove, or replace it. An individual may appeal against a designation notice, refusal of consent, conditions placed on consent or an enforcement notice. In addition to embankments and other structures, many sustainable drainage systems (SuDS) may be designated and will be issued with a Provisional Designation Notice Procedure. The provisional designation notice must provide important information about the provisional designation. As a minimum the notice will set out:

- The feature in question
- Why the feature is being provisionally designated
- The period in which representations may be made
- The date from which the feature is provisionally designated and:
- How the owner of the feature may make representations to the LLFA in respect of the notice.

During the period of notice, the owner has the right to make representations to the designating authority on the provisional designation, which the authority must consider before confirming a designation by means of a designation notice. The LLFA may cancel a designation (including a provisional designation). It may do so at the owner's request or where it thinks it appropriate for another reason, for example if a new flood defence system has been provided that negates the need for the designation. An owner may appeal if their request for a cancellation is denied.

The structures and features chosen for designation may include a wide range of things from walls and other structures to raised areas of land and embankments. All will serve a flood and coastal erosion risk management purpose although they were not necessarily designed or constructed for that purpose. Once a structure or feature is designated, anyone wishing to alter, remove, or replace it must seek consent from the LLFA, acting as designating authority. At the present time it is envisaged that there will be very few features in the borough that will be designated with the possible exception of future Mersey Gateway drainage structures. The Borough does have a number of existing flood defence features along important watercourses but they are under the control of the Environment Agency.

The owner will be able to maintain the feature if they wish provided that they are maintaining it in the state it was when it was designated. However, there is no obligation on the riparian landowner to maintain a designated feature. For this reason Halton Borough Council will act with due diligence before designating any such features as ultimately the maintenance liability could fall to the Council. Consideration for designation of any critical features will follow as the Asset Register develops.

### Asset Maintenance and Improvement

The Council will work with a wide range of partner organisations and communities in order to identify sustainable measures to manage, reduce or where possible, eliminate flooding. A catchment wide approach that addresses flooding issues within green infrastructure solutions will be employed in order to maximise opportunities for wider community or environmental benefits. Where appropriate, actions may focus on identifying a range of opportunities which, cumulatively, provide significant improvement. This could range from better management of current infrastructure, such as regular blockage removal from river channels, to adoption of small areas of land along a river valley, to hold flood water.

Our approach therefore to developing maintenance and larger capital works programmes in respect of reducing flood risk will be undertaken as follows:

- Work closely with the Environment Agency to identify, fund and implement schemes in regard to fluvial flooding from main river
- Consider managing residual risk where it is not economically feasible to undertake works, through property resilience and flood warning site telemetry
- Identify as far as possible responsible riparian owners
- Consider long term sustainable solutions encompassing leisure and habitat creation in parallel to Policy 4A and B of the Mersey Estuary and Weaver Goway Catchment Flood Management Plans
- Develop risk based maintenance programmes to target reducing financial resources

**Key Responsibilities**

<b>Asset</b>	<b>Main River</b>	<b>Ordinary Watercourses</b>	<b>Surface Water</b>	<b>Ground Water</b>
Environment Agency	Overall management of main river network and flood warning service. Enforcement in respect of riparian owners where integrity of water course is compromised.	--	--	--
Halton Borough Council	Inspection and maintenance of assets on Council owned land.	Maintenance of assets on Council owned land. Advice to private land owners on management.	Maintenance of highway drainage and water courses on Council owned land.	Management on Council owned land.
		Permissive intervention for maintenance of riparian owned assets as deemed appropriate.	Advice or Enforcement of private land owners causing flood discharge.	Advice to riparian land owners
		Enforcement in respect of riparian owners where integrity of watercourse is compromised.	Permissive intervention for maintenance of riparian owned assets as deemed appropriate.	
United Utilities	--	--	Maintenance of adopted surface water, foul and combined sewers.	--
Riparian Land Owners	Maintenance of private assets to prevent flooding. Responsibility to accept flows including groundwater.	Maintenance of private assets to prevent flooding. Responsibility to accept flow.	Prevention of surface water discharge from private land.	Management of privately owned land

Refer to Appendix 7 for Maintenance Schedules and Preliminary Works Programmes

**5.9 Investigations and Flood Reporting**

**Section 19 of the Flood and Water Management Act 2010 requires a lead local flood authority to investigate flooding incidents in its area which it becomes aware of.**

This is in order to identify which risk management authority has flood risk management functions in respect of the flooding and establish whether that authority has responded or is proposing to respond to the flood. The lead local flood authority must publish the results of any investigation.

Halton’s Investigation Policy is divided into three main sections:

- Phase A Incident Capture: Where the incident is reported by the public / business and logged
- Phase B Post Incident Review: Where the significance of the incident is assessed and the requirements for investigating the incident are determined
- Phase C Formal Investigation: Where an investigation is undertaken if considered necessary

**Proposed LLFA Flood Incident Investigation and Reporting Policy**

Halton will, on becoming aware of a flood in its area, carry out a Post Incident Review to determine the consequences of the flooding incident. The Post Incident Review will determine the likely cause of the flooding and what was flooding during the incident. If a flood event is deemed to have had a significant consequence, then a Formal Investigation of the flooding incident will be undertaken.

A flood event with significant consequences is one that has had, or could have had if action had not been taken, one or more of the following impacts:

- Resulted in major disruption to the flow of traffic for 12 hours or more
- Posed, or could have posed, a risk to human health
- Adversely affected the functioning of critical infrastructure
- Caused harmful impacts to environmentally and socially important assets
- Caused internal flooding to a property used for residential or commercial purposes.

**Local Investigation Targets**

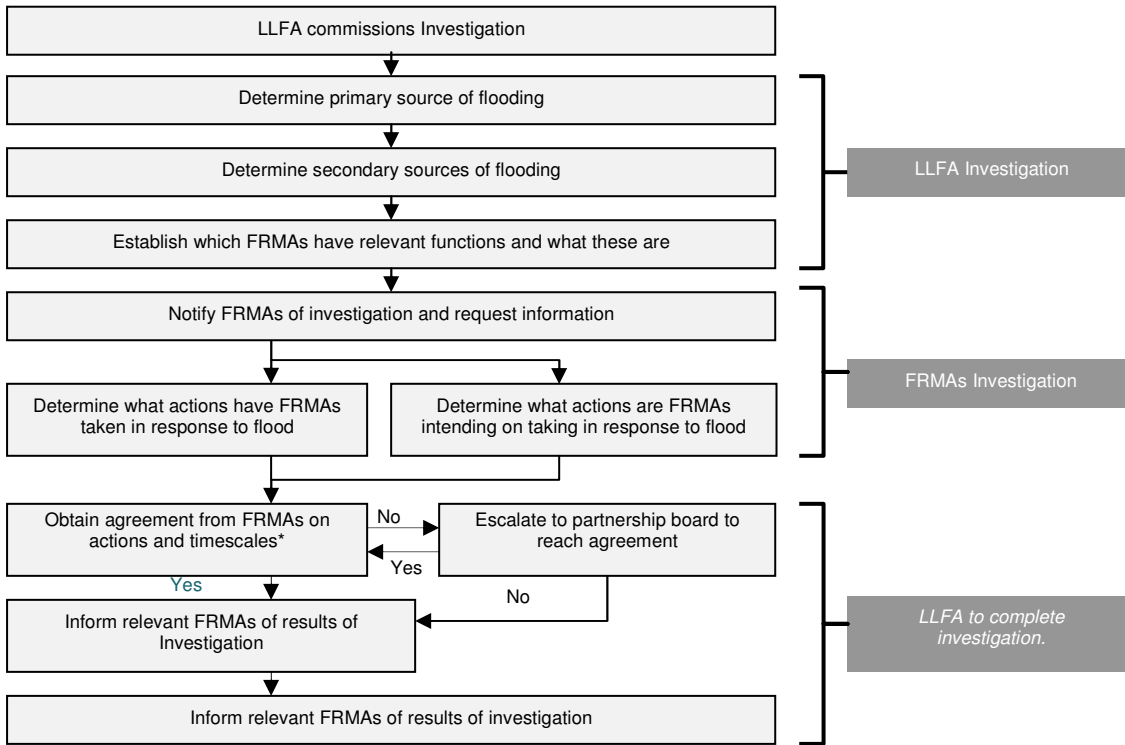
Ascertaining responsibility	1 week following event
Agree with responsible actions and timescales	One month
Final report	Two months

Timescales are subject to the scale of incidents being investigated

**Reporting**

Flooding incidences meeting the criteria will be investigated by the Council and recorded internally, a published Formal Investigation will be initiated for every flood event captured and reported to the Flood Officer, which meets the above criteria. Therefore, it is essential that the threshold for triggering a Formal Investigation should recognise the actual significance of the flooding incident with any repeated events also recorded but not published. All events will be reviewed at the quarterly External Partner Group Meetings. Continuing mapping of flood incidents and the results of investigation will inform future work programmes and maintenance regimes.

Figure 5.2 – Proposed Formal Investigation Procedure



**5.10 Communications and Public Engagement**

Communications are based around internal partners, external partners and our community. The purpose of the communications and engagement for the LFRM strategy is to:

- Ensure understanding of the roles and responsibilities of the partner organisations (Halton Borough Council, Environment Agency, United Utilities)
- Manage expectations and be clear about what we can and cannot achieve
- Build a greater awareness of flood risk and ownership of the problem at a local level
- Generate a culture of personal responsibility for being prepared for flooding
- Coordinate with the Council’s Emergency Plan.

The following objectives have been set to guide our communications with our community and stakeholders:

- Areas that may have been identified as potentially at risk of surface water flooding.
- Managing risks together - we can provide practical solutions but there are ways the community can help too.

The chart below shows the cross reference of flood management working groups and internal and external links.

Group	Internal	Internal										External					
		Meeting Frequency	Lead Flood Officer	Asset Manager	GIS Coordinator	Operations Lead	Civic and Open Spaces Manager	Development Plan Manager	Development Control Manager	Building Control Manager	Environment Team Leader	Emergency Planning	United Utilities	Environment Agency	Warrington Council	St. Helens Borough Council	Cheshire East Council
Internal Strategic Group	To provide a forum to share information on flood risk issues, planning liaison and development between internal partners	Quarterly	✓	✓	✓	✓	✓	✓	✓	✓	✓						
External Partner Group	To provide a forum to share information on flood risk issues and current projects between external partners within the Council's area	Biennially	✓	✓	✓	✓				✓		✓	✓	✓			
Sub Regional Flood Task Group Cheshire	To share knowledge between Local Authorities and develop partnership working arrangements to deliver efficiency savings	Bimonthly	✓	✓	✓							✓	✓	✓	✓	✓	✓
Sub Regional Strategy Group	To share knowledge between Local Authorities	Quarterly	✓	✓	✓							✓	✓	✓	✓	✓	✓
Consents	To approve applications	Referral	✓	✓				✓									
Sustainable Drainage Approval SAB	To approve applications, monitor process adopt and maintain	TBA	✓	✓	✓	✓		✓	✓	✓		✓					

**Communication and Consultation - Stakeholder identification**

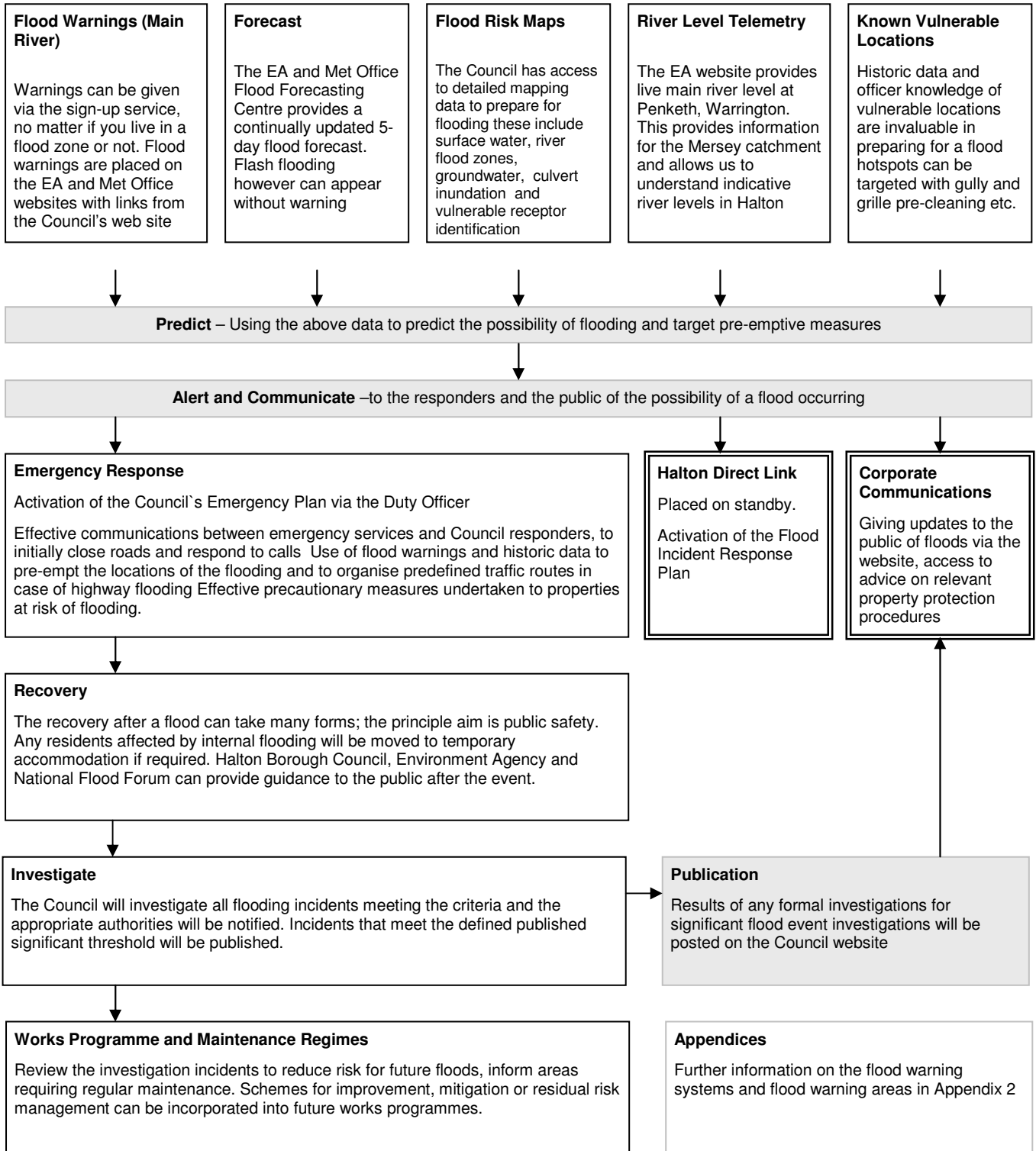
Local Authorities and Partners	Halton Borough Council, Warrington Borough Council, St. Helens Council, United Utilities, Environment Agency
Political stakeholders	MPs and MEPs, Portfolio heads, Ward members, Parish councillors, neighbouring authorities
Transport and infrastructure	Highways Agency, Planning, Other utility companies, Merseytravel/transport operators
Environmental stakeholders	MEAS, RSPB, NFU
Emergency services	Fire service, All other blue light services, Police Community Support Officers, Resilience forum
Business and industry	Halton Chamber, local businesses, Business forums, Employees, Landowners where known
Communities and individuals	Resident association groups, Faith centres, Doctors and community services, landlords and housing associations, Recreation groups – Friends of Parks, Cycling groups, Ramblers Association, Hospitals, Schools, Local press, CEN, CVS, Anglers, SCARS.

5.11 Preparedness and Emergency Response

Preparedness

Flooding is a natural occurrence. It is neither technically feasible nor economically affordable to prevent all properties from flooding. Halton Borough Council’s aim is to reduce flood risk and minimise the harm caused by flooding. We take a risk based approach to achieve the best results possible using the budgets and resources available. We will continue working to reduce both the likelihood of flooding and the impacts of a flood when it happens. Informing people a flood is about to happen is vital, as it gives them time to prepare. We also encourage those in risk areas to make a flood plan, so that they are ready when the warning comes. The Council prepare for potential flood emergencies as follows:

Figure 7.3 – Preparedness and Predictions



The Civil Contingencies Act 2004 is the most relevant piece of legislation in relation to emergency planning for flooding. It formalises a number of duties on Local Authorities, the emergency services and other organisations involved in responding to any emergency. Amongst these are contingency planning and risk assessment for emergencies at the local level, including flooding. The Environment Agency are the Lead Responder for provision of flood warnings and information to the public. However, all Category One responders have a role to play in communicating with the public and will either lead or play a significant part at some stage in a flood event, e.g. Police (public safety announcements and information in the consequent management phase), the Council (recovery phase), etc.

The principal method of warning the public of flood risk in Cheshire is via the Environment Agency's Flood Line Warnings Direct system, and messages that the EA issue via local media. It is the property owners' responsibility under the law to protect their own property from flooding. However the EA, Halton Borough Council and the Emergency services, where possible, will offer assistance in the event of a flood.

Emergency Plans allow all responding parties to work together on an agreed coordinated response to flooding. LRFs bring together Category 1 and 2 responders within a local police area for the purpose of cooperation in fulfilling their duties under the Civil Contingencies Act 2004. Halton Borough Council has an Emergency Plan that revolves around a single point contact number. It has been designed to enable the Council to:

- Receive notification of emergency incidents via a 24/7 contact facility;
- Respond to initial requests for assistance via the Duty Officer mechanism;
- Activate and facilitate the Local Authority Emergency Centre for direct incident response.

The Council will respond and advise on the following:

- Surface water, groundwater flooding, flooding from non-main rivers and coordinate the response with other Flood Management Authorities for main river;
- Work with the other Category 1 and 2 responders as part of the multi-agency response to floods;
- Coordinate emergency support from the voluntary sector;
- Liaise with Government departments and with essential service providers;
- Manage the local transport and traffic networks initially on safety grounds followed by signing and diversionary routes;
- Mobilise trained emergency social workers and emergency assistance;
- Deal with environmental health issues, such as contamination and pollution;
- Coordinate the recovery process.

If serious flooding involves people having to be evacuated, the Council may be able to offer temporary shelter and welfare support in the form of Rest Centres. Emergency services (Fire, Police, Ambulance and the Army) will help to evacuate people who are stranded or in danger. Where required, they will also provide medical assistance and emergency life-saving treatment. It is important to understand that although these bodies can assist at the time of flooding, they are not required by the law to protect your home or other properties from flooding. The responsibility to do that, lies with the property holder.

## **Communications**

During a pending, or ongoing emergency, communications are vital. This is an area we will continually refine as forecasting techniques and information technology develops particularly in the use of social media networks. As a source of information the Council's web pages have proved the most effective and accessed media as a source of information at times of flooding. Information will therefore be published on a regular basis as well as through traditional news media channels. When appropriate the Councils network of highway variable message signs will be used to inform of road closures.

We will continue to work with our partners at the Environment Agency to raise awareness of the flood warning service in the designated high risk zones.

## **Sandbag Policy**

The Council recognises that the primary responsibility for protecting property from the risk of flooding rests with the property owner. It is also aware of the considerable efforts put in by the Environment Agency to notify property owners in flood risk areas of the risks they face and encourage them to plan their own arrangements to protect themselves and their properties.

The Council supports this approach and urges those living within areas identified as being at risk from flooding to follow the advice of the Environment Agency. The Council is concerned that, in the event of the threat of flooding to a large number of properties in the borough, it may not have the resources to protect every property and that priorities will have to be made. This could inevitably lead to some flooding to properties that, with some pre planned preventative measures by the occupant, could have been avoided or minimised.



However, as a responsible authority, the Council recognises that the level of individual preparedness will vary enormously and it is prudent to plan for some additional support to the local community. With this in mind the Council has developed the following policy:

In the event of deteriorating weather leading to the issuing of weather alerts that could potentially affect any part of the Halton administrative area then risk assessments will be undertaken and regularly updated. These assessments could be wide area or site specific. They could include information obtained from site visits by Council Officers or other professional partners. In the event of the Council's risk assessment for a defined area identifying the use of sandbags to be appropriate to minimise or mitigate the risk of flooding to residential, utility or commercial properties the Council may make available sandbags in accordance with its sandbag policy (see appendix 5).

The allocation of sandbags to individuals will depend upon a number of factors including the total number of sandbags available, an assessment of the viability of protecting the particular property with sandbags, demands from other emergency flood defence measures involving the use of sandbags that would protect a greater number of properties. The need to protect infrastructure assets e.g. roads, energy distribution sites, communication network sites, hospitals and the Council's own public buildings, etc. are also likely to make demands on the Council's limited resources.

Occupants of properties where protection from the risk of flooding using sandbags is assessed as viable but lack the physical ability to do so, e.g. elderly or infirm may, subject to availability of manpower and the assessed priorities at the time, be provided with assistance from the Council.

Road closures and disruption to the road network can impact on the Council's ability to distribute sandbags. Flash flooding can occur in an overwhelming manner and recede quickly. In these circumstances it is impossible to respond in the time frame of the event.

Sandbags will not prevent floodwater encroaching completely into property and householders should remove articles to a safe location above the anticipated flood level. People building flood defences with sandbags should also be aware of the building methods to employ in order to make an effective seal and the health and safety implication of manual handling sandbags as they are exceptionally heavy.

**It therefore must be emphasised that residents of Halton who live in identified flood risk areas should not rely upon the Council to respond to a threat of flooding to their property but should have in place their own flood protection plan.**

The provision of sandbags and assistance by the Council under this policy will be without prejudice and free of charge.

## 6. Funding

**Section 16 of the FWMA 2010 enables the Environment Agency to pay grants to any person in respect of expenditure incurred in connection with flood or coastal erosion risk management in England.**

Under subsection (1) The Environment Agency may make grants in respect of expenditure incurred or expected to be incurred in connection with flood or coastal erosion risk management in England. Under subsection (3) A grant may be subject to conditions (including conditions as to repayment and interest).

### 6.1 – Revenue Funding

Defra provides funding directly to Halton Borough as a Lead Local Flood Authority to help with the new duties under the Flood and Water management Act. The funds are intended to fully cover the costs for local authorities of putting into place and carrying out new responsibilities under the FWMA, such as flood mapping, producing risk management plans and supporting community flood awareness groups. The majority of the allocation is issued under the business rates retention system and part as Area Based Grant provided direct to the Authority. Funding commenced in 1011/12 and Halton currently receives a £135,600 annual allocation of which £20,000 is via Local Services Support Grant.

In 2013/14 Halton has allocated the following sums in its revenue budgets for flood risk management and land drainage:

Lead Local Flood Authority – Employee Related	£27000
Lead Local Flood Authority – Contracted Services	£48,610
Land Drainage & Flood Defence	£24,640
Land Drainage and Flood Defence – Environment Agency / NW RFCC Levy	£61,510

In addition, the following sums have been allocated within the highway maintenance revenue budget for highway drainage purposes. These funds can be prioritised to assist with the management of flood risk in those higher risk areas identified in the PFRA and ‘hotspots’ described in Halton’s SWMP study:

Highway Drainage	£117,140
Highway Gully Cleansing	£174,960
Priority 1 (Emergency) Highway Flooding	£43,680

### 6.2 – Capital Funding

#### Flood Defence Grant in Aid (FDGiA)

In England, government funding is available for capital works to manage and reduce flood and coastal erosion risk. This funding is administered by the Environment Agency on behalf of Defra, through its Regional Flood and Coastal Committees (RFCCs). Flood Defence Grant in Aid (FDGiA) is allocated to Risk Management Authorities (RMAs - Environment Agency, Local Authorities, Internal Drainage Boards). Each year RMAs are invited to submit details of proposed flood and coastal erosion flood management works which require funding for the next five years. The proposals are captured in the Medium Term Plan (MTP). The MTP from each region is combined onto one programme schedule to give an indication of investment needs across England.

There are four categories under which projects can attract FDGiA. These are:

- All benefits arising as a result of the investment, less those valued under the other outcome measures (Outcome Measure 1)
- Households moved from one category of flood risk to a lower category (Outcome Measure 2)
- Households better protected against coastal erosion (Outcome Measure 3)
- Statutory environmental obligations met through flood and coastal erosion risk management (Outcome Measure 4)

The maximum amount of funding on offer to each project will be based on the value of qualifying benefits under Outcome Measures 1, 2 and 3, plus the number of environmental outcomes achieved under Outcome Measure 4, each multiplied by the relevant payment rate. Dividing this amount by the whole life costs of the project determines the share of project costs justifiable to national budgets. This is expressed as a percentage score; the OM Score. All projects supported under the new approach will need to achieve an OM Score of 100% or above.

Halton makes an annual application for FDGiA funding for its proposed flood risk management works following the Environment Agency's grant allocation calendar which is illustrated at the following weblink: [http://www.environment-agency.gov.uk/static/documents/Research/FCRM\\_GiA\\_allocation\\_diagram\\_v3.pdf](http://www.environment-agency.gov.uk/static/documents/Research/FCRM_GiA_allocation_diagram_v3.pdf). Briefly, the process is as follows:

- June – submission of proposed schemes / programmes to EA
- August – and prioritisation by EA
- October – Indicative programme considered by RFCCs (shared with RMAs)
- January – RFCCs consent programme
- February – EA funding Board approval to consented schemes.

The following schemes have been awarded FDGiA funding in the current (2013/14) MTP:

Halton Scheme		2013/14	2014/15	2015/16	2016/17	2017/18
Bridgeway and Lockgate, Runcorn Flood Alleviation Scheme	Estimated scheme cost in year (£k)	24	63	63	93	93
	<b>Indicative FDGiA Allocation (£k)</b>	<b>8</b>	<b>40</b>	<b>40</b>	<b>50</b>	<b>50</b>
Compass Close, Runcorn Flood Alleviation Scheme	Estimated scheme cost in year (£k)	15	33	13		
	<b>Indicative FDGiA Allocation (£k)</b>	<b>12</b>	<b>30</b>	<b>10</b>		
Pitville Terrace, Widnes Flood Alleviation Scheme	Estimated scheme cost in year (£k)	7	25	25		
	<b>Indicative FDGiA Allocation (£k)</b>	<b>6</b>	<b>7</b>	<b>7</b>		

## 6.2 – Partnership Funding Approach

A key principle of the FDGiA outcome based approach is that the beneficiary should contribute in some way towards the scheme. The 'beneficiary pays' principle therefore places part of the cost burden on those that are at risk of experiencing flooding. Under Defra's new partnership funding approach, relatively small amounts of locally found funding (or cost savings) could make the difference between locally important projects going ahead or not. Such contributions will supplement the amount of Government funding available at the national level. For example, a 10% local contribution towards a scheme could leverage large amounts of funding from Government, delivering typically an 80 to 1 return on the local investment, and benefits in terms of property, land values, insurance costs and business productivity to the community that dwarf the costs involved over the long term.

A practical resource relating to partnership funding and collaborative delivery of local flood risk management was produced in March 2012 to support Lead Local Flood Authorities. Titled: "Partnership funding and collaborative delivery of local flood risk management: a practical resource for LLFAs", this guidance provides useful information on potential partner organisations and on potential funding sources. It uses a range of case studies of successful partnership funding approaches and offers practical advice on motivating and engaging with partners to help maximise chances of identifying and realising partnership funding opportunities:

[http://www.local.gov.uk/web/guest/paying-for-flood-and-coastal-erosion-risk/-/journal\\_content/56/10180/3600375/ARTICLE#sthash.DMFyZxMK.dpuf](http://www.local.gov.uk/web/guest/paying-for-flood-and-coastal-erosion-risk/-/journal_content/56/10180/3600375/ARTICLE#sthash.DMFyZxMK.dpuf)

### Partnership

Key partners with direct interest in schemes are potential funders, or may be able to contribute to schemes in other ways, such as coordinating their work to achieve scheme objectives or allowing works to take place on their land. In its role as Highway Authority, Halton Borough Council also has responsibility due to the importance of the highway drainage network in managing flood risk. Where there is a shortfall of funding, Halton Borough Council as a scheme promoter will look more widely for alternative sources of funds for its local flood defence and protection schemes. It is anticipated that where the circumstances of flooding dictates, or where there are related implications for flood risk management, the following partner organisations will be approached as potential partners as appropriate:

- United Utilities (Water and Sewerage Company)
- The Highways Agency
- Network Rail
- Housing Associations and Registered Social Landlords
- Private Developers

Managing partnerships and potential partner contributions, is likely to need the early involvement of elected representatives in choices that may require political support. Although this is a new approach to flood management funding, the Council is very experienced in developing and delivering multi-source funded schemes.

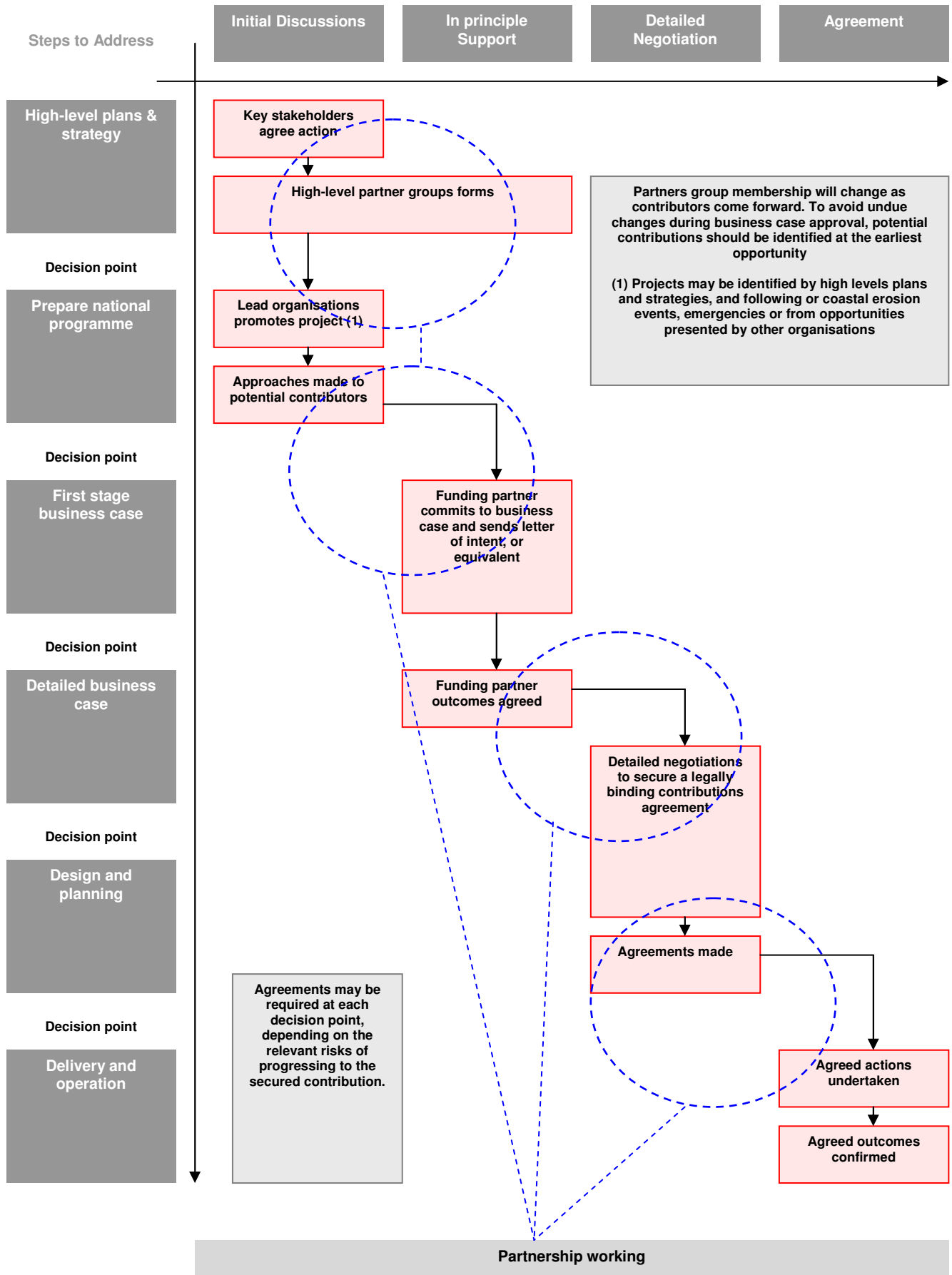
Water and sewerage companies play an important role in local flood risk management. Their sewer networks provide drainage for a significant proportion of rainfall, particularly that falling in urban areas. Section 94 of the Water Industry Act 1991 (WIA91) effectively sets out a flood risk management function for WASCs. It imposes a duty to 'effectually drain' their areas of responsibility. They also have a responsibility to resolve sewer flooding affecting properties. Partnership funding will be sought particularly where flood risk arises from sewer under-capacity and when there is correlation with UU's sewer asset management programme (AMP6) and co-ordination with their planned capital schemes.

## **Local Levy**

The Local Levy is an additional, locally-raised, source of income for the North West Regional Flood Defence Committee. The income is raised by way of a levy on the County Councils and Unitary Authorities within the committee boundaries, which is voted for by the local authority members of the committee and administered by the Environment Agency on behalf of the RFCC. The North West RFCC budget for 2013/14 is £3,638,000 of which Halton's contribution amounted to £61,510.

The local levy is used to support, with the approval of the committee, flood risk management projects that are not considered to be national priorities and hence do not attract full national funding through Flood Defence Grant in Aid. The local levy also allows locally important projects to go ahead to reduce the risk of flooding within the committee area. In 2013/14, the RFCC allocated £15,000 to Halton Borough Council for culvert survey and inspection works.

Funding Process



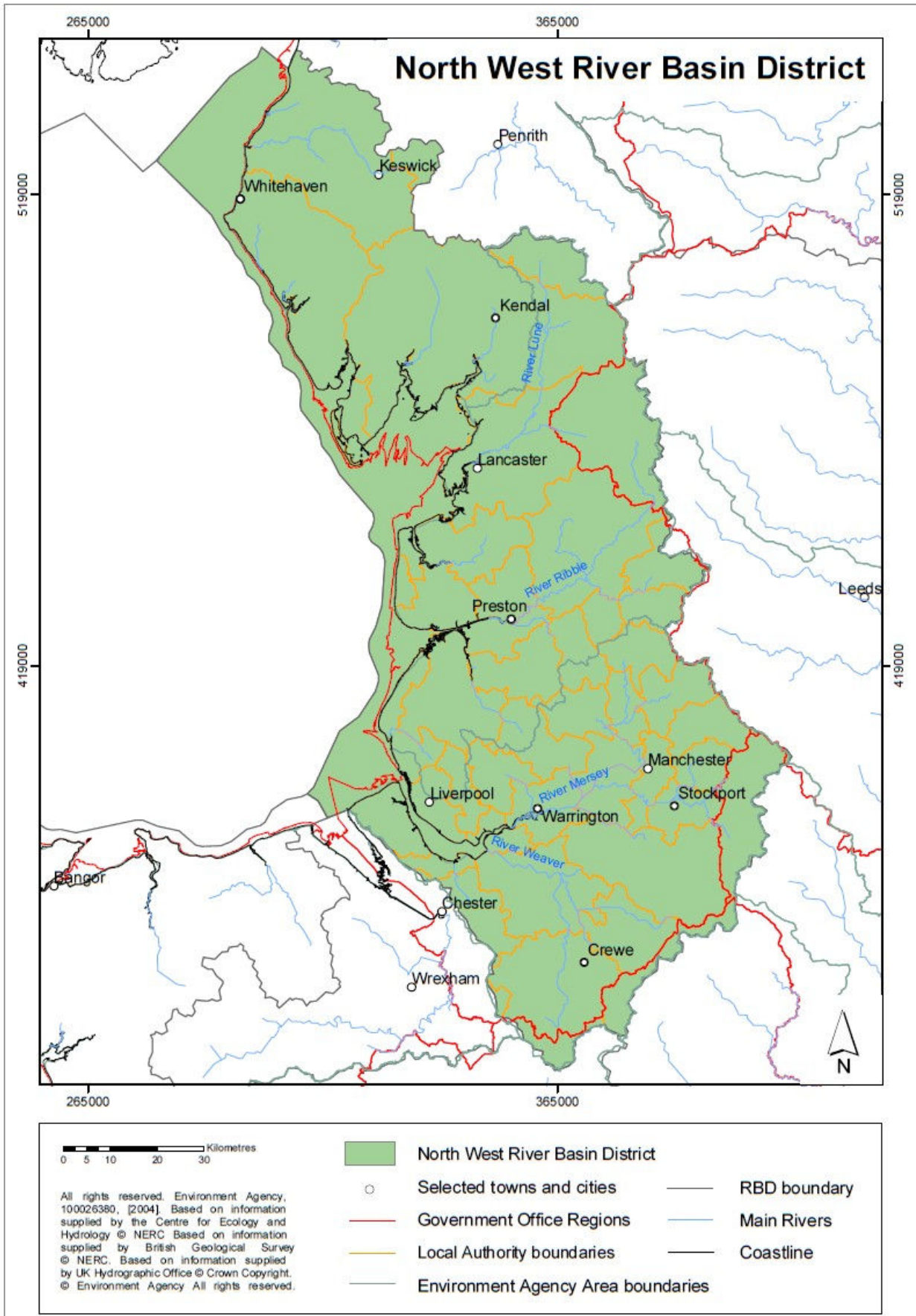
# Appendices

List of Appendices:

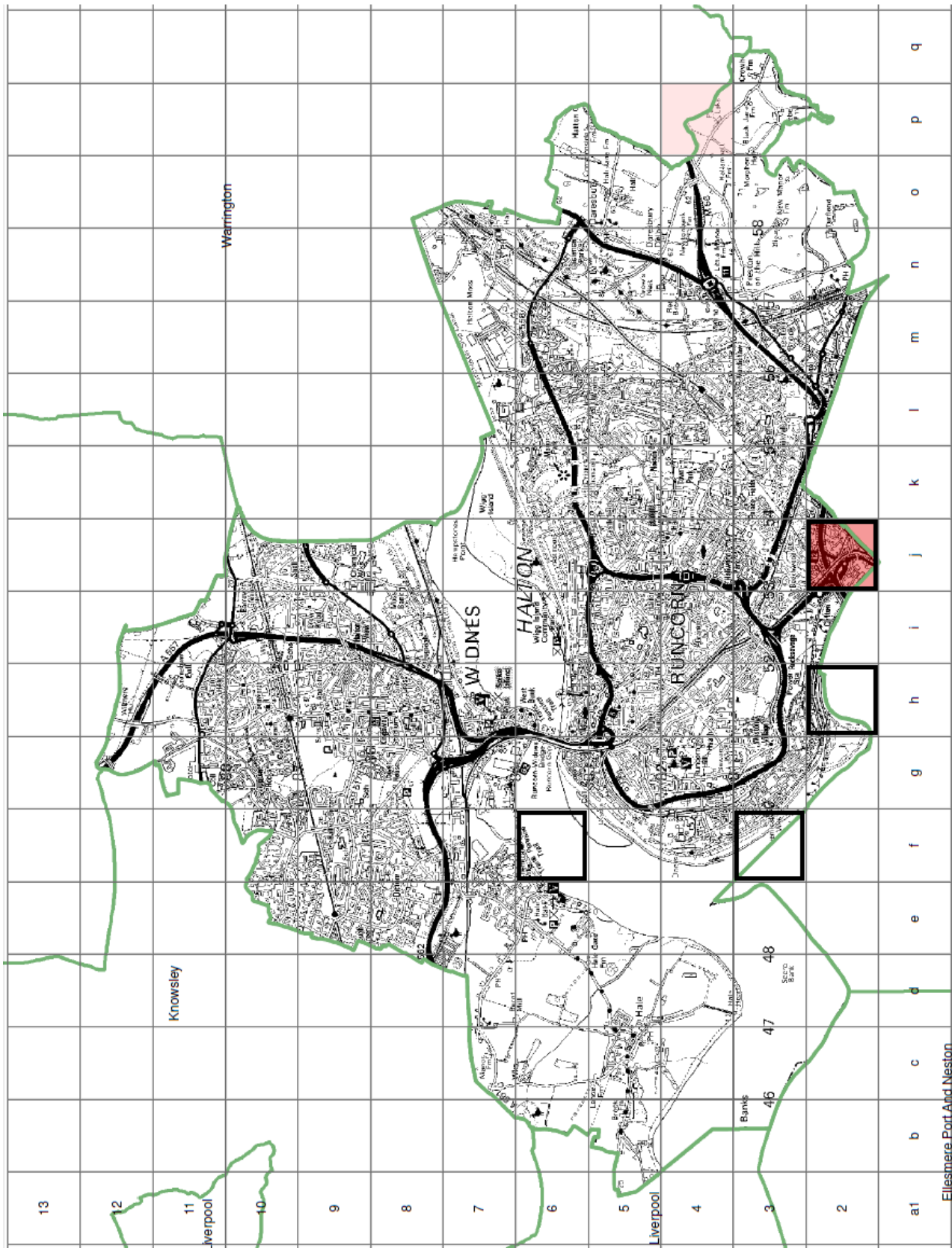
<a href="#">Appendices</a> .....	Error! Bookmark not defined.
<a href="#">Appendix 1 – North West River System</a> .....	Error! Bookmark not defined.
<a href="#">F.1 Figure 1 North West River Basin District</a> .....	54
<a href="#">F.2 Figure 2 Areas Susceptible to Ground Water Flooding (Residential)</a> .....	55
<a href="#">F.3 Figure 3 Future Surface Water Flood Risk</a> .....	56
F.4 Figure 4 Places within Flood Risk Thresholds and Future Development Sites (Widnes) .....	57
F.4 Figure 4a Places within Flood Risk Thresholds and Future Development Sites (Runcorn)	
<a href="#">F.5 Figure 5 Future Watercourse Flood Risk</a> .....	59
<a href="#">F.6 Figure 6a Historic Flood Records</a> .....	60
F.7 Figure F7 Canals	
<a href="#">Appendix 2 – Environmental Agency Warning Areas</a> .....	Error! Bookmark not defined.
<a href="#">F.1 Figure 1 – New Flood Alert Warning Signs</a> .....	63
<a href="#">F.2 Figure 2 Flooding Criteria</a> .....	63
<a href="#">F.3 Figure 3 Existing and Proposed Flood Warning Areas</a> .....	64
<a href="#">Appendix 3 - Consultation</a> .....	Error! Bookmark not defined.
<a href="#">Appendix 4 –Halton BC Sandbag Policy</a> .....	Error! Bookmark not defined.
<a href="#">Appendix 5 – EA Consents Samples &amp; Enforcement Procedure</a> .....	Error! Bookmark not defined.
<a href="#">Appendix 6 – Risk Management Implementation Timeframe</a> .....	Error! Bookmark not defined.
<a href="#">Appendix 7 – Preliminary Maintenance and Works Programme</a> .....	Error! Bookmark not defined.
<a href="#">Appendix 8 – Areas in Halton Suitable for SuDS</a> .....	Error! Bookmark not defined.
<a href="#">Appendix 9 – Abbreviations and Definitions</a> .....	Error! Bookmark not defined.
<a href="#">Appendix 10 – Principle Contact Numbers</a> .....	Error! Bookmark not defined.

# Appendix 1 – North West River System

F.1 Figure 1 North West River Basin District

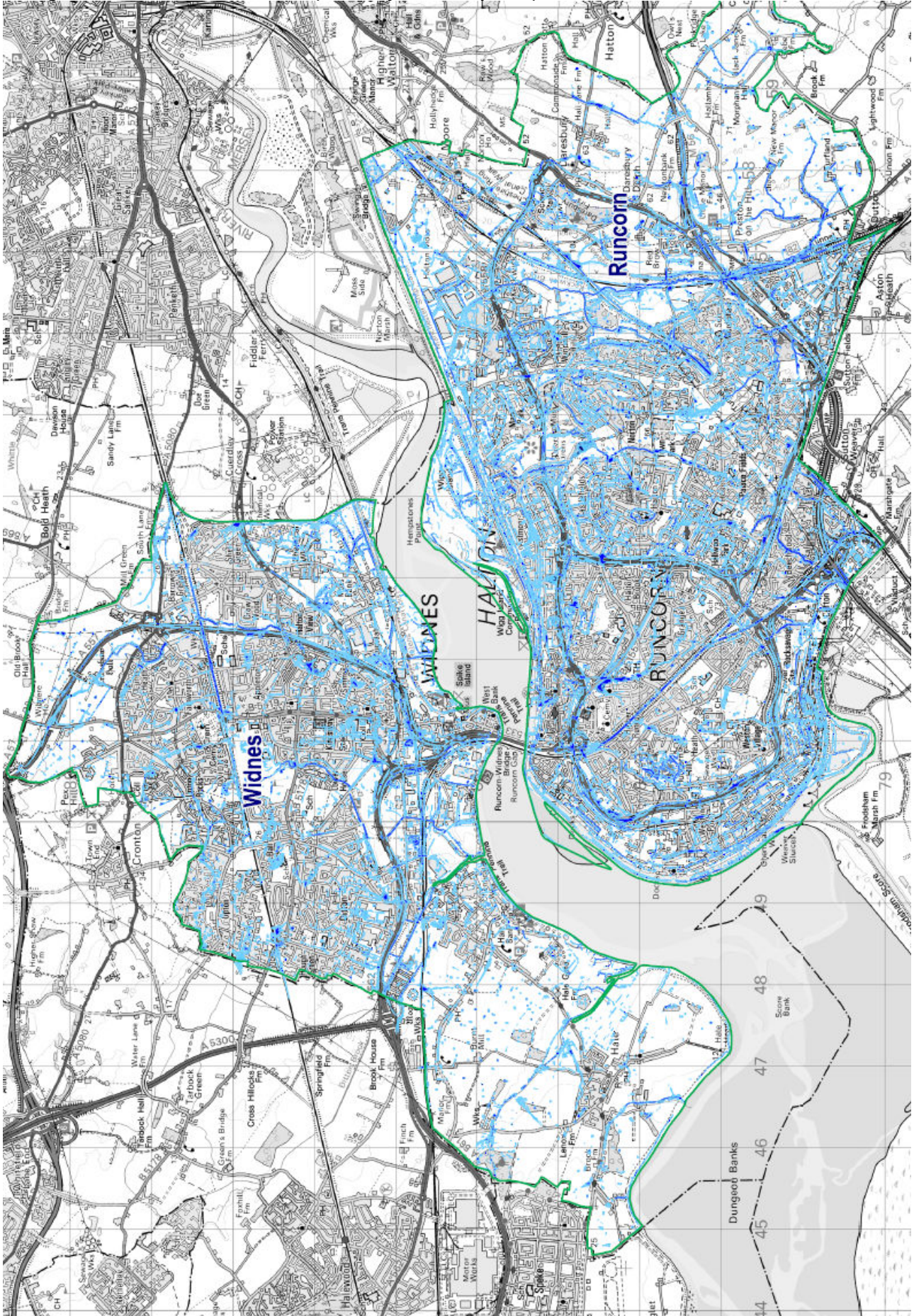


F.2 Figure 2 Areas Susceptible to Ground Water Flooding (Residential)

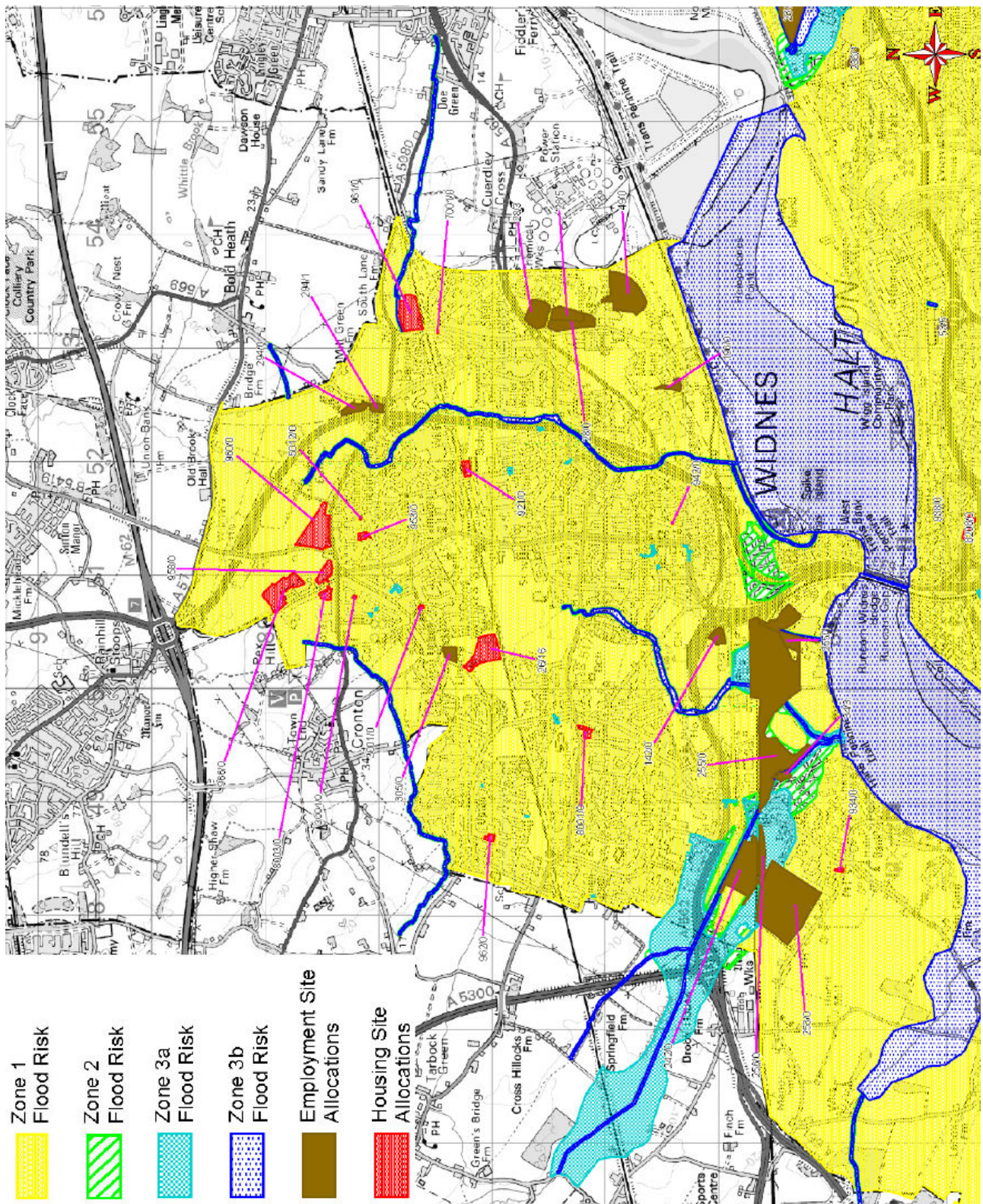




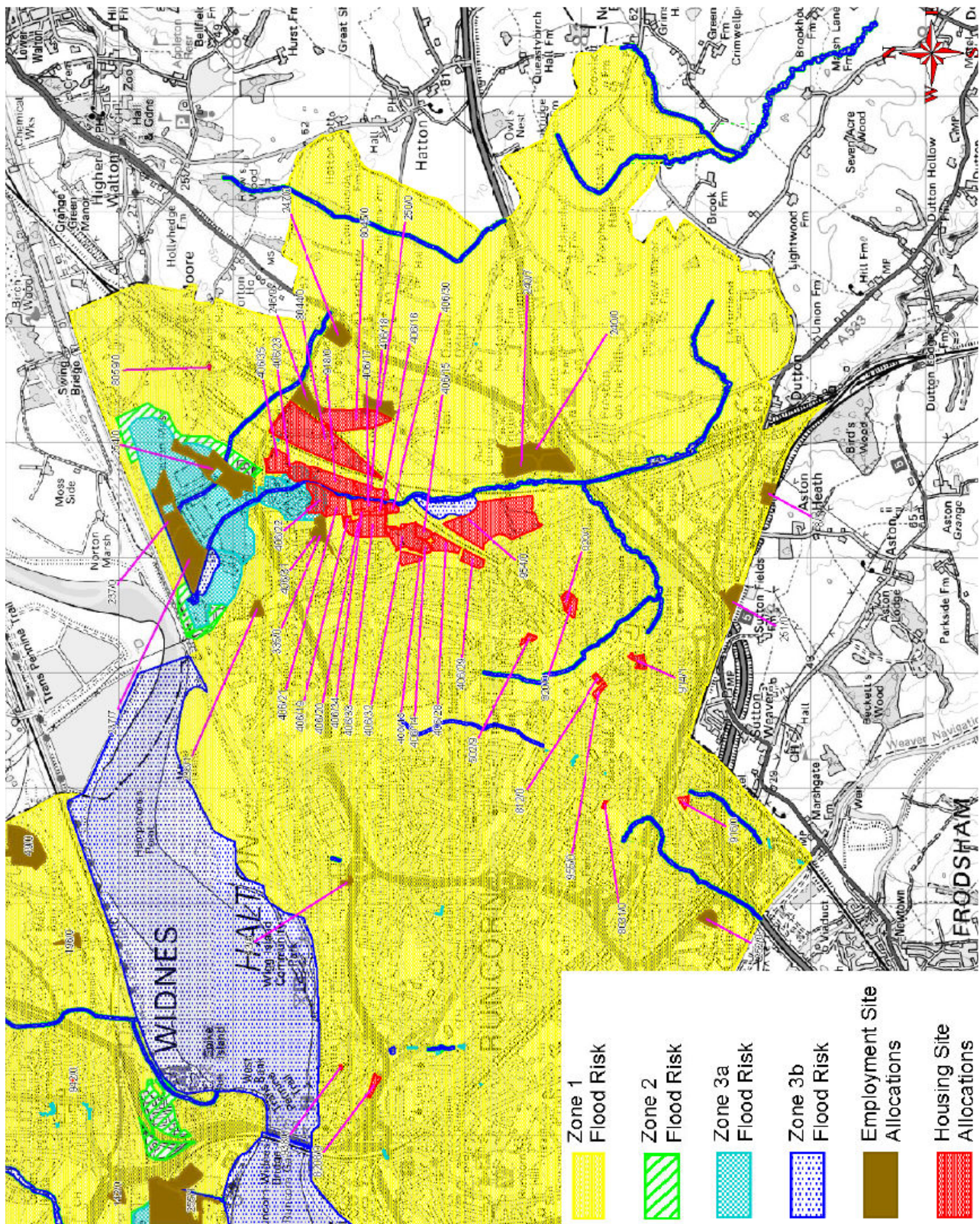
F.3 Figure 3 Surface Water Flood Risk (1 in 200 year return period)



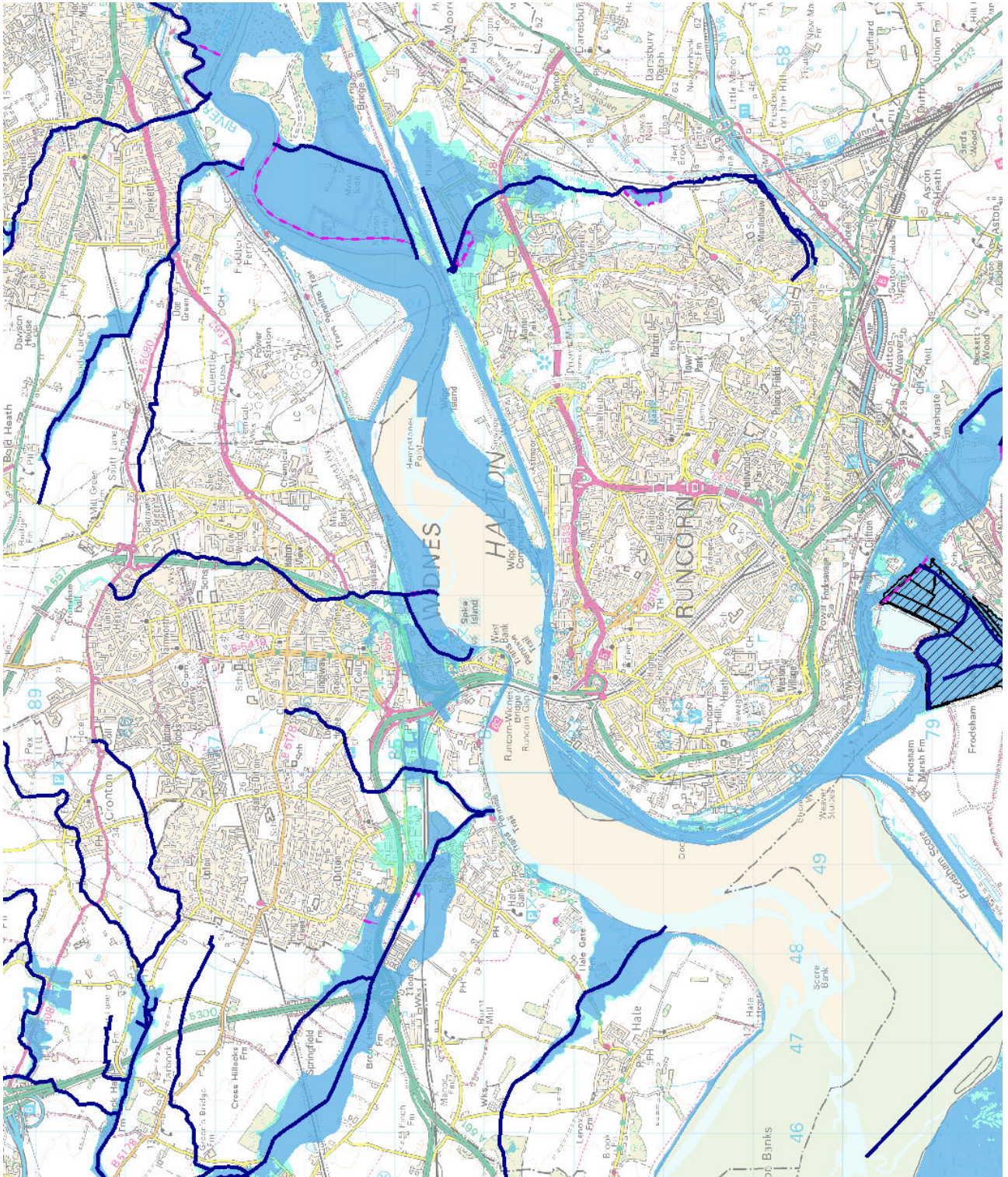
F.4 Figure 4 Places within Flood Risk Thresholds and Future Development Sites (Widnes)



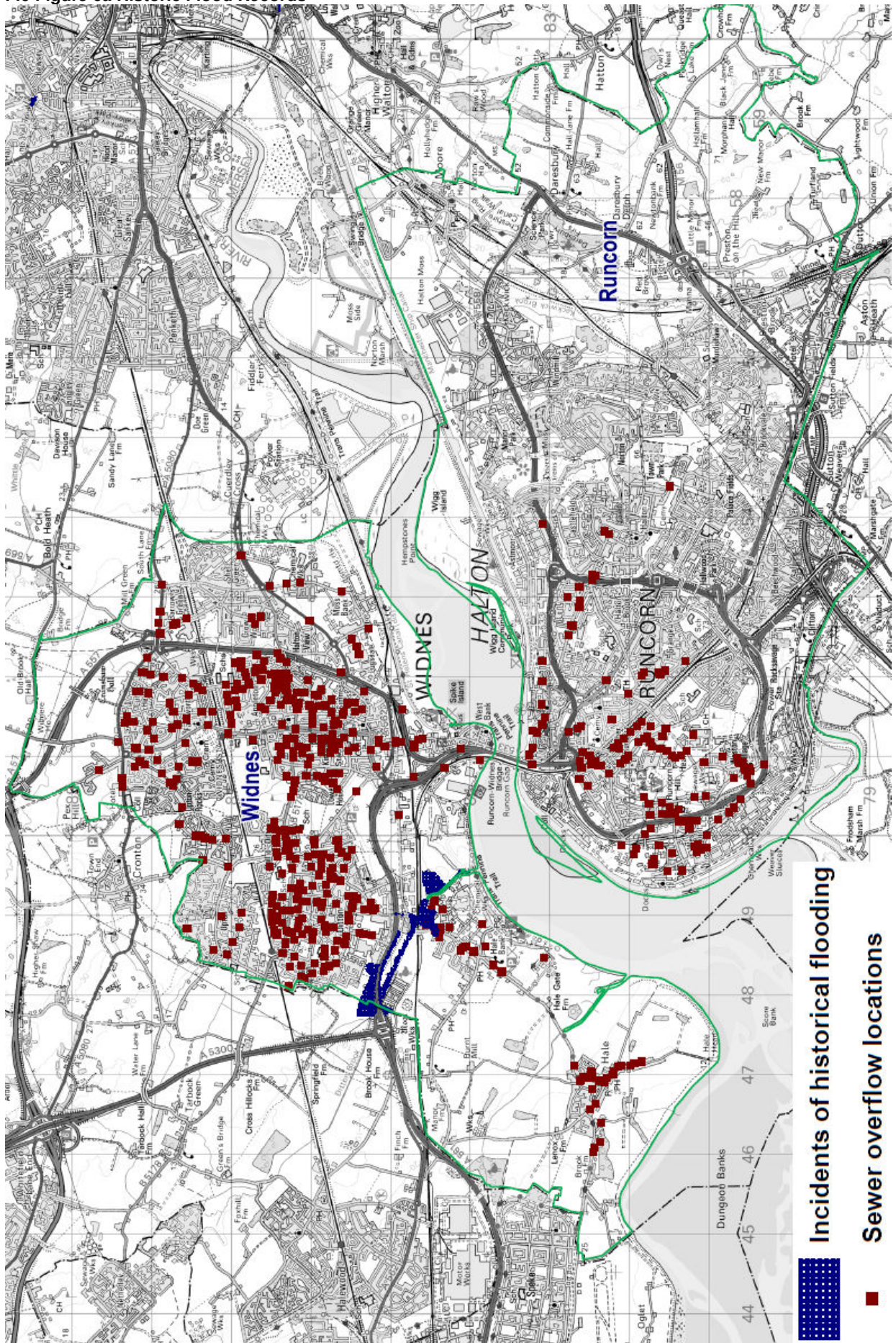
F.4 Figure 4a Places within Flood Risk Thresholds and Future Development Sites (Runcorn)



F.5 Figure 5 Watercourse Flood Risk (Main River)



F.6 Figure 6a Historic Flood Records

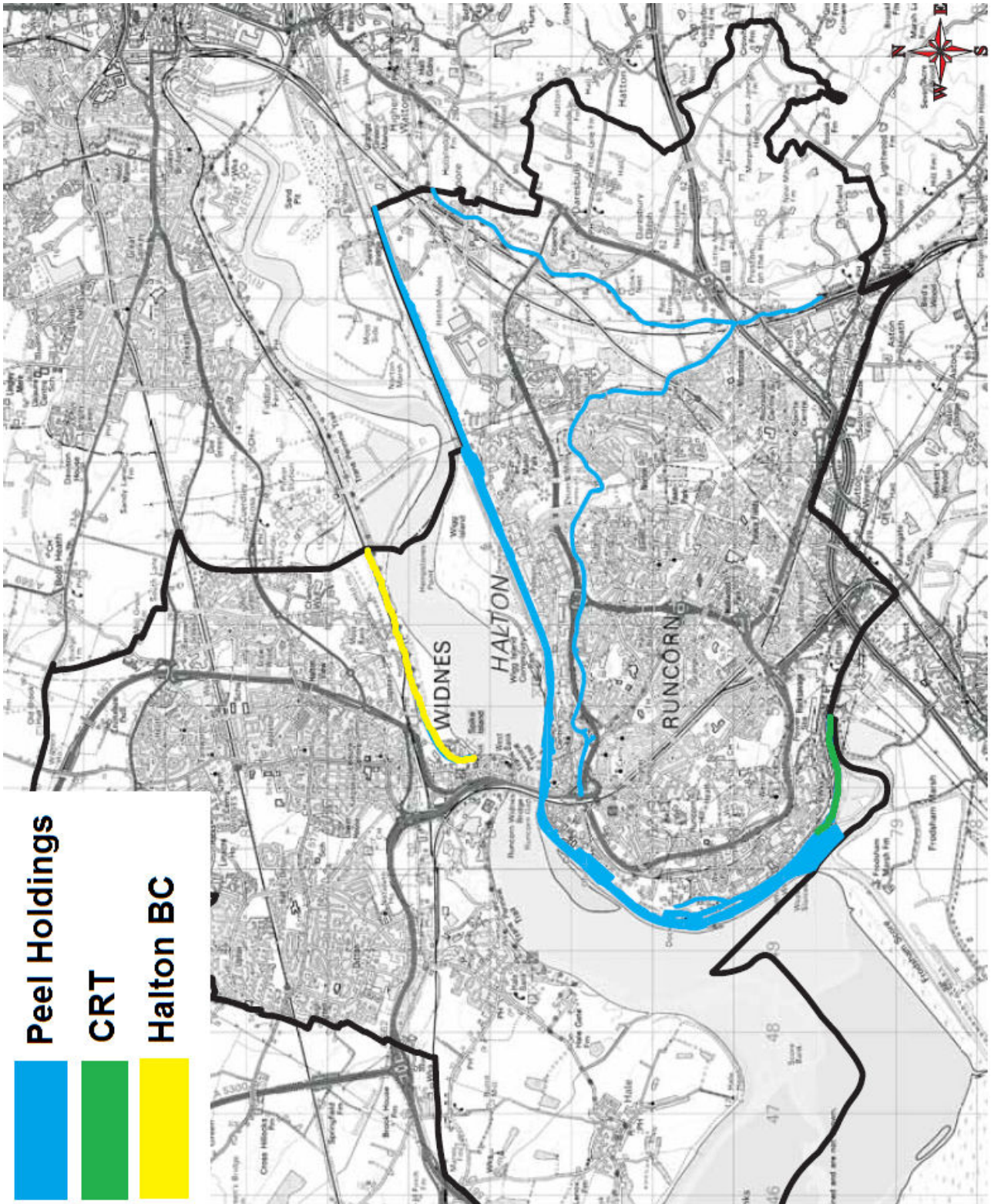


**F.6 Figure 6b Flood Records Summary**

Halton Borough Council have reviewed and identified that there are no nationally significant or historical local significant flooding incidences within the Borough. There are however instances of repeating flooding indicated in Table 6.1 that the Council are aware of but are not significant in national or local reporting terms but cause transport and economic inconvenience. The PFRA does not cover flooding from Main River watercourses or reservoirs over 10,000m<sup>3</sup>. However, it is important to realise that Main River flooding through complex interactions that can link and affect surface water, drainage systems, sewers and Ordinary Watercourses. The floods are listed Table 6.1.




<b>Overview</b>	<b>Type</b>	<b>Consequence</b>
Sandymoor including Selby Close, Furness Court, Glastonbury Close and Eastgate Road <b>10/08/04</b>	Property & Road	Flooded roads and gardens
Kingsway Estate, Widnes including Milton Street and Mottershead Road <b>10/08/04</b>	Property & road	Flooded houses and roads
<b>Possible Groundwater Flooding</b>		
Stenhills Crescent, Runcorn	Internal	Flooded subfloor area
<b>Surface Water Flooding</b>		
Refer to Appendix 1 Figure 3	--	--
<b>Sewer and Drainage Flooding</b>		
Refer to Appendix 1 Figure 6	--	--
<b>Canal Flooding</b>		
Runcorn Road, Moore	Highway	Traffic restriction

F.7 Figure 7 Canals



## Appendix 2 – Environment Agency Warning Areas

F.1 Figure 1 – New Flood Alert Warning Signs

	Online flood risk forecast	 FLOOD ALERT	 FLOOD WARNING	 SEVERE FLOOD WARNING	Warning no longer in force
What it means	<b>Be aware. Keep an eye on the weather situation</b>	Flooding is possible. Be prepared	Flooding is expected. Immediate action required	Severe flooding. Danger to life	No further flooding is currently expected in your area
When it is used	Forecasts of flooding on our website are updated at least once a day	Two hours to two days in advance of flooding	Half an hour to one day in advance of flooding	When flooding poses a significant threat to life	When river or sea conditions begin to return to normal
What to do	Check weather conditions. Check for updated flood forecasts on our websites	Be paped to act on your flood plan. Prepare a flood kit of essential items. Monitor local water levels and the flood forecast on our website	Move family, pets and valuables to a safe place. Turn off gas, electricity and water supplies if safe to do so. Put flood protection equipment in place	Stay in safe place with a means of escape. Be ready should you need to evacuate from your home. Co-operate with the emergency services. Call 999 if you are in immediate danger	Be careful. Floodwater may still be around for several days. If you've been flooded, ring your insurance company as soon as possible

When they are issued		
Before	During	After
SFWs should only be issued from a forecast when there won't be time to wait until flooding has begun	Most SFWs should be issued after flooding has already begun	In exceptional circumstances, as flood waters recede, secondary effects such as damaged infrastructure, may justify issuing a SFW

F.2 Figure 2 Flooding Criteria

Criteria 1 - Risk to Life	Criteria 2: widespread flooding
<ul style="list-style-type: none"> <li>• Significant risk to life caused by:</li> <li>• deep and fast flowing water (e.g. caused by significant overtopping of defences or sudden onset flooding from dam/defence failure);</li> <li>• rapid onset of flooding;</li> <li>• presence of debris in the water that could cause death or injury;</li> <li>• potential/observed collapse of buildings/structures;</li> <li>• the vulnerability of the population or their surroundings (e.g. deep/fast flowing water through a caravan park).</li> </ul>	<ul style="list-style-type: none"> <li>• Significant disruption to communities:</li> <li>• likely to affect whole community;</li> <li>• community isolated by floodwaters with no obvious means of escape;</li> <li>• critical resources/infrastructure for communities disabled (e.g. no access to food, water, electricity);</li> <li>• emergency services and authorities unable to cope with large volumes of evacuees and rest centres at full capacity;</li> <li>• mutual aid/military support necessary or called upon.</li> </ul>

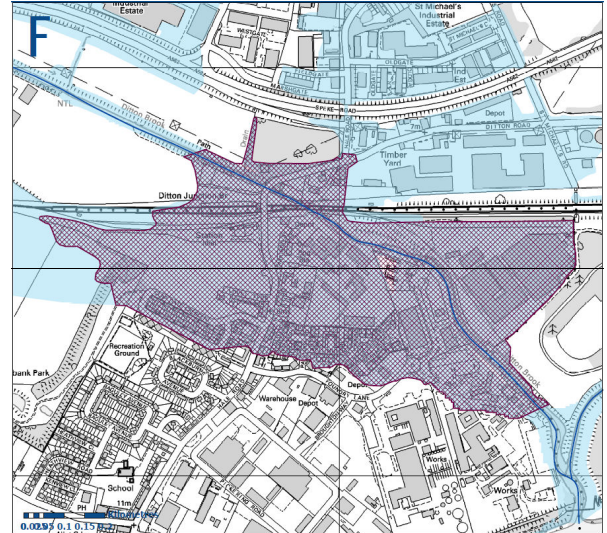
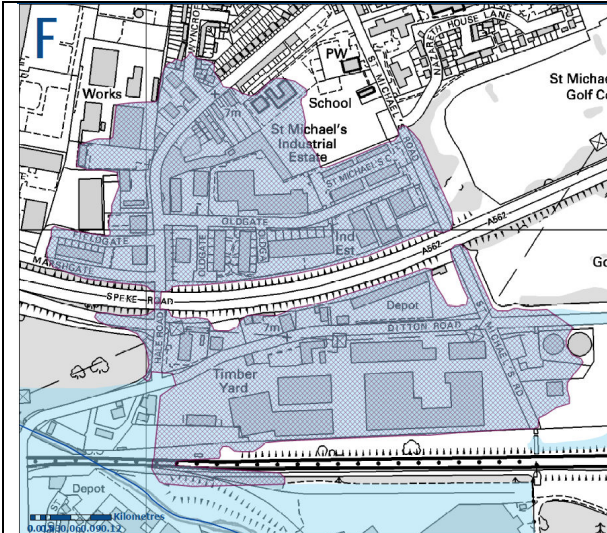


**F.3 Figure 3 Existing and Proposed Flood Warning Areas**

**Overview**

Warnings cover 109 properties at risk of flooding from Ditton Brook at Ditton and 278 properties at risk of flooding from Ditton Brook at Halebank. This covers less than 1% of the properties in the Halton Borough Council area. There is potential for more FWAs on Bowers Brook and Keckwick Brook.

**Flood Warning Areas**



Area	Ditton Brook at Ditton Hale Road, Oldgate, St Michaels Close and Ditton Road, Widnes
Properties Affected	109
Status	In Force

Area	Hale Road, Harrison Street, Lovel Terrace and Clappgate Crescent, Widnes
Properties Affected	278
Status	In Force

## Appendix 3 - Consultation

The current list indicates the consultation between partners and Halton Borough Council

Partner	Consultation
Halton Borough Council	The planning department has been consulted to identify areas under pressure from development and the sites, which have been allocated for potential development.
Cheshire Fire and Rescue Service	Consultation was undertaken with the Fire and Rescue Service to identify locations at which they have been involved in flood incident management, records for the last 5 years were provided. Although records are kept beyond the most recent years, records older than 5 years are not readily available due to the method by which this information has been recorded and archived. Future updates to this strategy should consult with the Cheshire Fire and Rescue Service to obtain these records should they become available in the interim period.
Environment Agency	The Borough of Halton lies within the Environment Agency's North West Region and is served by the South Area office which is based within Richard Fairclough House, Warrington. The Development Control and Flood Risk Mapping and Data management teams have been consulted to obtain information on sources of flood risk, hydraulic modelling, flood defences and flood warning as well as to discuss future sustainable flood risk management and mitigation measures.
United Utilities	The sewage infrastructure in Halton is largely based on Victorian sewers and there is a risk of localised flooding associated with the existing drainage and sewer system. The drainage system may be under capacity and/or subject to blockages resulting in localised flooding of roads and property. United Utilities is responsible for the management of the urban drainage system throughout Halton including surface water and foul sewage. United Utilities take the issue of surface and foul water flooding very seriously and have invested £52 million over recent years to reduce flooding from these sources in the North West.
Canal and River Trust	The Canal and River Trust has been consulted to obtain information on their assets located on the Weaver Navigation Canal. . The map in figure F7 shows the Canal and River Trust Land Ownership (shown in green) on the Weaver Navigation Canal. The extent of the St Helens Council canal that is owned and maintained by British Waterways is limited. The length that runs through the borough is owned by Halton Borough Council. This is because many areas of the canal have been filled in. These unnavigable stretches are maintained by the Council and are shown in yellow on the map.
Peel Holdings	Peel Holdings owns the Bridgewater canal and the Manchester Ship Canal. Peel Holdings has consulted Halton Borough Council regarding the ownership of surface water outfalls that discharge into the Bridgewater Canal.
Neighbouring Planning Authorities	Neighbouring planning authorities have been consulted to identify potential upstream developments and watercourses that are likely to cause increased flood risk to the borough.  The Borough of Halton has boundaries with five other Local Planning Authorities (LPSs) the impact of developments within two of these LPA areas on flood risk through Halton Borough Council is significant. Watercourses from the boroughs of St Helens, Knowsley and Warrington discharge through Halton into the River Mersey.

Partner	Consultation
Upstream Authorities	<p>The LPAs of Knowsley, St Helens and Warrington are all located on the upstream boundaries with Halton Borough Council, The impact of upstream developments in these authority boundaries is considered significant.</p> <p>There is some watercourse interaction between the Boroughs of Halton Borough Council and Knowsley from Alder Brook.</p>
Downstream Authorities	<p>The remaining LPAs that shares its common boundary with Halton Borough Council is Liverpool.. Within Halton Borough Council, There are no areas identified for potential development and the impact to Halton is considered minimal.</p> <p>With appropriate development control and management of surface water discharge from new developments any impacts should be negligible Although there are potential impacts to flood risk associated with upstream development, appropriate development control and planning process should ensure that there is not an increase in flood risk elsewhere as a result of development to a specific site. The Environment Agency should be consulted during this process.</p>
Summary	<p>Halton Borough Council have reviewed and identified that there are no nationally significant or historical local significant flooding incidences within the borough. There are however instances of flooding that are not significant, which the Council are aware of. It has been found that the main source of flood risk through the Borough of Halton is associated with fluvial flooding from Keckwick Brook and Ditton Brook including its tributaries. The areas most affected by fluvial flooding in Halton are:</p> <ul style="list-style-type: none"> <li>• Hale Gate Road, Widnes</li> <li>• Glastonbury Close, Runcorn</li> </ul> <p>Surface water flooding is the secondary source of flood risk which is supported by information collected from Halton Borough Council, United Utilities and Cheshire Fire and Rescue Service. The Council has identified that significant surface water flooding occurs in the areas of Kingsway, Widnes.</p> <p>United Utilities identified that the locations of flooding events to property, external and internal, concentrated mainly in the older properties located in north Widnes and Higher Runcorn. The numbers of properties that are listed in the United Utilities data, internal and external flooding, are not significant. The largest potential flood risk across the Borough is that of Wharford Farm reservoir from a failure of the structure during impounding. Should a failure occur there is low potential for loss of life but significant potential for economic damage to downstream assets and property. The likelihood of this event is minimal however due to the appropriate inspections and maintenance undertaken by Halton Borough Council under the Reservoirs Act 1975.</p>

## Appendix 4 – Halton Borough Council Sandbag Policy

### Flood Defence Resources (Sandbag) Policy

Halton Borough Council Highways Department will be responsible for maintaining adequate stocks for flood defence at the historically agreed levels, and will monitor the adequacy and levels of stock as required by flood incidents.

Resources for Deployment:

The Highways Term Maintenance Contractor will deploy flood defence equipment/stocks under instruction by designated Council officers/staff.

Sandbags:

Highways hold stocks of sandbags for immediate deployment at the following locations;

- Picow Farm Road Depot, Runcorn – in one of two containers within a part of the Bridges store.
- Lower House Lane, Widnes – within the grit storage compound is a steel container filled with sandbags.

Highways sandbag stocks will be maintained at the agreed level of 1,500 and will be split between Runcorn and Widnes.


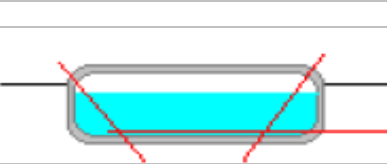

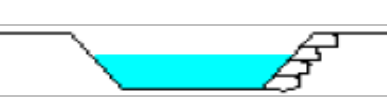

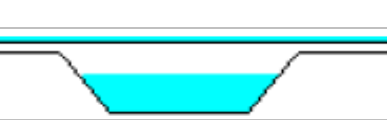
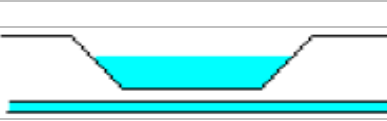
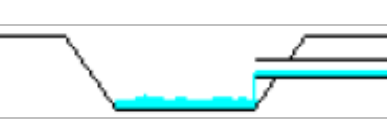
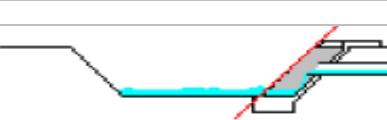
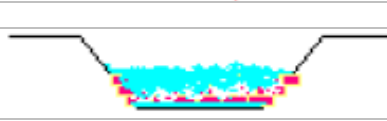
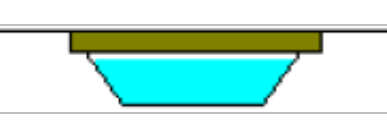
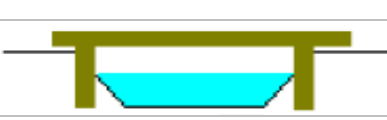



Previous policy regarding sandbag provision was to the effect that up to ten sandbags would be provided free of charge to Halton residents or businesses, on a request from them during a Flood Alert. It is proposed to continue with this historical policy. Once sandbags were deployed to premises, the property owners would be responsible for their removal. HBC would not return used sandbags to store (due to potential contamination concerns), or dispose of them unless there was a specific valid request e.g. disability of homeowner.

Floodgates:

A stock of "Floodgates" is held by Highways and at present they are located at Picow Farm Road depot. Highways staff will instruct residents how to fix the Floodgates when residents request them. Equipment remains the property of HBC and will be on loan to residents requesting them. Residents will be asked to keep the Floodgates in a safe and proper location to maintain their condition, and to sign for receipt of them. Items returned damaged by residents may incur repair costs.

Before Floodgates are issued to properties at risk, Highways staff are to visit the premises to ascertain the suitability of the premises for Floodgate protection. (Some properties are not suitable for Floodgate protection without modification.)

## Appendix 5 – Consents Samples & Enforcement Procedure

<p><b>Pipe Culvert</b> (including extension and removal of)  <b>Consent Required</b></p>		<p>Under Section 23 1(b)</p>
<p><b>Oversized Box Culvert</b> (including extension and removal of)-  <b>Consent Required</b></p>		<p>Under Section 23 1(b).</p>
<p><b>Trash Screens</b> as it is an alteration to a culvert and has the potential to obstruct flow.  <b>Consent Required</b></p>		<p>---</p>
<p><b>Bank Protection Works</b> (Temporary works may require consent).  <b>Not Consentable</b></p>		<p>Under LDA 91</p>
<p><b>Pipe Crossing</b> (in channel)  <b>Consent Required</b></p>		<p>Under Section 23 1(a)</p>
<p><b>Pipe Crossing</b> (above bank) as it does not interfere with flow.  <b>Not Consentable</b></p>		<p>Under LDA 91</p>
<p><b>Pipe Crossing</b> (below bed) as it does not interfere with flow – Potential temporary works consent.  <b>Not Consentable</b></p>		<p>Under LDA 91</p>
<p><b>Protruding Pipe Outfall</b> as it will not act like a dam/weir or like obstruction.  <b>Not Consentable</b></p>		<p>Under LDA 91</p>
<p><b>Outfall within Bank profile</b> – as it does not interfere with flow – Potential temporary works consent.  <b>Not Consentable</b></p>		<p>Under LDA 91</p>
<p><b>Weir/Dam</b> or impoundment or temporary works that obstruct flow  <b>Consent Required</b></p>		<p>Under Section 23 1(a)</p>
<p><b>Bridge</b> (where soffit level is below bank top level) if it has the potential to affect flow.  <b>Consent Required</b></p>		<p>Under Section 23 1(a)</p>
<p><b>Bridge</b> (abutments protruding but not reducing flow area/width) <b>Not Consentable</b> as does not interfere with flow.</p>		<p>Under LDA 91</p>
<p><b>Bridge</b> (Abutments restricting flow) or Flume  <b>Consent Required</b></p>		<p>Under Section 23 1(b)</p>
<p><b>Clear span bridge</b> as it does not interfere with flow  <b>Not Consentable</b></p>		<p>---</p>
<p><b>Bridge with support in channel</b> as it will not act like a dam/weir or like obstruction Need to consider size of pier against size of watercourse, but would want to discourage the use of a pier in the watercourse. <b>Not Consentable</b></p>		<p>Under LDA 91</p>

## Appendix 6 – Risk Management Implementation Timeframe

	Action	FWMA 2010 Enactment	Short	Target	Medium	Target	L o n g	Target
1	Local Strategy  Identify roles and functions of flood risk management authorities. Measures to be implemented to manage risk. Cost and benefits of the measures impacts of climate change.	Effective	Draft with onwards development gaps	Dec 2012	Draft Complete	Oct 2013	Publication	Mar 2014
2	Asset Register  Create and publish a register of assets with a flood risk management function. Determine ownership and state of repair of identified assets.	Effective	Set up database for initial asset	Dec 2012	Populate Significant Assets, Collect Known Assets	Dec 2013	Develop register following investigations /incidents	Ongoing
3	Consenting / Enforcing  Approval of works affecting Ordinary Watercourses. Enforcement actions against unapproved works.	April 2012	Develop skill knowledge	Dec 2011	Introduce Consenting Procedure	April 2012		April 2013
4	SuDS  Assess, consult and approve drainage plans for new developments. Adopt and maintain SuDS approved by the SAB to national standards.	April 2014 (anticipated)	Develop skill knowledge	Dec 2013	Develop procedure, establish SAB	Dec 2013	Introduce/ approve plan for new developments	Mar 2014
5	Reporting Procedure	Effective	Introduce procedure report format to contact centre	Nov 2011		Nov 2011		Nov 2011
6	Investigations  Investigation of flood incidents from local sources to determine whenever management authorities have performed their relevant function. Publication of findings  Set-up partnership working arrangements. Provide information to EA if requested. Issued enforcement notices and pursue civil sanctions if request for information are ignored.	Effective	Introduce Investigation procedure	Nov 2011		Nov 2011		Nov 2011
7	Designation (3 <sup>rd</sup> party asset)  Designation of assets with a flood management function to prevent alteration or removal by the owners or others.	April 2012						
8	Reservoirs  Designate high risk reservoirs. Preparation of a flood plan by the owner to give information on the area.	Subject to enactment			Commence identifying assets	June 2012	Evaluate risk Designate High Risk Reservoirs Owner requested to produce flood plan	Nov 2012 Nov 2013 Nov 2013

## Appendix 7 – Preliminary Maintenance and Works Programme

### Draft Works Programme

Location	Problem	Potential Cause	Potential Solution (Medium Term)	Long Term or Additional Works	Responsible Authority	Possible Funding
Peel House Lane & St. Anne's Road, Widnes	Flash flooding to properties SW runoff	Overflows from surface water drainage system	Improve property flood resilience  Confirm capacity and condition of installed attenuation tank	Local drainage system improvements  Remodel ground levels	Halton Borough Council	Halton Borough Council  FDGiA grant
Compass Close, Runcorn	Flooding in low point in Compass Close will inundate surrounding houses	Threshold levels below surrounding ground levels in some cases	Prioritise gully cleaning  Improve property flood resilience  FDGiA funding granted in 2012/13 MTP	Remodel existing ground levels	Halton Borough Council	Halton Borough Council  FDGiA grant
Kingsway & Milton Road, Widnes	Flash flooding to properties	Police Station and Leisure Centre (Loading Bay) have minimal thresholds and will be affected by highway flooding	Improve property flood resilience	Remodel existing ground levels to divert flow away from buildings	Halton Borough Council	Halton Borough Council  FDGiA grant  Halton Housing Trust
Brynn Street & Quinn Street, Widnes	Flooding in low point at junction between Brynn Street and Quinn Street	Topography of development	Prioritise gully cleaning  Improve property flood resilience	Remodel existing ground levels	Halton Borough Council	Halton Borough Council  FDGiA grant  Halton Housing Trust
Fairhaven Road, Widnes	Flash flooding to properties	Overflows from surface water drainage system and manhole at bottom of dip in road overflows	Local drainage system improvements  Improve property flood resilience	Remodel ground levels	Halton Borough Council	Halton Borough Council  RFCC
Cradley & Radnor Drive, Widnes	Potential SW flooding of school and neighbouring properties	Topography of development	Develop hydraulic model to map SW flooding of school and neighbouring properties	Full detail study required	Halton Borough Council	Halton Borough Council  RFCC
Castlefields Avenue South, Runcorn	Flash flooding to properties from adjacent highway	Houses adjacent to steep embankment with thresholds <50mm	Improve property flood resilience	Remodel existing ground levels	Halton Borough Council	Halton Borough Council  Environment Agency

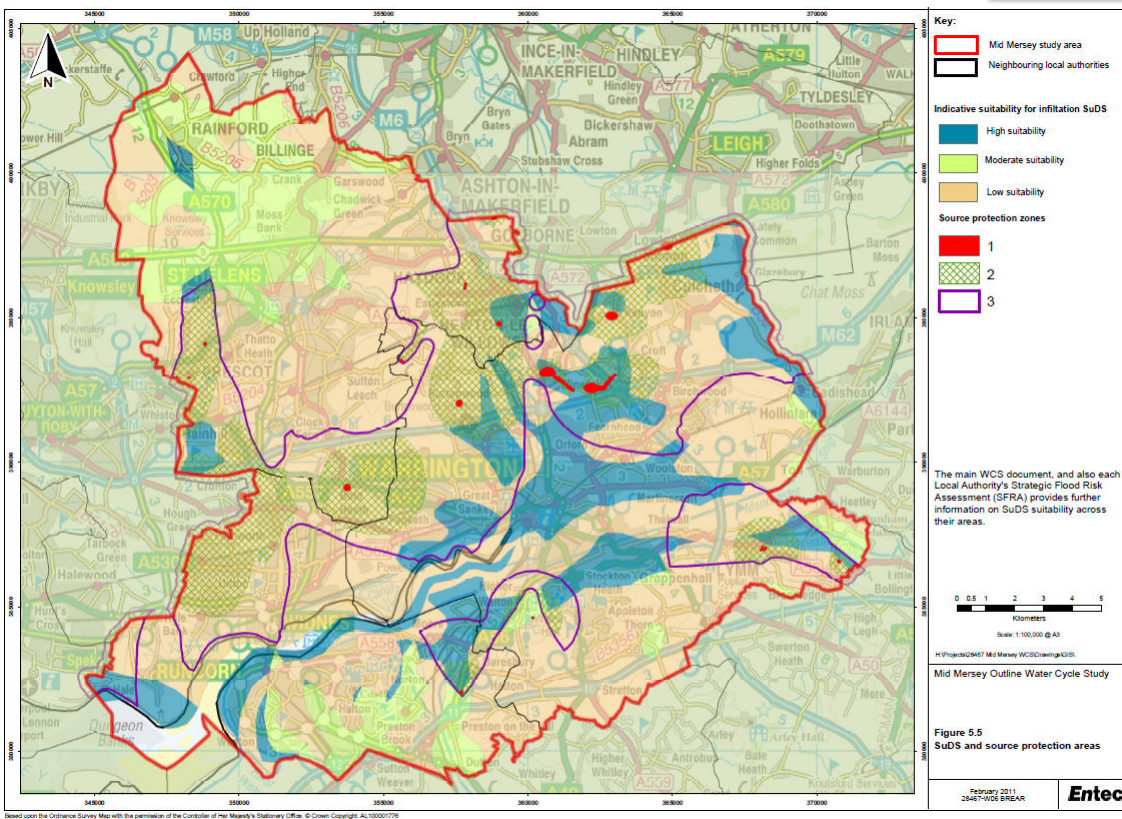
Location	Problem	Potential Cause	Potential Solution (Medium Term)	Long Term or Additional Works	Responsible Authority	Possible Funding
Bridgeway & Lockgate, Runcorn	Flash flooding to properties from highway SW runoff	Houses adjacent to embankment with 180mm thresholds  Topography of development	Improve property flood resilience  FDGiA allocation in 2013/14 for investigation/study	Local drainage system improvements  Remodel ground levels	Halton Borough Council	Halton Borough Council  FDGiA grant
Mottershead Road & Milton Road, Widnes	Flash flooding to properties	Flow paths around buildings channel water into properties	Improve property flood resilience  FDGiA funding granted in 2012/13 MTP – 4 properties protected	Remodel existing ground levels	Halton Borough Council	Halton Borough Council  Environment Agency
Bradley Way, Widnes	Flash flooding to properties	Deep flooding likely to affect buildings with thresholds up to 500mm	Improve property flood resilience	Remodel existing ground levels	Halton Borough Council	Halton Borough Council  Environment Agency
Halton Lea, Runcorn	Flash flooding to properties	Threshold levels of plant room facilities of commercial properties likely to be affected by flooding	Inform property owners	Remodel existing ground levels	Halton Borough Council	Halton Borough Council  Environment Agency
Cow Hey Lane, Runcorn	Flash flooding to properties	Low building threshold levels	Confirm building threshold levels	Improve property flood resilience  Remodel ground levels	Halton Borough Council	Halton Borough Council  Environment Agency

### Draft Maintenance Programme

Asset	Action	Status	Solution Medium Term	Solution Long Term or Additional Works	Authority	Possible Funding
Gully Cleansing	Regular gully cleansing aligned to SW Risk Maps and S38 adoptions	Actioned	Programme continually reviewed and amended	Risk based system of maintenance	Halton Borough Council	Halton Borough Council
Culvert Screens	Regular inspection of culvert screens at high risk locations identified from previous flood incidents	Programme developed from historical knowledge and results from culvert blockage sensitivity testing	Programme continually refined as asset management registers develop	Intelligence and risk based system of maintenance  Replacement of screens identified as deficient	Halton Borough Council	Halton Borough Council
Asset Inspection	Regular inspection of assets at high risk locations identified from SWMP	High risk locations identified from SWMP	Programme frequency and locations refined as asset management registers develop	Riparian land owners will require identifying	Halton Borough Council	Halton Borough Council



# Appendix 8 – Areas in Halton Suitable for SuDS



## Appendix 9 – Abbreviations and Definitions

### Abbreviations

Item	Description
ABI	Association of British Insurers
ADA	Association of Drainage Authorities
AStSWF	Areas Susceptible to Surface Water Flooding
BAP	Biodiversity Action Plan
CIRIA	Construction Industry Research and Information Association
CLA	Country Land and Business Association
CLG	Department of Communities and Local Government
CFMP	Catchment Flood Management Plan
COMAH	Control of Major Accident Hazards
DCLG	Department for Communities and Local Government
DEFRA	Department for Environment, Food and Rural Affairs
DPD	Development Plan Document
EA	Environment Agency
EC	European Commission
FCERM	Flood and coastal erosion risk management
FMfSW	Flood Map for Surface Water
FWMA	Flood and Water Management Act 2010
FRA	Flood Risk Assessment
GHG	Greenhouse Gases
IUD	Integrated Urban Drainage
IDB	Internal Drainage Board
LGA	Local Government Association
LDF	Local Development Framework
LLFA	Lead Local Flood Authority
LoSA	Level of Service Agreements
LPA	Local Planning Authority
LRF	Local Resilience Forum
MoU	Memorandums of Understanding
NRD	National Receptor Database
NFU	National Farmers Union
RFCC	Regional flood and coastal committee
PPS25	Planning and Policy Statement 25: Development and Flood Risk
PFRA	Preliminary Flood Risk Assessment
PPC	Pollution Prevention Control
PPS	Planning Policy Statement
RBD	River Basin District
RFDC	Regional Flood Defence Committee
RSPB	Royal Society of the Protection of Birds
SA	Sustainability Appraisal
SAB	SuDS Approving Body
SAC	Special Areas of Conservation
SCI	Statement of Community Involvement
SEA	Strategic Environmental Assessment
SMP	Shoreline Management Plan
SFRA	Strategic Flood Risk Assessment
SSSI	Site of Specific Scientific Interest
SPA	Special Protocol Area
SPD	Supplementary Planning Document
SuDS	Sustainable Urban Drainage Systems
SWMP	Surface Water Management Plan
WMS	Water Management Statement
UU	United Utilities

## Definitions

Item	Description
Assets	Structures or a system of structures used to manage flood risk.
Attenuation	Reduction of peak flow and increased duration of a flow event.
Balancing pond	A pond designed to attenuate flows by storing runoff during the peak flow and releasing it at a controlled rate during and after the peak flow has passed. The pond always contains water. Also known as wet detention pond.
Basin	Flow control or water treatment structure that is normally dry.
Bioretention area	A depressed landscaping area that is allowed to collect runoff so it percolates through the soil below the area into an under drain, thereby promoting pollutant removal.
Building Regulations	The UK Building Regulations are rules of a statutory nature to set standards for the design and construction of buildings, primarily to ensure the safety and health for people in or around those buildings, but also for purposes of energy conservation and access to and about other buildings
Catchment	The area contributing surface water flow to a point on a drainage or river system. Can be divided into sub-catchments.
Climate Change	Any long-term significant change in the "average weather" that a given region experiences. Average weather may include average temperature, precipitation and wind patterns.
Combined sewer	A sewer designed to carry foul sewage and surface runoff in the same pipe.
Consequence	A condition or occurrence traceable to a cause e.g. the flood was an inevitable consequence of the prolonged, heavy rains.
Cultural heritage	Buildings, structures and landscape features that have an historic value. Culvert A covered structure under a road, embankment etc., to direct the flow of water.
Defences	A structure that is used to reduce the probability of floodwater or coastal erosion affecting a particular area (for example a raised embankment or sea wall)
Defra	Department for Environment, Food and Rural Affairs
Deposition	The process whereby sediment is placed on the sea bed, shoreline, river bed or floodplain.
Detention basin	A vegetated depression, normally dry except after storm events constructed to store water temporarily to attenuate flows. May allow infiltration of water to the ground.
Discharge.	The discharge of a river is the volume of water, which flows through it in a given time. It is usually measured in cubic meters per second (m <sup>3</sup> /s).
Drainage authorities	Organisations involved in water level management, including IDBs, the Environment Agency, and RFDCs.
Environment Agency	It is a UK non-departmental public body of Defra with the principle aim of protecting and enhancing the environment to make a contribution towards the objective of achieving sustainable development. The Agency has principle responsibility for river (fluvial) flooding.
Evapotranspiration	The process by which the Earth's surface or soil loses moisture by evaporation of water and by uptake and then transpiration from plants.
Filter drain	A linear drain consisting of a trench filled with a permeable material, often with a perforated pipe in the base of the trench to assist drainage, to store and conduct water, but may also be designed to permit infiltration.
Filter strip	A vegetated area of gently sloping ground designed to drain water evenly off impermeable areas and filter out silt and other particulates.
Flood	A temporary rise of the water level, as in a river or lake or along a seacoast, resulting in its spilling over and out of its natural or artificial confines onto land that is normally dry. Floods are usually caused by excessive runoff from precipitation or snowmelt, or by coastal storm surges or other tidal phenomena,
Flood frequency	The probability of a flow rate being equalled or exceeded in any year.
Flood Mitigation	Methods of reducing the effects of floods. These methods may be structural solutions (e.g. reservoirs) or nonstructural (e.g. land use planning, early warning systems).
Floodplain	Land adjacent to a watercourse that would be subject to repeated flooding under natural conditions.
Fluvial flooding	Flooding from a main watercourse (brooks, streams, rivers and lakes etc.) that occurs when the water features cannot cope with the amount of water draining into them, from the land. When rainfall is heavy and / or prolonged, a large amount of runoff reaches the rivers and eventually causes them to overtop their banks.
Green Infrastructure	The network of land and water that is made up of green spaces and natural elements.
Green roof	A roof with plants growing on its surface, which contributes to local biodiversity. The vegetated surface provides a degree of retention, attenuation and treatment of rainwater, and promotes evapotranspiration.
Grey water	Wastewater from sinks, baths, showers and domestic appliances. A Grey water system captures this water before it reaches the sewer (or septic tank system).
Groundwater	Water that is below the surface of ground in the saturation zone.
Groundwater flooding	Occurs when water levels in the ground rise above the natural surface. Low-lying areas underlain by permeable strata are particularly susceptible.
Highway authority	A local authority with responsibility for the maintenance and drainage of highways maintainable at public expense.
Highways Agency	The government agency responsible for strategic highways, i.e. motorways and trunk roads.
Hydrological	The occurrence, circulation, distribution, and properties of the waters of the earth and its atmosphere.
Impermeable surface	An artificial non-porous surface that generates a surface water runoff after rainfall.
Infiltration	The passage of surface water through the surface of the ground or the entry of groundwater to a sewer.
Infiltration device	A device specifically designed to aid infiltration of surface water into the ground.
Infiltration trench	A trench, usually filled with stone, designed to promote infiltration of surface water to the ground.
Material Consideration	A legal term describing a matter or subject which is relevant (material) for a local authority to consider when using its powers under planning law in dealing with a planning application.
Model agreement	A legal document that can be completed to form the basis of an agreement between two or more parties regarding the maintenance and operation of sustainable water management systems.

Operating Authorities	Anybody, including the Environment Agency, Internal Drainage Boards, County Councils and Local Authorities, who have powers to make or maintain works for the drainage of land.
<b>Item</b>	<b>Description</b>
Ordinary Watercourses	Any watercourse that does not form part of a Main River.
Permeability	A measure of the ease with which a fluid can flow through a porous medium. It depends on the physical properties of the medium, for example grain size, porosity and pore shape.
Permeable pavement -	A paved surface that allows the passage of water through voids between the paving blocks / slabs.
Permeable surface	A surface formed of material that is itself impervious to water but, by virtue of voids formed through the surface, allows infiltration of water to the sub-base through the pattern of voids, e.g. concrete block paving.
Pervious surface	A surface that allows inflow of rainwater into the underlying construction or soil.
Piped system	Conduits generally located below ground to conduct water to a suitable location for treatment and/or disposal.
Pluvial Flooding	Flooding that results from rainfall generated overland flow before the runoff enters any watercourse or sewer. It is usually associated with high intensity rainfall events. Also referred to as surface water flooding.
Pollution	A change in the physical, chemical, radiological or biological quality of a resource (air, water or land) caused by man or man's activities that is injurious to existing, intended or potential uses of the resource.
Pond	Permanently wet basin designed to retain stormwater and permit settlement of suspended solids and biological removal of pollutants.
Porous paving	A permeable surface allowing the passage of water through voids within, rather than between, the paving blocks / slabs.
Porous surface	A surface that infiltrates water to the sub-base across the entire surface of the material forming the surface, for example grass and gravel surfaces, porous concrete and porous asphalt.
Prevention	Site design and management to stop or reduce the occurrence of pollution and to reduce the volume of runoff by reducing impermeable areas.
Probability Event	The statistical probability of a flooding episode (event) occurring.
Protection	The flood event return period above which significant damage and possible failure of the flood defences could occur.
Public sewer	A sewer that is vested in and maintained by a sewerage undertaker.
Recovery	The process of rebuilding and rehabilitating the community following an emergency.
Reservoir	A natural or artificial lake where water is collected and stored until needed. Reservoirs can be used for irrigation, recreation, providing water supply for municipal needs, hydroelectric power or controlling water flow.
Residual Risk	The Risk that remains after risk management and mitigation measures have been implemented.
Resilience	The ability of the community, services, area or infrastructure to withstand the consequences of an incident.
Return Period	Also known as a recurrence interval is an estimate of the interval of time between events, in the instance of a 1 in 200 year storm the probability is 0.005%, however it does not mean that it will occur once, multiple instances of the same event can occur in each year.
Risk	Measures the significance of a potential event in terms of likelihood and impact. In the context of the Civil Contingencies Act 2004, the events in question are emergencies
Risk assessment	A structured and auditable process of identifying potentially significant events, assessing their likelihood and impacts, and then combining these to provide an overall assessment of risk, as a basis for further decisions and action.
Risk management authorities	Organisations that have a key role in flood and coastal erosion risk management as defined by the Flood and Water Management Act (2010). These are the Environment Agency, lead local flood authorities, district councils where there is no unitary authority, internal drainage boards, water companies, and highways authorities.
River flooding	Occurs when water levels in a channel overwhelms the capacity of the channel.
Runoff	Water flow over the ground surface to the drainage system. This occurs if the ground is impermeable, is saturated or if rainfall is particularly intense.
Separate sewer	A sewer for surface water or foul sewage, but not a combination of both.
Sequential Test	The Sequential test (Annex D of PPS25) advocates that planners use a sequential test when considering land allocations for development to avoid flood risk where possible.
Sewer	A pipe or channel taking domestic foul and/or surface water from buildings and associated paths and hardstandings from two or more curtilages and having a proper outfall.
Sewerage undertaker	A collective term relating to the statutory undertaking of water companies that are responsible for sewerage and sewage disposal including surface water from roofs and yards of premises.
Sewers for Adoption	A guide agreed between sewerage undertakers and developers (through the House Builders Federation) specifying the standards to which private sewers need to be constructed to facilitate adoption.
Significant	Defined threshold of flooding consequence.
Soakaway	A subsurface structure into which surface water is conveyed to allow infiltration into the ground.
Source control	The control of runoff or pollution at or near its source.
Stormwater	Rainwater that runs off impervious surfaces and into storm drains rather than being absorbed into the soil.
Sub-catchment	A division of a catchment, allowing runoff management as near to the source as is reasonable.
Surface water flooding	Occurs when the level of rainfall overwhelms the capacity of the drainage system to cope.
Sustainable Drainage Systems (SuDS)	A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.
Swale	A shallow vegetated channel designed to conduct and retain water, but may also permit infiltration; the vegetation filters particulate matter.
Treatment	Improving the quality of water by physical, chemical and/or biological means.
Wastewater	This is 'used' water arising from homes and businesses and includes water from sinks, toilets, bathtubs, washing

	machines and dishwashers – any water that has to be drained, including storm water.
Watercourse	A term including all rivers, streams ditches drains cuts culverts dykes sluices and passages through which water flows.
Wetland	A pond that has a high proportion of emergent vegetation in relation to open water.

## Appendix 10 – Principle Contact Numbers

Emergency Authorities	Address	Web Address
Cheshire Police	Oakmere Road, Winsford Tel: 01244 350 000	<a href="http://www.cheshire.police.uk">www.cheshire.police.uk</a>
Cheshire Fire and Rescue Service	Headquarters, Winsford Tel: 01606 868700	<a href="http://www.cheshirefire.gov.uk">www.cheshirefire.gov.uk</a>
Cheshire and Merseyside Ambulance Service	Elm House, Belmont Grove, Anfield, Liverpool, Tel: 0151 260 5220	<a href="http://www.nwas.nhs.uk">www.nwas.nhs.uk</a>
Scottish Power Manweb	Tel: 0845 272 2424	<a href="http://www.scottishpower.com">http://www.scottishpower.com</a>
Transco	Tel: 0800 111 999	<a href="http://www.nationalgrid.com/uk">http://www.nationalgrid.com/uk</a>
United Utilities	Leaks: 0800 330033, Water Supply: 0845 746 2200	<a href="http://www.unitedutilities.com">http://www.unitedutilities.com</a>
Environment Agency	Emergencies (24-hour) Tel: 0800 807 060	<a href="http://www.environment-agency.gov.uk">http://www.environment-agency.gov.uk</a>
Flood line	(24-hour) Tel: 0845 988 1188	<a href="http://www.environment-agency.gov.uk">http://www.environment-agency.gov.uk</a>

## References

- Civil Contingencies Act 2004: [www.legislation.gov.uk/ukpga/2004/36/contents](http://www.legislation.gov.uk/ukpga/2004/36/contents)
- Environment Act 1995: [www.legislation.gov.uk/ukpga/1995/25/contents](http://www.legislation.gov.uk/ukpga/1995/25/contents)
- Flood and Water Management Act 2010: [www.legislation.gov.uk/ukpga/2010/29/contents](http://www.legislation.gov.uk/ukpga/2010/29/contents)
- Flood Risk Regulations 2009: [www.legislation.gov.uk/uksi/2009/3042/contents/](http://www.legislation.gov.uk/uksi/2009/3042/contents/)
- Land Drainage Act 1991 1991: <http://www.legislation.gov.uk/ukpga/1991/59/contents>
- Water Resources Act 1991: <http://www.legislation.gov.uk/ukpga/1991/57/contents>
- Catchment Flood Management Plans: [www.environment-agency.gov.uk/research/planning/33586.aspx](http://www.environment-agency.gov.uk/research/planning/33586.aspx)
- Defra's policy statement: [www.defra.gov.uk/publications/2011/03/30/pb13278-erosion-management/](http://www.defra.gov.uk/publications/2011/03/30/pb13278-erosion-management/)
- Environment Agency project appraisal: [www.environment-agency.gov.uk/research/planning/116707.aspx](http://www.environment-agency.gov.uk/research/planning/116707.aspx)
- Environment Agency statutory guidance on cooperation: [www.environment-agency.gov.uk/research/policy/130073.aspx#](http://www.environment-agency.gov.uk/research/policy/130073.aspx#)
- FCERM-AG: [www.environment-agency.gov.uk/research/planning/116705.aspx](http://www.environment-agency.gov.uk/research/planning/116705.aspx)
- Flood and Coastal Resilience Partnership Funding: [www.environment-agency.gov.uk/research/planning/33700.aspx](http://www.environment-agency.gov.uk/research/planning/33700.aspx)
- Guide to the SEA: [www.communities.gov.uk/publications/planningandbuilding/practicalguidesea](http://www.communities.gov.uk/publications/planningandbuilding/practicalguidesea)
- HM Treasury Green Book: [www.hm-treasury.gov.uk/data\\_greenbook\\_guidance.htm](http://www.hm-treasury.gov.uk/data_greenbook_guidance.htm)
- Information about the English National Strategy: <http://www.environment-agency.gov.uk/research/policy/130073.aspx#>
- Landform early action projects: [http://www.ciria.com/landform/pdf/Early%20Action%20\\_Final\\_.pdf](http://www.ciria.com/landform/pdf/Early%20Action%20_Final_.pdf)
- LGG Preliminary Framework: <http://www.communities.idea.gov.uk/c/2050378/home.do>
- LG - Data Handling requirements: <http://www.idea.gov.uk/idk/aio/9048091>
- LG - funding for flood risk management: <http://www.idea.gov.uk/idk/core/page.do?pageId=22784381>
- LG - Improvement and Development website: <http://www.idea.gov.uk/idk/core/page.do?pageId=17242169>
- Making Space for Water: <http://archive.defra.gov.uk/environment/flooding/documents/policy/strategy/strategy-response1.pdf>
- National Strategy: <http://www.environment-agency.gov.uk/research/policy/130073.aspx#>
- National Strategy SEA: <https://consult.environment-agency.gov.uk/portal/ho/flood/fcerm/strategy?pointId=1287746273433>
- Pitt Review: [http://archive.cabinetoffice.gov.uk/pittreview/thepittreview/final\\_report.htm](http://archive.cabinetoffice.gov.uk/pittreview/thepittreview/final_report.htm)
- PPS25: <http://www.communities.gov.uk/publications/planningandbuilding/pps25floodrisk>
- Scrutiny of flooding toolkit: <http://www.idea.gov.uk/idk/aio/24925049>
- SEA: <https://consult.environment-agency.gov.uk/portal/ho/flood/fcerm/strategy?pointId=1287746273433>
- Halton Borough Council planning Policy <http://www.sthelens.gov.uk/what-we-do/planning-and-building-control/planning/>
- Halton Borough Council Flooding Web page: <http://www.sthelens.gov.uk/website/page.htm?id=5225>
- UKCP09: <http://ukclimateprojections.defra.gov.uk/>





<b>REPORT TO:</b>	Environment and Urban Renewal Policy and Performance Board
<b>DATE:</b>	20 <sup>th</sup> November 2013
<b>REPORTING OFFICER:</b>	Strategic Director – Policy and Resources
<b>PORTFOLIO:</b>	Physical Environment
<b>SUBJECT:</b>	Delivery and Allocations Local Plan Scoping Document
<b>WARDS:</b>	Boroughwide

## **1.0 PURPOSE OF THE REPORT**

- 1.1 This report provides the Environment and Urban Renewal PPB with an overview of the draft Delivery and Allocations Local Plan Scoping Document. This is the first stage in the production of this Local Plan (previously known as the 'Site Allocations and Development Management Local Plan') and is the starting point for discussion on what the Local Plan should include and what should inform its preparation.

## **2.0 RECOMMENDATION: That the content of the report is noted.**

## **3.0 SUPPORTING INFORMATION**

### Background Information

- 3.1 This report follows on from the Site Allocations and Development Management Local Plan report which was brought to the Environment and Urban Renewal Policy and Performance Board on 21<sup>st</sup> November 2012. It should be noted that since this report the title of the Local Plan has been shortened to the Delivery and Allocations Local Plan. The previous report discussed the statutory requirement for local authorities to produce a development plan for their area and that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 3.2 The Halton Core Strategy Local Plan was adopted in April 2013 and effectively forms the first part of Halton's development plan. The Core Strategy provides high level planning policy guidance setting out the Borough's overarching strategy for future development. The Council now needs to produce the second part of the development plan through a Local Plan to cover the allocation of sites and detailed policies for the determination of planning applications. This would form part of Halton's local development plan alongside the Core Strategy Local Plan and the Joint Merseyside and Halton Waste Local Plan (Joint Waste Local Plan) (July 2013).

Purpose of the Delivery and Allocations Local Plan

- 3.3 The role of the Delivery and Allocations Local Plan is to allocate sites and provide detailed policies for Halton's places, areas and issues. This will deliver the spatial vision and strategic objectives of the Council's adopted Core Strategy Local Plan and ultimately replace the saved policies of the Halton Unitary Development Plan (UDP) (2005).
- 3.4 The Delivery and Allocations Local Plan will:
- identify strategic development site allocations and land use designations for the Borough that will address the policy direction outlined and referred to in the Core Strategy;
  - set out specific policies which will help to guide and inform the development of the identified strategic site allocations and the future growth of the Borough; and,
  - provide further detail on the Key Areas of Change identified in the Core Strategy where a clustering of opportunity sites warrant a collaborative strategy and policy approach for the area, rather than for individual sites

The Scoping Document

- 3.5 The production of a Local Plan must follow the Town and Country Planning (Local Planning) (England) Regulations 2012. The process is similar to that followed for the Core Strategy, with consultation taking place on draft documents.
- 3.6 The first stage in this process for the Delivery and Allocations Local Plan is to carry out a public consultation on a Scoping Document which will be a starting point for discussion on what the Local Plan should include and what should inform its preparation. This first stage will therefore 'scope' the Delivery and Allocations Local Plan, identifying the policies that are needed within the plan in order to guide the future development of the Borough.
- 3.7 The Scoping Document has recently been drafted for the Delivery and Allocations Local Plan and is appended to this report (Appendix 1). It should be noted that the Scoping Document has not been finalised and may be subject to some minor changes before the consultation document is agreed.

Policy Framework

- 3.8 The Scoping Document sets out the national and local context for the Delivery and Allocations Local Plan. This includes consideration of the requirements set out nationally and locally.
- 3.9 At the national level the National Planning Policy Framework (NPPF) establishes high-level planning principles for England and requirements for the planning system, covering the full range of land use topics from sustainable development, to the historic environment, to flood risk. The NPPF must be taken into account in the preparation of Local Plans,

and is a material consideration in planning decisions. Appendix A of the Scoping Document sets out the specific requirements detailed in the NPPF which need to be addressed through the Delivery and Allocations Local Plan.

- 3.10 At the local level, the Delivery and Allocations Local Plan will complement the planning policies contained in the Halton Core Strategy Local Plan and the Joint Waste Local Plan. Appendix B of the Scoping Document sets out the Core Strategy requirements that need to be addressed by this Local Plan.
- 3.11 Currently sitting alongside the Core Strategy Local Plan and the Joint Waste Local Plan as part of the statutory development plan for the Borough is the UDP. A number of the saved policies of the UDP have been deleted by the Core Strategy and Joint Waste Local Plans with the remainder to be replaced or deleted in their entirety by the Delivery and Allocations Local Plan. The Scoping Document has included an analysis (Appendix C) to show how the saved policies of the UDP are going to be taken forward by the Delivery and Allocations Local Plan and to identify policies which are important to assist development management matters within the Council. Appendix D also details potential saved UDP policies which may not be taken forward by the Local Plan and which would consequently be deleted.

#### Supporting Documents

- 3.12 Impact Assessments, namely Sustainability Appraisal (incorporating Strategic Environmental Assessment), Habitats Regulations Assessment, Health Impact Assessment and Equalities Impact Assessment will be produced to support the Local Plan's production. The assessments should form part of the iterative process of policy writing as policies are drafted and sites to be allocated are selected. Alongside these Impact Assessments an updated Infrastructure Plan and a Duty to Co-operate Statement will also be produced.

#### Evidence Base

- 3.13 A thorough evidence base has been, and will be, developed in response to issues and challenges faced by Halton. This will be used to inform the policy approaches within the Local Plan.
- 3.14 One of the most important pieces of the evidence base will be the Green Belt review. Following the outcome of the examination into the soundness of the Core Strategy, the Council has committed to undertake a partial review of the Borough's Green Belt boundaries around Widnes and Hale. A Widnes and Hale Green Belt Study is being undertaken alongside the Local Plan to review and assess the Widnes and Hale Green Belt. This study will inform the development of the Delivery and Allocations Local Plan. A report concerning the Methodology for this study has recently been brought to the Board in September 2013.

- 3.15 Appendix E of the Scoping Document details the key local evidence base documents which will be used to support the Delivery and Allocations Local Plan policies.

#### Policy Outline

- 3.16 The most significant aspect of the Scoping Document is the Policy Outline table which sets out the proposed policy areas for the Delivery and Allocations Local Plan. This also highlights the matters that are likely to be included in the proposed policies and will give an indication of the scope that will be covered. The Policy Outline section also highlights the policy areas that will refer to specific site allocations. Land designations are also highlighted, identifying land that should be safeguarded or where specific policies may apply.
- 3.17 The Policy Outline is broken down into 16 policy sections ranging from Housing to Renewable and Low Carbon Energy to Green Infrastructure. In total 42 policies across the sections have been identified. This is in comparison to the 149 Part 2 policies of the UDP when it was adopted in 2005. It is intended that by streamlining the policy areas and ensuring that these are relevant to Halton's circumstances it will enable the Local Plan to be simpler and more accessible to the local community, council officers, applicants and agents.

#### Timetable

- 3.18 The table below shows the proposed timetable for the production of the Local Plan with estimated dates. The consultation for the Scoping Document is currently anticipated to take place towards the end of 2013 / beginning of 2014.

<b>Stage</b>	<b>Estimated Date</b>
Scoping Document preparation	Completed
Developing the Evidence Base	Underway and Continuing
<b>Consultation on the Scoping Document</b>	<b>December 2013 – February 2014</b>
Preparation of the Draft Local Plan	February – June 2014
Consultation on Draft Local Plan	July - September 2014
Pre-Submission consultation of the Local Plan	November – December 2014
Submission to Planning Inspectorate	March 2015
Examination Hearings	June 2015
Receipt of Inspectors Report	August 2015
Adoption of Local Plan	September 2015

## **4.0 POLICY IMPLICATIONS**

- 4.1 The Delivery and Allocations Local Plan is set to replace the remainder of saved UDP policies that have not already been replaced by the Halton Core Strategy or the Joint Waste Local Plan. It will therefore be a key policy document for the future development of the Borough and the Council's investment and economic prosperity strategies.

- 4.2 The Delivery and Allocations Local Plan allows the Council to demonstrate it is making a supply of land available to meet growth and development needs. Without this planning document adopted it will be left to the market to bring forward sites to meet the quantum of development set out in the Council's Core Strategy.

## **5.0 OTHER IMPLICATIONS**

- 5.1 The key non-policy implications of producing the Delivery and Allocations Local Plan relate to resources. The production of this Local Plan will be the key project for officers in the Planning and Transport Strategy Team in the Policy and Development Services Division over the coming years. Involvement from other Council departments such as Open Space Services, Highways, Environmental Health, Investment and Development Services and Commissioning and School Place Planning, will be vital to ensure that sites are allocated to meet the whole range of community needs.
- 5.2 Aside from the financial implications of producing material for public consultations and hosting events, it may be necessary to use planning consultancy services where specialist expertise or independent scrutiny is required.

## **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **6.1 Children and Young People in Halton**

The Delivery and Allocations Local Plan recognises the importance of raising aspirations of younger people, and supporting the provision of opportunities for them to enter further education or employment.

### **6.2 Employment, Learning and Skills in Halton**

The Delivery and Allocations Local Plan will allocate sites for employment purposes supporting the enhancement of the Borough's economy and assisting in delivering economic growth.

### **6.3 A Healthy Halton**

The Delivery and Allocations Local Plan will contribute to a healthy Halton through ensuring well-designed places and spaces, supporting accessible travel options and through the provision of a healthy, green local environment.

### **6.4 A Safer Halton**

The Delivery and Allocations Local Plan will aim to ensure that Halton's communities, businesses and visitors enjoy access to a safe and sustainable physical environment with natural and man-made risks and hazards being minimised. A number of policies seek to create and sustain safer environments, which are well designed, well built, well maintained and valued by all members of society.

## 6.5 Halton's Urban Renewal

The Delivery and Allocations Local Plan will be a key tool in bringing forward development on sites in the urban area by setting out allocations for specific land uses. It will also be vital in ensuring a high standard of development across the Borough, through development management policies on matters such as design, access and parking.

## 7.0 RISK ANALYSIS

- 7.1 The adoption of the Delivery and Allocations Local Plan will require a prioritisation of resources to progress the Local Plan from this initial scoping stage. There is a possibility that the timetable may not be met, and thus the eventual adoption of the document will be delayed.
- 7.2 It is anticipated that the Widnes and Hale Green Belt Study will generate a high level of interest both among residents and in the local press. Clear communication and public involvement will therefore be necessary at all stages, in the production of the Delivery and Allocations Local Plan to show how the study has led to planning decisions.

## 8.0 EQUALITY AND DIVERSITY ISSUES

- 8.1 The policies in the Delivery and Allocations Local Plan would be applied equally to all sections of Halton's communities. An Equality Impact Assessment will be carried out during the production of the Local Plan to identify the potential impact of proposed policies on Halton's residents. Consultation on draft policies will take place with stakeholders and the Borough's population and efforts will be made to ensure that all sectors of the community are reached.

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

Document	Place of Inspection	Contact Officer
Partial Green Belt Review – North Widnes and Hale Green Belt Study (Sept, 2013)	Planning and Transport Strategy, Municipal Building, Widnes	Alasdair Cross
Site Allocations and Development Management Local Plan (Nov, 2012)	Planning and Transport Strategy, Municipal Building, Widnes	Alasdair Cross
The Town and Country Planning (Local Planning) (England) Regulations 2012	Planning and Transport Strategy, Municipal Building, Widnes	Alasdair Cross
National Planning Policy Framework (2012)	Planning and Transport Strategy, Municipal Building, Widnes	Alasdair Cross
Halton Core Strategy Local Plan (2012)	Planning and Transport Strategy, Municipal Building, Widnes	Alasdair Cross

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Report on the Examination into Halton Core Strategy Local Plan (2012)	Planning and Transport Strategy, Municipal Building, Widnes	Alasdair Cross

**Halton Borough Council**

**Delivery and Allocations Local Plan  
Scoping Document**

**Draft – November 2013**



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## Contents

		<b>Page Number</b>
1	Purpose of the Scoping Document	4
2	Policy Framework	5
3	Supporting Documents	7
4	Evidence Base	9
5	Timetable	11
6	Vision and Objectives	12
7	Policy Outline	16
<b>Appendix A</b>		
Appendix A	NPPF Requirements	26
Appendix B	Core Strategy Requirements	29
Appendix C	UDP Policy Analysis	31
Appendix D	UDP Policies Proposed to be Deleted	36
Appendix E	Local Evidence Base	38
Appendix F	Example of Allocations Site Proforma	40
Appendix G	Responding to the Consultation	41

# I. Purpose of the Scoping Document

- I.1 The purpose of this Scoping Document is to look at the main policy areas that the Council plans to cover when preparing the Delivery and Allocations Local Plan. This is the first public consultation in the preparation of the Local Plan and is the starting point for discussion on what the Local Plan should include and what should inform its preparation.
- I.2 The role of the Delivery and Allocations Local Plan is to allocate sites and provide detailed planning policies for Halton's places, areas and issues. This will support the spatial vision and strategic objectives of the Council's adopted Core Strategy Local Plan (April 2013).
- I.3 The Delivery and Allocations Local Plan will:
- identify strategic development site allocations and land use designations for the Borough that will address the policy direction outlined and referred to in the Core Strategy;
  - set out specific policies which will help to guide and inform the development of the identified strategic site allocations and the future growth of the Borough; and,
  - provide further detail on the Key Areas of Change identified in the Core Strategy, where a clustering of opportunity sites warrant a collaborative strategy and policy approach for the area, rather than for individual sites.
- I.4 This first stage will 'scope' the Delivery and Allocations Local Plan, essentially meaning that it is identifying the policies that are needed within the plan in order to guide the future development of the Borough.
- I.5 During the consultation period for the Delivery and Allocations Local Plan Scoping Document the Council wants your views and comments on what is proposed to be included in the Local Plan. Is there anything that has not been included at this point and which is important to the future development of Halton? Are there any policy approaches that should be changed or improved? Please respond to the 'Consultation Questions' that are set out in boxes at the end of appropriate sections in this document. Appendix G details how to return your views and comments back to us.

## CONSULTATION QUESTIONS

- I. Do you agree with the purpose of the Delivery and Allocations Local Plan Scoping Document?

## 2. Policy Framework

- 2.1 The Delivery and Allocations Local Plan will consider how development issues are covered by existing Halton planning documents, how this fits in with the Governments National Planning Policy Framework and where there are opportunities to update existing planning policies to help us achieve sustainable development.

### **National Context**

- 2.2 National planning policies are set out in the form of the National Planning Policy Framework (NPPF)<sup>1</sup> and the accompanying technical guidance<sup>2</sup>. The NPPF establishes high-level planning principles for England and requirements for the planning system, covering the full range of land use topics from sustainable development, to the historic environment to flood risk. The only exceptions to this, being national planning policy for Gypsies, Travellers and Travelling Showpeople which has its own standalone advice<sup>3</sup>, and national planning policy for waste<sup>4</sup>.
- 2.3 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as central to plan-making and decision-taking. The NPPF states that all plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally. The NPPF states that for plan-making this means that Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change. Government considers that sustainable development is about positive growth, making economic, environmental and social progress for this and future generations.
- 2.4 Local Planning Authorities are encouraged not to repeat national guidance in their plans. Where sufficient guidance exists and there are no additional local issues to be addressed, there is no need to set policy at the local level.
- 2.5 Appendix A sets out the specific requirements detailed in the NPPF which need to be addressed through the Delivery and Allocations Local Plan. Requirements from the Planning Policy for Traveller Sites statement are also included.

### **Local Context**

- 2.6 The Delivery and Allocations Local Plan will complement the planning policies contained in the Halton Core Strategy Local Plan<sup>5</sup>. The Core Strategy sets out the spatial vision, strategic objectives, key policies and broad locations for development, regeneration and other land uses for Halton and was adopted in April 2013.
- 2.7 The adopted Core Strategy does not allocate sites or define areas across the Borough where specific policies apply. The Delivery and Allocations Local Plan will therefore provide that necessary detail, including for the Key Areas of Change. The exception to this is Daresbury within the East Runcorn Key Area of Change where the Core Strategy designated it as a Strategic Site. This was because Daresbury was seen as a key component in the Borough's future development and would see substantial change over the lifetime of the Core Strategy.
- 2.8 Appendix B sets out the requirements stemming from the Core Strategy which need to be addressed in the Delivery and Allocations Local Plan.

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<sup>1</sup> CLG (2012) National Planning Policy Framework

<sup>2</sup> CLG (2012) Technical Guidance to the National Planning Policy Framework

<sup>3</sup> CLG (2012) Planning policy for traveller sites

<sup>4</sup> CLG (2011) Planning Policy Statement 10: Planning for Sustainable Waste Management

<sup>5</sup> HBC (2013) Halton Core Strategy Local Plan

- 2.9 The Joint Merseyside and Halton Waste Local Plan (Joint Waste Local Plan) sets out the planning strategy for sustainable waste management to 2025 and was adopted in July 2013. The six Councils of Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral prepared the Waste Local Plan for the purpose of enabling the adequate provision of waste management facilities (including disposal) in appropriate locations for municipal, commercial and industrial, construction, demolition and excavation, and hazardous wastes.
- 2.10 The Halton Unitary Development Plan (UDP) was adopted by Halton Borough Council in 2005 and currently sits alongside the Halton Core Strategy Local Plan and the Joint Waste Local Plan as part of the statutory development plan for the Borough. The UDP was adopted under the transitional arrangements in the Planning and Compulsory Purchase Act 2004. These arrangements allowed policies to be adopted for an initial three year period from adoption, after which time they would lapse unless separate approval was given by the Secretary of State to 'save' them beyond this initial period. Halton applied to the Secretary of State and received permission to save the vast majority of policies for a further (indeterminate) period, although six were not saved and no longer apply. The Core Strategy upon adoption also deleted a number of UDP policies and the Joint Waste Local Plan additionally deleted a range of policies. The Delivery and Allocations Local Plan is intended to replace or delete the remaining UDP policies in their entirety.
- 2.11 A Proposals Map was also adopted alongside the UDP. The Delivery and Allocations Local Plan will replace the Proposals Map with a 'Policies Map'. This will illustrate the site allocations and designations made through the Delivery and Allocations Local Plan and the Core Strategy Local Plan.
- 2.12 A policy analysis of the UDP has been undertaken in Appendix C to show how the saved UDP policies are going to be taken forward by the Delivery and Allocations Local Plan and to identify policies which are important to assist Development Management matters within the Council. Appendix D details potential policies which may not be taken forward by the Local Plan and which would as a consequence become deleted. The reasons for deletion and subsequent outcome(s) (if appropriate) are also detailed.
- 2.13 The Delivery and Allocations Local Plan, as the Core Strategy does, will have a close relationship with Halton's Sustainable Community Strategy<sup>6</sup> which outlines the long-term vision to achieve sustainable improvement in Halton, the Halton Local Transport Plan<sup>7</sup> which aims to provide a good quality transport system, the Borough's Economic Regeneration Strategies which support the economic performance of the Borough and Halton's Housing Strategy ensuring that Halton offers a broad range of good quality housing which meets the needs of existing and future communities.

## CONSULTATION QUESTIONS

2. Do you think that there are any other plans or strategies at the national or local level which need to be taken into account?

<sup>6</sup> HBC (2010) Halton Sustainable Community Strategy 2011-2026

<sup>7</sup> HBC (2011) Halton Local Transport Plan 3

## 3. Supporting Documents

- 3.1 The Halton Delivery and Allocations Local Plan will be accompanied by a number of important supporting documents which perform a variety of roles. These documents are set out in more detail below:

### **Sustainability Appraisal**

- 3.2 The Local Plan is required to be accompanied by a Sustainability Appraisal (SA). The purpose of this document is to consider all the likely significant effects of the Local Plan on various environmental, economic and social factors. In addition to this, if the Local Plan is likely to have a significant effect on the environment, the SA must also meet the legal requirements of the European Directive on SEA
- 3.3 The SA process began with a Scoping Report in 2006 which was revised in 2009 for the Core Strategy Local Plan. This Scoping report has again been updated for the Delivery and Allocations Local Plan Scoping Document and is being consulted on at the same time as this document<sup>8</sup>. This sets out the sustainability challenges the Borough faces, and the context in which this plan must be prepared.

### **Infrastructure Plan**

- 3.4 The Halton Infrastructure Plan is a key supporting document for the Delivery and Allocations Local Plan, demonstrating deliverability. The Infrastructure Plan identifies what infrastructure is required, when it is needed, who is responsible for its provision and how it will be funded. It reflects and is intended to influence the investment plans of the local authority and other organisations. It is a 'living document' reviewed and updated as necessary to incorporate changes and add new infrastructure projects as appropriate. The Infrastructure Plan was originally produced to support the Core Strategy and was published in 2011. A 2013 update to the Infrastructure Plan has been completed<sup>9</sup> and is currently available on the Council's website.
- 3.5 The Delivery and Allocations Local Plan will have a strong, direct relationship with the Infrastructure Plan as it will identify site specific allocations. The infrastructure requirements of specific sites will be determined during the preparation of the Local Plan to ensure that there is enough infrastructure in the right location at the appropriate time to meet the needs of development. Integral to this will be on-going dialogue with infrastructure providers.

### **Habitats Regulations Assessment**

- 3.6 Local Plans must also be subject to a Habitats Regulations Assessment (HRA). Under this the Council must ascertain; before it can be adopted, that the Delivery and Allocations Local Plan will not adversely affect the integrity of a site of European nature conservation importance, either alone or in combination with other plans and projects. The HRA of this Local Plan will be reported on separately at a later stage in its preparation.

### **Health Impact Assessment**

- 3.7 A Health Impact Assessment (HIA) will support the Delivery and Allocations Local Plan. Health has been identified as a key challenge for the Borough and despite significant improvements in health, Halton's socio-economic circumstances mean that the relative health status of the Borough is poor. The HIA process offers a systematic approach involving an evidence-based assessment of the potential health impacts that the Local Plan may have on health in the Borough. This may identify both negative and positive

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<sup>8</sup> HBC (2013) Delivery and Allocations Local Plan SA Scoping Report

<sup>9</sup> HBC (2013) Infrastructure Plan: 2013 Review

elements, recommendations for action and opportunities to maximise positive contributions.

#### **Equality Impact Assessment**

- 3.8 The Delivery and Allocations Local Plan will also be assessed for its potential impact on equalities. The need for an Equality Impact Assessment (EqIA) to be undertaken stems from the duty placed on Public Authorities to eliminate unlawful discrimination in carrying out their function, and promoting equality of access and opportunity for all communities. Local Authorities are also specifically required to demonstrate compliance with the Equality Act<sup>10</sup> and how they promote equality in all aspects of strategic decision making and service provision. The EqIA will assess the Local Plan for potential disproportionate impacts on Halton's diverse communities.

#### **Duty to Cooperate Statement**

- 3.9 The Localism Act 2011<sup>11</sup> introduced a 'Duty to Co-operate' on Local Planning Authorities in the preparation of Local Plans. Local Planning Authorities must demonstrate their wider co-operation in plan making with adjoining authorities and other organisations in relation to identified strategic matters.
- 3.10 A Duty to Cooperate Statement will demonstrate that Halton Borough Council will have met these requirements with regards to the Delivery and Allocations Local Plan. It will also be considered by the independent Inspector at the Examination stage to determine whether the Duty has been legally complied with (i.e. the processes and procedures of plan making) and whether these arrangements have led to a sound plan.

### **CONSULTATION QUESTIONS**

3. Do you agree that the supporting documents proposed to be produced to support the Delivery and Allocations Local Plan are appropriate and meet the necessary requirements?

<sup>10</sup> HMSO (2010) Equality Act 2010

<sup>11</sup> HM Gov (2011) Localism Act

## 4. Evidence Base

- 4.1 The Delivery and Allocations Local Plan will be underpinned by a comprehensive evidence base. This evidence base has been, and will be, developed in response to issues and challenges faced by Halton. Certain evidence base documents are also required to be produced under national policy and regulations. The evidence base will be used to inform policy approaches within the Local Plan.
- 4.2 Some of the Borough's issues and challenges are shared with the Liverpool City Region (core authorities include Halton, Knowsley, Liverpool, St Helens, Wirral and Sefton), the Mid-Mersey housing area (Halton, St Helens and Warrington) and Cheshire (Cheshire East, Cheshire West and Chester, Halton and Warrington). As such a number of evidence base documents have been or will be developed in partnership with these authorities in order to provide a more complete and robust interpretation of issues, challenges and opportunities that are not necessarily bound by administrative boundaries.

### Existing Evidence Base

- 4.3 The key pieces of Halton's existing evidence base which will be used to support the Delivery and Allocations Local Plan are set out below (please note that other existing evidence base documents may also be used, where required, alongside these):
- **Mid Mersey Strategic Housing Market Assessment** (GL Hearn and JGC, 2011): This has been undertaken with St Helens and Warrington Council's and provides an assessment of past, current and future trends in housing type and tenure, household size and housing need.
  - **Joint Employment Land and Premises Study** (BE Group, 2010): The study assesses the quantity and quality of employment land in the Borough and recommends future allocations of employment land to maintain economic growth.
  - **Halton Retail and Leisure Study** (GVA Grimley, 2009): This is a capacity study looking to identify trading roles and performance of the Borough's main retail centres and to quantify the need, if any, for additional provision.
  - **Halton Landscape Character Assessment** (TEP, 2009): This identifies, describes and maps areas according to various landscape character types.
  - **Halton Open Space Study** (PMP and HBC, 2006). The study assesses existing and future needs for open space, sport and recreation in Halton and the current ability to meet these needs
  - **Halton Strategic Flood Risk Assessment** (HBC, 2007): Provides a detailed assessment of the extent and nature of the risk of flooding and the implications for future development.
  - **Halton Level 2 Strategic Flood Risk Assessment** (JBA, 2011): Focuses on three primary watercourses and development areas in the Borough.
  - **Liverpool City Region Renewable Energy Capacity Study** (Arup, 2010): This study identifies Energy Priority Zones for the delivery of low and zero carbon technologies.

- 4.4 A full list of the Evidence Base which supports Halton's planning policy framework can be found on the Council's website under the 'Planning Policy Evidence Base' page: <http://www3.halton.gov.uk/environmentandplanning/planning/294413/>

### Proposed Evidence Base

- 4.5 Evidence base documents to be developed alongside the Delivery and Allocations Local Plan are set out below:



- **Widnes and Hale Green Belt Study:** This study will review and assess the Widnes and Hale Green Belt in accordance with Core Strategy policy CS6: Green Belt.
  - **Strategic Housing Land Availability Assessment** (annual update): This is the main mechanism to identify a deliverable and developable supply of sites in the Borough for housing.
  - **Halton Housing Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for housing within Halton
  - **Halton Employment Land Availability Report** (annual update): This report provides data on land availability and take-up (build) rates for employment uses within Halton
  - **Gypsy and Traveller Accommodation Assessment** (ORS, 2013): In association with the Cheshire Partnership this document will assess accommodation and related service needs of Gypsies, Travellers and Travelling Showpeople
  - **Borough Development Viability Study:** This study will assess the economic viability of development
  - **Liverpool City Region and Local Transport Plan 4:** This will be the forth Local Transport Plan covering Halton, containing transport strategy and policies, and the proposed schemes for implementation over the coming years.
  - **Playing Pitch Strategy:** This strategy will assess existing and future needs for playing pitch provision in Halton
- 4.6 The local evidence base which supports each of the Delivery and Allocations Local Plan policies has been included in Appendix E.

### CONSULTATION QUESTIONS

4. Are there any other evidence base documents that need to be taken into account or prepared for the Delivery and Allocations Local Plan?

## 5. Timetable

- 5.1 The table below sets out how the Local Plan will be prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012<sup>12</sup>, including further stages of consultation. Further details of how the Council will consult are also set out in the Halton Statement of Community Involvement<sup>13</sup>.

Stage	Estimated Date
Scoping Document preparation	Completed
Developing the Evidence Base	Underway and Continuing
<b>Consultation on the Scoping Document</b>	<b>December 2013 – February 2014</b>
Preparation of the Draft Local Plan	February – June 2014
Consultation on Draft Local Plan	July - September 2014
Pre-Submission consultation of the Local Plan	November – December 2014
Submission to Planning Inspectorate	March 2015
Examination Hearings	June 2015
Receipt of Inspectors Report	August 2015
Adoption of Local Plan	September 2015

### Proposed Timetable with Estimated Dates

- 5.2 As can be seen by the above timetable this current consultation on the Scoping Document is only the first stage of what will be an on-going process of engagement and dialogue with the community and other interested partners in the preparation of the Delivery and Allocations Local Plan. All comments received during this stage of consultation will be carefully considered before work commences on the actual drafting of the Local Plan.

### CONSULTATION QUESTIONS

5. Do you think that the proposed timetable meets the requirements of the Planning Acts and Regulations?

<sup>12</sup> HM GOV (2012) Town and Country Planning (Local Planning) (England) Regulations 2012

<sup>13</sup> HBC (2013) Halton Statement of Community Involvement

## 6. Vision and Objectives

- 6.1 It is proposed that the Delivery and Allocations Local Plan will share the same Vision and Strategic Objectives as set out in the Core Strategy. The Vision and Strategic Objectives were developed through the production of the Core Strategy with a consideration of the Borough's characteristics and the challenges that Halton faces.
- 6.2 Halton's challenges are to:
- respond to the changing population structure including the Borough's ageing population;
  - tackle issues of deprivation and health for the Borough's residents;
  - deliver and secure a balanced housing offer which is appropriate to local markets and ultimately supports the Borough's economic growth;
  - continue to create an environment where employers want to invest and create jobs;
  - attract skilled workers into the Borough and increase the proportion of Halton's working age population with appropriate qualifications;
  - support the Borough's economic growth sectors including science and technology, and logistics and distribution;
  - ensure all development is of a high quality of design and that areas of contaminated land are successfully remediated;
  - maintain and enhance Halton's natural and heritage assets including its sites of local, national and international importance, waterside environments and distinctive character;
  - protect, enhance and, where appropriate, expand the Borough's green infrastructure network;
  - put in place mitigation and adaptation measures to deal with the threat of climate change;
  - utilise resources sustainably;
  - reduce congestion and support travel by sustainable modes;
  - maintain and enhance the retail and leisure offer of Widnes Town Centre, Halton Lea and Runcorn Old Town; and,
  - minimise and respond to the potential risk of major accidents, flooding, contamination and pollution.
- 6.3 The overarching vision is taken from the Halton Sustainable Community Strategy 2011-2026:<sup>14</sup>
- 6.4 *“Halton will be a thriving and vibrant Borough where people can learn and develop their skills, enjoy a good quality life with good health; a high quality, modern urban environment; the opportunity for all to fulfil their potential; greater wealth and equality; sustained by a thriving business community; and within safer, stronger and more attractive neighbourhoods.”*
- 6.5 Flowing from this, the spatial vision underpinning Halton's Core Strategy is as follows:
- 6.6 *“In 2028, Halton is well equipped to meet its own needs with housing for all sections of society, a range of employment opportunities, plus retail and leisure facilities for everyone. Halton continues to contribute positively to achieving the economic, environmental and social potential of the Liverpool City Region and the North West.*

<sup>14</sup> Available at: <http://www.haltonpartnership.com/index.php/halton-strategic-partnership/documents/>

- 6.7 *Thriving and diverse residential communities are growing at Sandymoor, Daresbury Strategic Site and Runcorn Waterfront while additional high quality housing in other locations across Runcorn and Widnes are reinforcing and diversifying the Borough's residential offer, responding to the needs of the Borough's communities. There has been a renewed emphasis on the delivery of affordable housing providing accommodation for those who were previously unable to access the type of home they required.*
- 6.8 *The Borough's economy has been strengthened by the expansion of key employment areas at Daresbury Strategic Site, 3MG, Mersey Gateway Port and Widnes Waterfront, and Halton has developed an important role in the sub-region for sustainable distribution and logistics and in high-tech science and research. Halton's residents are well equipped with the skills needed to compete for jobs in all sectors and locations throughout the Borough, where existing employment areas have been retained and improved through appropriate regeneration to meet the needs of modern employers. The Borough's traditional industries, centred on the chemicals sector, continue to play a key role in both Runcorn and Widnes.*
- 6.9 *Retail and leisure centres in the Borough maintain their function as key areas for the provision of shops, services and community facilities. The town centres at Widnes and Halton Lea offer vibrant and busy destinations for people to do their shopping, access services and meet one another. Runcorn Old Town has developed into a unique location for shopping and leisure, with a niche role compared to the two main town centres in the Borough.*
- 6.10 *Development across the Borough is highly sustainable and contributes to the health and well-being of Halton's communities, has made the best use of previously developed land and has utilised infrastructure and resources efficiently. Climatic risks continue to be managed and mitigated and development has contributed to minimising Halton's carbon footprint. Additionally, Halton benefits from high quality infrastructure serving new and existing development.*
- 6.11 *The rural character and setting of the Borough's villages of Moore, Daresbury and Preston-on-the-Hill within the Green Belt has been retained through restrictions on new development. The character of Hale Village (inset within the Green Belt), has also been protected, and any negative impacts associated with the expansion at Liverpool John Lennon Airport are minimised. The Borough's Green Belt continues to provide a vital resource for current and future residents, keeping important spaces between settlements.*
- 6.12 *The historic and natural environments across Halton have been conserved and enhanced for future generations and the Borough's multifunctional green infrastructure network fulfils the recreational needs of residents, contributes to general well-being and provides important linked diverse habitats. Additionally, Halton's legacy of contaminated land continues to be remediated and regenerated, and development responds to the potential risks of major accidents and flooding.*
- 6.13 *Transport routes both through the Borough and to surrounding areas are intrinsic to how the Borough functions on its own and as part of the sub-region, for the movement of goods and people. A second river crossing between the Borough's towns of Runcorn and Widnes, in the form of the Mersey Gateway Project, has been secured, improving connections and acting as a major sub-regional catalyst for development and regeneration."*

6.14 The spatial vision will be achieved through the delivery of the strategic objectives:

1. Create and support attractive, accessible and adaptable residential neighbourhoods where people want to live
2. Provide good quality, affordable accommodation and a wide mix of housing types to create balanced communities
3. Create and sustain a competitive and diverse business environment offering a variety of quality sites and premises, with a particular emphasis on the revitalisation of existing vacant and underused employment areas
4. Further develop Halton's economy around the logistics and distribution sector, and expand the science, creative and knowledge based business clusters
5. Maintain and enhance Halton's town, district and local centres to create high quality retail and leisure areas that meet the needs of the local community, and positively contribute to the image of the Borough
6. Ensure all development is supported by the timely provision of adequate infrastructure, with sufficient capacity to accommodate additional future growth
7. Provide accessible travel options for people and freight, particularly through the realisation of the Mersey Gateway Project, ensuring a better connected, less congested and more sustainable Halton
8. Ensure that all development achieves high standards of design and sustainability and provides a positive contribution to its locality
9. Minimise Halton's contribution to climate change through reducing carbon emissions and ensure the Borough is resilient to the adverse effects of climate change
10. Support the conservation and enhancement of the historic and natural environment including designated sites and species and the Borough's green infrastructure in order to maximise social, economic and environmental benefits
11. Improve the health and well-being of Halton's residents throughout each of their life stages, through supporting the achievement of healthy lifestyles and healthy environments for all
12. Prevent harm and nuisance to people and biodiversity from potential sources of pollution and foreseeable risks
13. Support sustainable and effective waste and minerals management, reducing the amount of waste generated and contributing to the maintenance of appropriate mineral reserves.

**CONSULTATION QUESTIONS**

7. Do you agree that Halton's challenges taken from the Core Strategy Local Plan remain relevant for the Delivery and Allocations Local Plan?
8. Do you agree that Halton's spatial vision to 2028 taken from the Core Strategy Local Plan remain relevant for the Delivery and Allocations Local Plan?
9. Do you agree that Halton's strategic objectives taken from the Core Strategy Local Plan remain relevant for the Delivery and Allocations Local Plan?

DRAFT

## 7. Policy Outline

7.1 The following table sets out the proposed policy areas for the Delivery and Allocations Local Plan. A policy outline has been included for each policy. This highlights the matters that are likely to be included in the policy and will give an indication of the scope that will be covered. It should be noted that the policy outline cannot cover all matters and there is potential for modifications at this point in the plan's preparation. Policy wording is not proposed through the policy outline.

### Site Allocations

7.2 Site Allocations will be referred to by a specific policy (highlighted in blue in the table). The policy will detail the general criteria for development and the various site reference numbers which will link to the Site Allocations Section of the Local Plan. Site specific allocations will be set out using the following sub-headings (an example is included at Appendix F):

- Red line boundary of site
- Site description
- Relevant Core Strategy policies
- Specific allocation
- Indicative development capacity (if applicable)
- Indicative development phasing (if applicable)
- Infrastructure implications (if applicable)

### Designations

7.3 Designations will identify land that should be safeguarded (for example open space or transport infrastructure) or where specific policies apply (for example local centres). Designations relate to Core Strategy or Delivery and Allocations policies. These designations will be shown on the Policies Map which will accompany the Delivery and Allocations Local Plan.

### Policies Map

7.4 The Policies Map (previously known as the Proposals Map) will show the amendments that the Delivery and Allocations Local Plan policies and the Core Strategy Local Plan policies (including Daresbury Strategic Site) will make to the currently adopted UDP Proposals Map and will include site allocations and designations. The following policy outline identifies the allocations and designations to be shown on the Policies Map.

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
1. Housing	1	H1: Residential Development Allocations	The policy would: <ul style="list-style-type: none"> <li>allocate sites for residential development purposes (defined in a Site Allocations Section) to deliver the Core Strategy housing requirements</li> </ul>		H1	CS3	Y
	2	H2: Dwelling Alterations, Extensions and Replacement Dwellings	The policy would: <ul style="list-style-type: none"> <li>set external and internal space standards for all new housing developments, including conversions,</li> <li>resist the loss of existing housing, including affordable housing, unless the housing is replaced at existing or higher densities with at least equivalent floorspace</li> <li>ensure that housing developments do not detrimentally effect the appearance or character of the local area or highway conditions</li> <li>ensure that adequate private garden space is provided</li> <li>set criteria for the conversion to flats</li> <li>include amenity considerations to ensure that development does not result in the unacceptable impact on the amenity of the area or the living or working conditions or operations of neighbouring occupants</li> </ul>		H6 / H7		
	3	H3: Non Dwelling House Uses	The policy would: <ul style="list-style-type: none"> <li>state that the presumption will be to refuse development which would lead to the net loss of residential units</li> <li>consider the effects of proposals which would result in the loss of residential accommodation</li> <li>set out that planning permission will not be granted unless for example: development would not detract from the character of the local area, location no longer suitable / viable for residential use, involves an identified regeneration area which provides for the net replacement of units</li> </ul>		H8		
	4	H4: Open Space Provision for Residential Development	The policy would: <ul style="list-style-type: none"> <li>require development to consider adequate open space provision</li> <li>set open space standards (in accordance with the current draft Open Space SPD)</li> <li>explain that the precise levels for open space will depend on the location of the development</li> <li>state that off-site provision or financial contributions will only be agreed where it can be demonstrated that there is no practical alternative</li> <li>identify other exceptions to policy</li> </ul>		H3		
2. Employment	5	E1: Employment Provision Allocations	The policy would: <ul style="list-style-type: none"> <li>allocate sites for employment purposes (defined in a Site Allocations Section) to deliver the Core Strategy requirements</li> </ul>		E1 / E2 / E3	CS4	Y



Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
	6	E2: New Employment Development	<p>The policy would:</p> <ul style="list-style-type: none"> <li>identify the appropriate employment uses within designated employment zones</li> <li>ensure development is compatible with existing and proposed surrounding uses</li> <li>ensure new employment development is designed to allow for future flexibility for a range of uses, including future subdivision and/or amalgamation for a range of business accommodation</li> <li>encourage the intensification of existing business floorspace within Town/District centres and employment areas</li> <li>require development to consider design and access issues and where possible alleviate issues. This may include landscape buffer zones to separate uses, measures to reduce amenity issues and screening of storage areas</li> </ul>	Designate the boundaries and extent of Halton's Local Employment Areas	E5	CS4	Y
	7	E3: Complementary Services and Facilities within Employment Areas	<p>The policy would:</p> <ul style="list-style-type: none"> <li>permit complementary services and facilities in employment areas where appropriate</li> <li>ensure that complementary services and facilities do not impact on local employment or the local economy</li> <li>explain that, where appropriate, housing development can form an integral part of a mixed use development and could be permitted within a designated employment area if it is located in or adjacent to a Town or District Centre</li> </ul>		E4		
3. Retail	8	R1: Retail Provision Allocations	<p>The policy would:</p> <ul style="list-style-type: none"> <li>allocate sites for retail purposes (defined in a Site Allocations Section) to deliver the Core Strategy requirements</li> </ul>		TC1 / TC3	CS5	Y
	9	R2: Halton's Centres	<p>The policy would:</p> <ul style="list-style-type: none"> <li>protect primary and secondary retail frontages</li> <li>protect primary shopping areas of the town centres by controlling changes of use from retail</li> <li>protect primary retail role of local centres with other uses supported where they complement the existing role of these centres</li> <li>ensure that the design of retail development is considered, including it being of an appropriate size and scale</li> <li>ensure that retail developments do not detrimentally effect the appearance or character of the area, local amenity or highway conditions</li> <li>ensure that retail development is compatible with the prime retail function of the area</li> <li>identify non retail uses</li> <li>consider food and drink outlets</li> </ul>	<p>Designate Primary and Secondary Retail Frontages</p> <p>Designate Primary Shopping Areas and Local Centres</p>	<p>TC8 / TC9 / TC10</p> <p>TC2 / TC4 / TC5 / TC6 / TC7 / TC11</p>	CS5	Y
	10	R3: Leisure Facilities	<p>The policy would:</p> <ul style="list-style-type: none"> <li>set out the criteria for leisure facilities in designated centres, edge of designated centres and out of centre locations</li> <li>ensure that the design of leisure development is considered, including it being of an appropriate size and scale</li> <li>ensure that leisure developments do not detrimentally effect the appearance or character of the area, local amenity or highway conditions</li> </ul>		LTC1 / LTC2 / LTC3		

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
4. Key Areas of Change	11	KA1: 3MG	The policy would: <ul style="list-style-type: none"> <li>include site specific policies</li> <li>include an illustrative Key Diagram</li> </ul>		N/A	CS8	Y
	12	KA2: South Widnes	The policy would: <ul style="list-style-type: none"> <li>include site specific policies</li> <li>include an illustrative Key Diagram</li> </ul>		RG1 / RG2 / RG3	CS9	Y
	13	KA3: West Runcorn	The policy would: <ul style="list-style-type: none"> <li>include site specific policies</li> <li>include an illustrative Key Diagram</li> </ul>		RG4	CS10	Y
	14	KA4: East Runcorn	The policy would: <ul style="list-style-type: none"> <li>include site specific policies</li> <li>include an illustrative Key Diagram</li> </ul>		N/A	CS11	Y
5. Green Belt / Open Land	15	GB1: Green Belt Release Allocations*	*Will be dependent on the outcome of the Green Belt Study		N/A	CS6	Y
	16	GB2: Control of Development in the Green Belt	The policy would (where not repeating National Guidance): <ul style="list-style-type: none"> <li>identify what is considered appropriate development in Halton's Green Belt</li> <li>identify the local circumstances for the construction of new buildings and changes of use in the Green Belt</li> <li>ensure that extensions, alterations and replacement dwellings will only be permitted subject to scale, character and appearance</li> <li>highlight local circumstances for limited infilling</li> </ul>	Designate extent of the Green Belt	GE1 / GE2 / GE3 / GE4		Y
	17	GB3: Open Land	The policy would: <ul style="list-style-type: none"> <li>Ensure that any land allocated as Open Land (previously Open Countryside) or taken out of the Green Belt and allocated as Open Land is safeguarded for future needs</li> </ul>	Designate Open Land	S23		Y
6. Liverpool John Lennon Airport	18	LJLA1: Expansion of Liverpool John Lennon Airport	The policy would: <ul style="list-style-type: none"> <li>consider the expansion of Liverpool John Lennon Airport (LJLA)</li> <li>define existing and expanded Airport boundary</li> <li>identify if any land were to be removed from the Green Belt (specific to the runway extension)</li> </ul>		N/A	CS17	Y
	19	LJLA2: Liverpool John Lennon Airport	The policy would: <ul style="list-style-type: none"> <li>seek to ensure that development (within the Airport boundary) is not permitted should it impede the operational requirements of the Airport</li> <li>ensure that development has regard to the Airports Surface Access Strategy</li> <li>address the issues of Airport parking</li> <li>consider Circular 1/2003 Safeguarding Aerodromes</li> </ul>		N/A		
7. Travellers	20	T1: Traveller Sites Allocations	The policy would: <ul style="list-style-type: none"> <li>identify specific sites that will enable continuous delivery of sites for at least 15 years</li> <li>identify existing sites to be retained</li> </ul>		N/A	CS14	Y
8. Transport and Accessibility	21	TA1: Transport Allocations	The policy would: <ul style="list-style-type: none"> <li>allocate sites for transport purposes (defined in a Site Allocations Section)</li> </ul>		N/A		Y

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
	22	TA2: Sustainable Transport Network	<p>The policy would:</p> <ul style="list-style-type: none"> <li>ensure that development is only permitted where public transport provision exists or is made for</li> <li>protect existing and disused facilities (location specific)</li> <li>ensure that development would not be permitted where this would prejudice the provision of new public transport facilities (location specific)</li> <li>require development to provide for safe and convenient cycle and pedestrian access</li> <li>seek, where appropriate, new routes to link appropriately to the Greenway Network (including the Trans-Pennine Trail and the Mersey Way), and include improvements and extensions where feasible</li> </ul>	Designate Sustainable Transport Network	TP1 / TP2 / TP3 / TP4 / TP6 / TP7 / TP8 / TP9 / TP10		Y
	23	TA3: Transport Network and Accessibility	<p>The policy would:</p> <ul style="list-style-type: none"> <li>define road schemes (location specific)</li> <li>set out the expectation for larger development applications to be accompanied by a Transport Assessment and Travel Plan (above a set threshold)</li> <li>set out the expectation for smaller development (below a set threshold) to produce a Transport Statement</li> <li>ensure that development does not increase traffic to undesirable levels unless traffic problems can be alleviated</li> <li>ensure that development considers the effects on the sustainable transport network including public transport links, pedestrian and cycling routes</li> <li>ensure that development provides safe access to the overall transport network</li> <li>ensure that development seeks to enhance accessibility for sustainable modes of transport, by giving priority to pedestrian, cycling and public transport access to ensure they are safe, convenient and attractive, and linked to existing networks</li> <li>highlight the need for development to incorporate traffic management and traffic calming schemes where appropriate</li> <li>highlight the need for development to provide equal access for all people, including inclusive access</li> </ul>		TP14 / TP15 / TP16 / TP17 / TP18		Y
	24	TA4: Parking Standards	<p>The policy would:</p> <ul style="list-style-type: none"> <li>incorporate maximum parking standards (including cycle parking)</li> <li>require development proposals to provide an appropriate level of safe, secure, accessible and viable parking provision</li> <li>highlight any exceptions to the policy – development would need to justify in terms of no harmful impact to street scene or the availability of on-street parking</li> <li>consider off-airport car parks (LJLA)</li> <li>consider the provision of electric car charging points where acceptable</li> <li>consider space for on-site car clubs and pool car schemes</li> </ul>		TP12	CS15	

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
9. Design of the Built Environment	25	BE1: Design of Development	The policy would: <ul style="list-style-type: none"> <li>ensure that development has regard to: local character, frontages, scale, height, massing, proportion, form, sustainable development, adaptability, layout, access, boundary walls and fences, public realm, detailing and materials</li> </ul>		BE1 / BE2 / BE18 / BE19 / BE20 / BE22		
	26	BE2: Shop Fronts, Signage and Advertising	The policy would: <ul style="list-style-type: none"> <li>ensure that new and altered shop fronts are only permitted should they be appropriate to the building and the character of the area</li> <li>ensure that proposals for shop fronts have appropriate regard to design, security and safety, amenity and access</li> <li>ensure that signage and advertisements are only permitted where the size, design, positioning, materials and degree of illumination of the advertisement would not have an adverse visual impact or a detrimental effect on public safety</li> </ul>		BE16 / BE17		
	27	BE4: Temporary Buildings	The policy would: <ul style="list-style-type: none"> <li>ensure that proposals for temporary buildings do not prejudice the long term after-use of the site</li> <li>require proposals for temporary buildings to be for a specified period</li> </ul>		BE23		
10. Sustainable Development	28	SD1: Renewable and Low Carbon Energy	The policy would: <ul style="list-style-type: none"> <li>ensure renewable and low carbon energy proposals are of the appropriate scale and design</li> <li>seek Energy Statements as part of the Design and Access Statement to demonstrate how the energy hierarchy has been achieved (subject to exclusions)</li> <li>highlight that opportunities for Energy Priority Zones in the Key Areas of Change will be supported where development can draw its energy from decentralised, renewable or low carbon energy</li> <li>require developments in Energy Priority Zones to connect to District Heating networks where it is feasible and viable to do so</li> <li>ensure that proposals for renewable and low carbon energy generation includes a landscape and visual assessment</li> <li>Support the sustainable retrofitting of existing development</li> </ul>		MW18	CS19	

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
11. Natural and Historic Environment	29	NH1: Historic Environment	<p>The policy would:</p> <ul style="list-style-type: none"> <li>consider the development of listed buildings including demolition, change of use, alterations and additions</li> <li>consider development within Conservation Areas including requesting Conservation Area Appraisals to be undertaken (where appropriate) to help increase understanding and respect the significance, special character, context, appearance and historical importance</li> <li>consider other development issues associated with the historic environment including those related to Areas of Archaeological Interest and Scheduled Monuments</li> <li>list locally significant buildings (those that have been identified on the Local List – these are assets which have been jointly identified by local residents and the Council as a valued and distinctive element of the local historic environment)</li> </ul>	<p>Designate Borough's heritage assets including:</p> <ul style="list-style-type: none"> <li>Listed Buildings</li> <li>Conservation Areas</li> <li>Areas of Archaeological Interest</li> <li>Scheduled Monuments</li> </ul>	BE4 / BE5 / BE6 / BE7 / BE8 / BE9 / BE10 / BE11 / BE12 / BE13 / BE15	CS20	Y
	30	NH2: Nature Conservation	<p>The policy would:</p> <ul style="list-style-type: none"> <li>consider development issues associated with the natural environment including Local Nature Reserves, Local Geological Sites, Local Wildlife Sites, Ancient Woodland and Habitats and species identified in the BAP</li> <li>consider other development issues in the natural environment including the protection of ponds, hedgerows, trees and woodlands.</li> </ul>	<p>Designate sites of local importance including:</p> <ul style="list-style-type: none"> <li>Local Nature Reserves</li> <li>Local Geological Sites</li> <li>Local Wildlife Sites</li> <li>Ancient Woodland</li> <li>Habitats and species identified in the BAP</li> </ul>	GE19 / GE20 / GE21 / GE22 / GE23 / GE24 / GE25 / GE26 / GE27	CS20	Y
	31	NH3: Halton's Waterfronts	<p>The policy would:</p> <ul style="list-style-type: none"> <li>explain how waterways and their banks provide established habitats with nature conservation value</li> <li>support proposals for recreation and tourism (where appropriate)</li> <li>expect development to respect the important amenity, landscape and ecological characteristics, important landscape and wildlife resources, attractive views and access points</li> <li>ensure that waterside development is not permitted if it would have an unacceptable effect on water quality or cause significant run-off</li> <li>seek opportunities for development to connect any identified habitats, species or features</li> <li>set out the need to consult (if appropriate) the owners of any waterways for any works that might affect the integrity of the waterway or linkages (for instance to towpaths)</li> <li>support the reinstatement of the Runcorn Locks</li> </ul>		GE29 / LTC10		

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
12. Green Infrastructure	32	G1: Protection of Green Infrastructure	<p>The policy would:</p> <ul style="list-style-type: none"> <li>identify in what instances appropriate compensatory / financial contributions would be sought with regard to green infrastructure</li> <li>require development, where appropriate, to include assessments for on-site ecology, connectivity of the site with the green infrastructure network and make provision for improvements where necessary both on-site and off-site</li> <li>ensure that where development is permitted, that it is of a scale, form, layout and design which respects the character of the Borough's green infrastructure network and does not lead to a loss in the overall amenity</li> <li>set out standards for playing pitch, sport and recreation provision in the Borough, to help in assessing development proposals for sport and recreation facilities (link to policy C1)</li> </ul>	Designation of green infrastructure sites	GE5 / GE6 / GE7 / GE8 / GE10 / GE11 / GE12 / GE13 / GE15 / GE16	CS21	Y
13. Communications Infrastructure	33	BE3: Delivery of Communications Infrastructure	<p>The policy would:</p> <ul style="list-style-type: none"> <li>encourage and support proposals for the provision, upgrading and enhancement of wireless and fixed data transfer and telecommunications networks and their associated infrastructure</li> <li>ensure that development proposals have no unacceptable impact on the character and appearance of the area, on residential amenity or on the safe and satisfactory functioning of highways</li> <li>require that development proposals demonstrate that there will be no significant and irremediable interference with electrical equipment, air traffic service or instrumentation operating in the national interest</li> <li>ensure that development proposals have special regard to the Green Belt, and the natural and historic environment where the quality of the landscape / townscape may be particularly sensitive to the intrusion of communications infrastructure</li> </ul>		BE21		
14. Community Services and Facilities	34	CI: Community Facilities	<p>The policy would:</p> <ul style="list-style-type: none"> <li>ensure that the development of community facilities is permitted in or adjacent to town, district or local centres</li> <li>support the provision of new community facilities and the retention and enhancement of existing community facilities</li> <li>ensure that the development involving the loss of a community facility would only be permitted where it can be demonstrated that the existing community use is no longer required, not viable, or proposals for its replacement are included in the application</li> <li>set out standards for playing pitch, sport and recreation provision in the Borough, to help in assessing development proposals for sport and recreation facilities (link to policy G1)</li> </ul>		LTC4 / LTC5 / LTC6		

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
	35	C2: Tourism Attractions	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• promote tourism assets and encourage tourism development</li> <li>• identify specific areas of assets and future development (e.g. West Bank)</li> <li>• ensure that development that would affect an existing tourist attraction would not be permitted if it would be likely to detract from the function, appearance or setting of the attraction</li> <li>• ensure that development proposals for new tourism attractions / facilities be permitted provided that the proposals are appropriate in size, visually unobtrusive and would not lead to unsatisfactory traffic conditions or other nuisance</li> <li>• seek to consider favourably tourism attractions associated with the Borough's waterfronts (see section 11)</li> </ul>		S15 / LTC8 / LTC9		
15. Pollution and Risk	36	PR1: Nuisance	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• ensure that development proposals would not be permitted if it is likely to have an unacceptable effect on: <ul style="list-style-type: none"> <li>○ air quality</li> <li>○ noise nuisance</li> <li>○ odour nuisance</li> <li>○ light pollution and nuisance</li> <li>○ water quality</li> </ul> </li> <li>• explain that 'unacceptable effects' include those which have an effect on: local amenity; public health; public safety; quality standards; investment confidence; visual obtrusion and risk to the natural environment</li> <li>• require that any development which has the potential to pollute or cause nuisance to demonstrate that mitigation measures have been incorporated</li> </ul>		PR1 / PR2 / PR3 / PR4 / PR5 / PR8 / TP19 / GE14		
	37	PR2: Contaminated Land	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• require development proposals on land which may be contaminated to be accompanied by a land investigation to establish the level of contamination</li> <li>• require appropriate site remediation and aftercare measures where appropriate and if necessary include details of a programme of implementation</li> <li>• encourage the adoption of sustainable remediation technologies</li> <li>• ensure that Development is not permitted if it is likely to cause contamination of the soil or sub-soil</li> <li>• consideration given to the impact of contamination on the wider environment including water courses, flora and fauna.</li> <li>• explain that the requirement to undertake work associated with contaminated land will be controlled by either planning conditions or where necessary by planning obligations</li> </ul>		PR6 / PR14		
	38	PR3: Pollution Sources	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• ensure that development near to established pollution sources is not permitted if it is likely that those existing sources of pollution will have an unacceptable effect on the proposed development</li> </ul>		PR7		

Policy Section	Policy No.	Policy Title	Policy Outline	Designation Required	UDP Policies to be Replaced	Core Strategy Link	Policies Map
	39	PR4: Major Accident Risks	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• set out the below requirements for development: <ul style="list-style-type: none"> <li>○ Control of Major Accident Hazards (COMAH) – Development should not impose significant restrictions in terms of off-site accidental risk assessment on surrounding land users</li> <li>○ LJLA Public Safety Zone (PSZ) – Development should not increase the numbers of people living, working or congregating in the zone</li> <li>○ LJLA Height Restriction Zone (HRZ) – Development should be below the specific height and not cause a hazard to air travellers</li> <li>○ Air Quality Management Area (AQMA) – Development should contribute to the reduction in air pollutants as specified by an AQMA</li> </ul> </li> </ul>	<p>Designate:</p> <ul style="list-style-type: none"> <li>• COMAHs</li> <li>• LJLA PSZ</li> <li>• LJLA HRZ</li> <li>• AQMAs</li> </ul>	PR9 / PR10 / PR11 / PR12	CS23	Y
	40	PR5: Flood Risk	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• set out the criteria for development regarding flood risk</li> <li>• identify land to be safeguarded from development that is required for current and future flood management (if necessary)</li> </ul>	<p>Designate Flood Risk Areas (if necessary)</p>	PR15 / PR16		Y
16. Minerals	41	M1: Minerals Allocations	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• allocate areas of mineral resources – Minerals Safeguarding Areas (defined in a Site Allocations Section)</li> </ul>			CS25	Y
	42	M2: Minerals	<p>The policy would:</p> <ul style="list-style-type: none"> <li>• set out the criteria for the potential extraction of minerals resources ensuring that minerals development does not have an unacceptable detrimental impact on the Borough's Green Belt, green infrastructure network, the natural environment, the historic environment, local amenity, the best and most versatile agricultural land, or the highway network. Development should also not cause unacceptable nuisance to surrounding uses</li> <li>• set out the circumstances (where appropriate) for the prior extraction of minerals</li> <li>• require minerals development to incorporate a restoration plan for the reclamation of the site to an appropriate after use, or to a state capable of beneficial after use within a suitable timeframe</li> </ul>		MW1 / MW2 / MW4 / MW6	CS25	

### CONSULTATION QUESTIONS

10. Do you agree with the proposed scope of the policies?
11. Do you think any of the policy areas identified should be dealt with differently from the outline suggested?
12. Do you have any other comments relating to the policy outline?



## Appendix A: NPPF Requirements

This appendix shows the National Planning Policy Framework (NPPF) requirements relevant to the Delivery and Allocations Local Plan and the corresponding policy that the requirement would be covered in.

NPPF Section	Requirement for Delivery and Allocations Local Plan (including paragraph number)	Delivery and Allocations Local Plan Policy
Building a Strong, Competitive Economy	(21) Set criteria, or identify strategic sites, for local and inward investment to match the [economic vision and] strategy and to meet anticipated needs over the plan period.	E1: Employment Provision Allocations
	(21) Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.	E2: New Employment Development / E3: Complementary Services and Facilities within Employment Areas
Ensuring the Vitality of Town Centres	(23) Define the extent of primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations.	R2: Halton's Centres
	(23) Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needs in town centres.	R1: Retail Provision Allocations
	(23) Allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available. If sufficient edge of centre sites cannot be identified, set policies for meeting the identified needs in other accessible locations that are well connected to the town centre.	R1: Retail Provision Allocations
	(23) Set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres.	R2: Halton's Centres
Promoting Sustainable Transport	(30) Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.	TA2: Sustainable Transport Network / TA3: Transport Network and Accessibility
	(39) If setting local parking standards for residential and non-residential development, local planning authorities should take into account: <ul style="list-style-type: none"> <li>the accessibility of the development;</li> <li>the type, mix and use of the development;</li> <li>the availability of and opportunities for public transport;</li> <li>local car ownership levels; and</li> <li>an overall need to reduce the use of high-emission vehicles</li> </ul>	TA4: Parking Standards
Supporting High Quality Communications Infrastructure	(43) In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband.	BE3: Delivery of Communications Infrastructure
Delivering a Wide	(47) Identify key sites which are critical to the delivery of	H1: Residential

Choice of High Quality Homes	the housing strategy over the plan period	Development Allocations
Requiring Good Design	(58) Local Plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area.	BE1: Design of Development
Protecting Green Belt Land	(83) Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy	GE1: Green Belt Release Allocations / GB2: Control of Development in the Green Belt
	(83) Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.	GE1: Green Belt Release Allocations / GB2: Control of Development in the Green Belt
Meeting the Challenge of Climate Change, Flooding and Coastal Change	(97) Consider identifying suitable areas for renewable and low-carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources.	SD1: Renewable and Low Carbon Energy
	(97) Identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.	SD1: Renewable and Low Carbon Energy
Conserving and Enhancing the Natural Environment	(117) Identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation.	NH2: Nature Conservation
Facilitating the Sustainable Use of Minerals	(143) Identify and include policies for extraction of mineral resources of local and national importance in their area.	M2: Minerals
	(143) Define Minerals Safeguarding Areas and adopt appropriate policies in order that known locations of specific minerals resources of local and national importance are not needlessly sterilised by non-mineral development, whilst not creating a presumption that resources defined will be worked; and define Minerals Consultation Areas based on these Minerals Safeguarding Areas.	M1: Minerals Allocations
	(143) Set out policies to encourage the prior extraction of minerals, where practicable and environmentally feasible, if it is necessary for non-mineral development to take place.	M2: Minerals
	(143) Set out environmental criteria against which planning applications will be assessed so as to ensure that permitted operations do not have unacceptable adverse impacts on the natural and historic environment or human health.	M2: Minerals
	(143) Put in place policies to ensure worked land is reclaimed at the earliest opportunity, taking account of aviation safety, and that high quality restoration and aftercare of mineral sites takes place, including for agriculture, geodiversity, biodiversity, native woodland, the historic environment and recreation.	M2: Minerals

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**Planning Policy for Traveller Sites PPS**

<b>Policy Section</b>	<b>Specific Requirement for Delivery and Allocations Local Plan (including paragraph number)</b>	<b>Delivery and Allocations Local Plan Policy</b>
Policy A: Using evidence to plan positively and manage development	(c) Use a robust evidence base to establish accommodation needs to inform the preparation of local plans and making planning decisions.	T1: Traveller Sites Allocations
Policy B: Planning for traveller sites	(8) Local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area, working collaboratively with neighbouring local planning authorities.	T1: Traveller Sites Allocations

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## Appendix B: Core Strategy Requirements

This appendix shows the requirements of the Halton Core Strategy Local Plan relevant to the Delivery and Allocations Local Plan and the corresponding policy that the requirement would be covered in.

Core Strategy Policy	Requirement for Delivery and Allocations Local Plan	Delivery and Allocations Local Plan Policy
CS1: Halton's Spatial Strategy	No specific requirements	n/a
CS2: Presumption in Favour of Sustainable Development	No specific requirements	n/a
CS3: Housing Supply and Locational Priorities	Allocate specific sites that will contribute to housing supply	H1: Residential Development Allocations
CS4: Employment Land and Locational Priorities	Allocate specific sites that will contribute to employment land supply	E1: Employment Provision Allocations
	Designate the boundaries and extent of Halton's Local Employment Areas and Regional Employment Sites	E2: New Employment Development
CS5: A Network of Centres	Designate the Primary and Secondary retail frontages for Widnes Town Centre, Halton Lea and Runcorn Old Town	R2: Halton's Centres
	Designate Primary Shopping Areas for Widnes Town Centre, Halton Lea and Runcorn Old Town	R2: Halton's Centres
	Re-appraise existing and allocate new Local Centre boundaries	R2: Halton's Centres
	Allocate areas for future retail development	R1: Retail Provision Allocations
CS6: Green Belt	Review and designate extent of the Green Belt	GB1: Green Belt Release Allocations
CS7: Infrastructure Provision	No specific requirements	n/a
CS8: 3MG	No specific requirements	n/a
CS9: South Widnes	No specific requirements	n/a
CS10: West Runcorn	No specific requirements	n/a
CS11: East Runcorn	No specific requirements	n/a
CS12: Housing Mix	No specific requirements	n/a
CS13: Affordable Housing	No specific requirements	n/a
CS14: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople	Target and allocation of sites for Gypsy, Traveller and Travelling Showpeople	T1: Traveller Sites Allocations
CS15: Sustainable Transport	Set maximum parking standards	TA4: Parking Standards
	Designate existing Sustainable Transport Network and safeguard future routes and facilities	TA2: Sustainable Transport Network
CS16: The Mersey Gateway Project	No specific requirements	n/a
CS17: Liverpool John Lennon Airport	Consideration of allocation of land for runway extension	LJLA1: Expansion of Liverpool John Lennon Airport
CS18: High Quality Design	No specific requirements	n/a
CS19: Sustainable Development and Climate Change	Support Energy Priority Zones	SD1: Renewable and Low Carbon Energy

CS20: Natural and Historic Environment	Designate sites of local importance including Local Nature Reserves, Local Geological Sites, Local Wildlife Sites, Ancient Woodland, and habitats and species identified in Halton's Biodiversity Action Plan	NH2: Nature Conservation
	Designate Borough's heritage assets including Listed Buildings, Conservation Areas, Areas of Archaeological Interest, Scheduled Monuments	NH1: Historic Environment
CS21: Green Infrastructure	Set out the priorities for the protection, enhancement and where appropriate the expansion of green infrastructure	G1: Protection of Green Infrastructure
	Designate green infrastructure network	G1: Protection of Green Infrastructure
	Update the standards for green infrastructure	G1: Protection of Green Infrastructure
CS22: Health and Well-Being	No specific requirements	n/a
CS23: Managing Pollution and Risk	Designate AQMAs, COMAHs, LJLA PSZ	PR4: Major Accident Risks
CS24: Waste	No specific requirements	n/a
CS25: Minerals	Allocate areas of minerals resources	M1: Minerals Allocations
	Criteria for potential extraction of mineral resources	M2: Minerals

## Appendix C: UDP Policy Analysis

This appendix consists of an analysis of the Halton Unitary Development Plan (UDP) saved policies, illustrating policies which have already been deleted and how the remaining policies would be taken forward by the Delivery and Allocations Local Plan. The analysis also highlights UDP saved policies which have been highly cited in planning permission refusals over recent years, demonstrating policy effectiveness.

### Key

	Deleted Policies (not 'saved' beyond 2008)
	Deleted by Core Strategy Local Plan
	Deleted by Waste Local Plan
	Proposed to be deleted by Delivery and Allocations Local Plan
	Highly cited by Planning Permission Refusals <sup>15</sup>
	Part or all of policy taken forward to Delivery and Allocations Local Plan

Policy Number	Policy Name	Comments / Delivery and Allocations Local Plan Policy
S1	Regeneration	
S2	The Built Environment	
S3	The Green Environment	
S4	Pollution and Health	
S5	Major Accident Land Use Risk	
S6	Reuse and Remediation of Previously Used or Contaminated Land	
S7	Minerals and Waste	
S8	Sustainable Waste Management Facilities	
S9	Waste Management Facilities	
S10	Reducing Greenhouse Gas Emissions	
S11	Renewable Energy Sources	
S12	Areas at Risk from Flooding	
S13	Transport	
S14	A New Crossing of the River Mersey	
S15	Leisure and Tourism	Merge into C2: Tourism Attractions
S16	Retail Hierarchy	
S17	Retail Development	
S18	Provision of Land for Housing	
S19	Provision of Land for Employment	
S20	Regional Investment Sites	
S21	Green Belt	
S22	Unallocated Land in Urban Areas	
S23	Open Countryside	Merge into GB3: Open Land
S24	Sustainable Urban Extensions	
S25	Planning Obligations	
<b>Chapter 1 - Regeneration</b>		
RG1	Action Area 1 - Southern Widnes	Merge into KA2: South Widnes
RG2	Action Area 2 - Central Widnes	Merge into KA2: South Widnes
RG3	Action Area 3 - Widnes Waterfront	Merge into KA2: South Widnes
RG4	Action Area 4 - Runcorn and Weston Docklands	Merge into KA3: West Runcorn
RG5	Action Area 5 - Halebank	
RG6	Action Area 6 - Castlefields and Norton Priory	
<b>Chapter 2 - Built Environment</b>		

<sup>15</sup> More than five times cited in one Annual Monitoring Report (AMR) year ranging from 2005 to 2012

<b>BE1</b>	General Requirements for Development	Merge into BE1: Design of Development
<b>BE2</b>	Quality of Design	Merge into BE1: Design of Development
<b>BE3</b>	Environment Priority Areas	
<b>BE4</b>	Scheduled Ancient Monuments	Merge into NH1: Historic Environment
<b>BE5</b>	Other Sites of Archaeological Importance	Merge into NH1: Historic Environment
<b>BE6</b>	Archaeological Evaluations	Merge into NH1: Historic Environment
<b>BE7</b>	Demolition of Listed Buildings	Merge into NH1: Historic Environment
<b>BE8</b>	Changes of Use of Listed Buildings	Merge into NH1: Historic Environment
<b>BE9</b>	Alterations and Additions to Listed Buildings	Merge into NH1: Historic Environment
<b>BE10</b>	Protecting the Setting of Listed Buildings	Merge into NH1: Historic Environment
<b>BE11</b>	Enabling Development and the Conservation of Heritage Assets	Merge into NH1: Historic Environment
<b>BE12</b>	General Development Criteria - Conservation Areas	Merge into NH1: Historic Environment
<b>BE13</b>	Demolition in Conservation Areas	Merge into NH1: Historic Environment
<b>BE14</b>	<del>Outline Applications – Conservation Areas</del>	
<b>BE15</b>	Local List of Buildings and Structures of Architectural and Historic Interest	Merge into NH1: Historic Environment
<b>BE16</b>	Alterations to and New Shop Fronts	Merge into BE2: Shop Fronts, Signage and Advertising
<b>BE17</b>	Advertising and Advertisements	Merge into BE2: Shop Fronts, Signage and Advertising
<b>BE18</b>	Access to New Buildings Used by the Public	Merge into BE1: Design of Development
<b>BE19</b>	Disabled Access for Changes of Use, Alterations and Extensions	Merge into BE1: Design of Development
<b>BE20</b>	Disabled Access in Public Places	Merge into BE1: Design of Development
<b>BE21</b>	Telecommunications Apparatus	Keep similar policy – BE3: Delivery of Communications Infrastructure
<b>BE22</b>	Boundary Walls and Fences	Merge into BE1: Design of Development
<b>BE23</b>	Temporary Buildings	Keep similar policy – BE4: Temporary Buildings
<b>Chapter 3 – The Green Environment</b>		
<b>GE1</b>	Control of Development in the Green Belt	Merge into GB1: Green Belt Release Allocations
<b>GE2</b>	Hale Village Green Belt	Merge into GB1: Green Belt Release Allocations
<b>GE3</b>	Extensions, Alterations and Replacement of Existing Dwellings in the Green Belt	Merge into GB1: Green Belt Release Allocations
<b>GE4</b>	Re-use of Buildings in the Green Belt	Merge into GB1: Green Belt Release Allocations
<b>GE5</b>	Outdoor Sport and Recreation Facilities in the Urban Fringe and Open Countryside	Merge into G1: Protection of Green Infrastructure
<b>GE6</b>	Protection of Designated Greenspace	Merge into G1: Protection of Green Infrastructure
<b>GE7</b>	Proposed Greenspace Designations	Merge into G1: Protection of Green Infrastructure
<b>GE8</b>	Development within Designated Greenspace	Merge into G1: Protection of Green Infrastructure
<b>GE9</b>	Redevelopment and Changes of Use of Redundant School Buildings	
<b>GE10</b>	Protection of Linkages in Greenspace Systems	Merge into G1: Protection of Green Infrastructure
<b>GE11</b>	Protection of Incidental Greenspaces	Merge into G1: Protection of Green Infrastructure
<b>GE12</b>	Protection of Outdoor Playing Space for Formal Sport And Recreation	Merge into G1: Protection of Green Infrastructure
<b>GE13</b>	Intensifying Use of Existing Outdoor Sports	Merge into G1: Protection of Green



	and Recreation Provision	Infrastructure
<b>GE14</b>	Noisy Outdoor Sports	Merge into PR1: Nuisance
<b>GE15</b>	Protection of Outdoor Playing Space for Children	Merge into G1: Protection of Green Infrastructure
<b>GE16</b>	Protection of Allotments	Merge into G1: Protection of Green Infrastructure
<b>GE17</b>	<del>Protection of Sites of International Importance for Nature Conservation</del>	
<b>GE18</b>	Protection of Sites of National Importance for Nature Conservation	
<b>GE19</b>	Protection of Sites of Importance for Nature Conservation	Merge into HN2: Nature Conservation
<b>GE20</b>	Protection and Creation of Local Nature Reserves	Merge into HN2: Nature Conservation
<b>GE21</b>	Species Protection	Merge into HN2: Nature Conservation
<b>GE22</b>	Protection of Ancient Woodlands	Merge into HN2: Nature Conservation
<b>GE23</b>	Protection of Areas of Special Landscape Value	Merge into HN2: Nature Conservation
<b>GE24</b>	Protection of Important Landscape Features	Merge into HN2: Nature Conservation
<b>GE25</b>	Protection of Ponds	Merge into HN2: Nature Conservation
<b>GE26</b>	Protection of Hedgerows	Merge into HN2: Nature Conservation
<b>GE27</b>	Protection of Trees and Woodland	Merge into HN2: Nature Conservation
<b>GE28</b>	The Mersey Forest	
<b>GE29</b>	Canals and Rivers	Merge into NH3: Halton's Waterfronts
<b>GE30</b>	The Mersey Coastal Zone	
<b>Chapter 4 – Pollution and Risk</b>		
<b>PR1</b>	Air Quality	Merge into PR1: Nuisance
<b>PR2</b>	Noise Nuisance	Merge into PR1: Nuisance
<b>PR3</b>	Odour Nuisance	Merge into PR1: Nuisance
<b>PR4</b>	Light Pollution and Nuisance	Merge into PR1: Nuisance
<b>PR5</b>	Water Quality	Merge into PR1: Nuisance
<b>PR6</b>	Land Quality	Merge into PR2: Contaminated Land
<b>PR7</b>	Development Near to Established Pollution Sources	Keep similar policy – PR3: Pollution Sources
<b>PR8</b>	Noise Sensitive Developments	Merge into PR1: Nuisance
<b>PR9</b>	Development within the Liverpool Airport Public Safety Zone	Merge into PR4: Major Accident Risks
<b>PR10</b>	Development within the Liverpool Airport Height Restriction Zone	Merge into PR4: Major Accident Risks
<b>PR11</b>	Development of Sites Designated under the Control of Major Hazards (Planning) Regulations 1999 (COMAH)	Merge into PR4: Major Accident Risks
<b>PR12</b>	Development on Land Surrounding COMAH Sites	Merge into PR4: Major Accident Risks
<b>PR13</b>	Vacant and Derelict Land	
<b>PR14</b>	Contaminated Land	Merge into PR2: Contaminated Land
<b>PR15</b>	Groundwater	Merge into PR5: Flood Risk
<b>PR16</b>	Development and Flood Risk	Merge into PR5: Flood Risk
<b>Chapter 5 – Minerals and Waste Management</b>		
<b>MW1</b>	All Minerals and Waste Management Developments	Merge into M2: Minerals
<b>MW2</b>	Requirements for all Applications	Merge into M2: Minerals
<b>MW3</b>	Requirements for all Waste Management Applications	
<b>MW4</b>	Aggregate Minerals	Merge into M2: Minerals
<b>MW5</b>	Protection of Mineral resources	
<b>MW6</b>	Aftercare	Merge into M2: Minerals
<b>MW7</b>	Waste Recycling and Collection Facilities	

<b>MW8</b>	Aerobic Composting Facilities	
<b>MW9</b>	Anaerobic Digestion Facilities	
<b>MW10</b>	Wastewater and Sewage Treatment Facilities	
<b>MW11</b>	Extensions to Wastewater Treatment Facilities	
<b>MW12</b>	Recycling and Household Waste Centres	
<b>MW13</b>	Energy Recovery	
<b>MW14</b>	Incineration	
<b>MW15</b>	Landfill/Landrising of Non-inert Wastes	
<b>MW16</b>	Landfill/Landrising of Inert Wastes	
<b>MW17</b>	Waste Minimisation and Recycling	
<b>MW18</b>	Energy from Non-fossil Sources	Merge into SD1: Renewable and Low Carbon Energy
<b>Chapter 6 – Transport</b>		
<b>TP1</b>	Public Transport Provision as Part of New Development	Merge into TA2: Public Transport Provision / Facilities
<b>TP2</b>	Existing Public Transport Facilities	Merge into TA2: Public Transport Provision / Facilities
<b>TP3</b>	Disused Public Transport Facilities	Merge into TA2: Public Transport Provision / Facilities
<b>TP4</b>	New Public Transport Facilities	Merge into TA2: Public Transport Provision / Facilities
<b>TP5</b>	Taxi Ranks and Offices	
<b>TP6</b>	Cycle Provision as Part of New Development	Merge into TA2: Public Transport Provision / Facilities
<b>TP7</b>	Pedestrian Provision as Part of New Development	Merge into TA2: Public Transport Provision / Facilities
<b>TP8</b>	Pedestrian Improvement Schemes	Merge into TA2: Public Transport Provision / Facilities
<b>TP9</b>	The Greenway Network	Merge into TA2: Public Transport Provision / Facilities
<b>TP10</b>	The Trans-Pennine Trail and Mersey Way	Merge into TA2: Public Transport Provision / Facilities
<b>TP11</b>	Road Schemes	
<b>TP12</b>	Car Parking	Merge into TA4: Parking Standards
<b>TP13</b>	Freight	
<b>TP14</b>	Transport Assessments	Merge into TA3: Transport Network and Accessibility
<b>TP15</b>	Accessibility to New Development	Merge into TA3: Transport Network and Accessibility
<b>TP16</b>	Green Travel Plans	Merge into TA3: Transport Network and Accessibility
<b>TP17</b>	Safe travel for All	Merge into TA3: Transport Network and Accessibility
<b>TP18</b>	Traffic Management	Merge into TA3: Transport Network and Accessibility
<b>TP19</b>	Air Quality	Merge into PRI: Nuisance
<b>TP20</b>	Liverpool Airport	
<b>Chapter 7 – Leisure, Tourism and Community Facilities</b>		
<b>LTC1</b>	Developments of Major Leisure and Community Facilities within Designated Shopping Centres	Merge into R3: Leisure Facilities
<b>LTC2</b>	Developments of Major Leisure and Community Facilities on the Edge of Designated Shopping Centres	Merge into R3: Leisure Facilities
<b>LTC3</b>	Development of Major Leisure and Community Facilities in Out-of-Centre	Merge into R3: Leisure Facilities

	locations	
<b>LTC4</b>	Development of Local Leisure and Community Facilities	Merge into C1: Community Facilities
<b>LTC5</b>	Protection of Community Facilities	Merge into C1: Community Facilities
<b>LTC6</b>	Children's Day Care Provision	Merge into C1: Community Facilities
<b>LTC7</b>	The Proposed Halton Arts and Cultural Centre Site	
<b>LTC8</b>	Protection of Tourism Attractions	Merge into C2: Tourism Attractions
<b>LTC9</b>	Tourism Development	Merge into C2: Tourism Attractions
<b>LTC10</b>	Water Based Recreation	Merge into NH3: Halton's Waterfronts
<b>Chapter 8 – Shopping and Town Centres</b>		
<b>TC1</b>	Retail and Leisure Allocations	Merge into R1: Retail Provision Allocations
<b>TC2</b>	Retail Development to the Edge of Designated Shopping Centres	Merge into R2: Halton's Centres
<b>TC3</b>	Warrington Road/Eastern Widnes Bypass Site	Merge into R1: Retail Provision Allocations
<b>TC4</b>	Retail Development within Designated Shopping Centres	Merge into R2: Halton's Centres
<b>TC5</b>	Design of Retail Development	Merge into R2: Halton's Centres
<b>TC6</b>	Out of Centre Retail Development	Merge into R2: Halton's Centres
<b>TC7</b>	Existing Small Scale Local Shopping Facilities Outside Defined Shopping Centres	Merge into R2: Halton's Centres
<b>TC8</b>	Non-retail Uses within Primary and Secondary Shopping Areas	Merge into R2: Halton's Centres
<b>TC9</b>	Non-retail Uses within Neighbourhood Centres	Merge into R2: Halton's Centres
<b>TC10</b>	Runcorn Mixed Town Centre Uses Area	Merge into R2: Halton's Centres
<b>TC11</b>	Food and Drink Outlets	Merge into R2: Halton's Centres
<b>Chapter 9 – Housing</b>		
<b>H1</b>	Provision for New Housing	H1: Residential Development Allocations
<b>H2</b>	Design and Density of New Residential Development	
<b>H3</b>	Provision of Recreational Greenspace	Develop similar policy – H4: Open Space Provision for Residential Development
<b>H4</b>	Sheltered Housing	
<b>H5</b>	Gypsy Sites	
<b>H6</b>	House Extensions	Merged into H2: Dwelling Alterations, Extensions and Replacement Dwellings
<b>H7</b>	Conversions to Flats	Merged into H2: Dwelling Alterations, Extensions and Replacement Dwellings
<b>H8</b>	Non Dwelling House Uses	Develop similar policy - H3: Non Dwelling House Uses
<b>Chapter 10 – Employment</b>		
<b>E1</b>	Local and Regional Employment Land Allocations	Merge into E1: Employment Provision Allocations
<b>E2</b>	Priority Employment Redevelopment Areas	Merge into E1: Employment Provision Allocations
<b>E3</b>	Primarily Employment Areas	Merge into E1: Employment Provision Allocations
<b>E4</b>	Complementary Services and Facilities within Primarily Employment Areas	Develop similar policy – E3: Complementary Services and Facilities within Employment Areas
<b>E5</b>	New Industrial and Commercial Development	Develop similar policy – E2: New Employment Development
<b>E6</b>	Daresbury Laboratories	
<b>E7</b>	Ditton Strategic Rail Freight Park	

## Appendix D: UDP Policies Proposed to be Deleted without being directly replaced.

The below table shows the remaining UDP policies proposed to be deleted by the Delivery and Allocations Local Plan. The reasons for deletion are included along with the potential outcome of a policies deletion. It should be noted that this is indicative only and may be subject to change.

UDP Policy	Reasons to be Deleted	Outcome of Deletion
S22: Unallocated Land in Urban Areas	<ul style="list-style-type: none"> <li>All land should be allocated in the Site Allocations and Development Management DPD</li> </ul>	<ul style="list-style-type: none"> <li>Ensure all land is allocated through the Delivery and Allocations Local Plan</li> <li>If not will need to add an additional policy to the Delivery and Allocations Local Plan to deal with any unallocated land in the Urban Area</li> </ul>
RG5: Action Area 5 – Halebank	<ul style="list-style-type: none"> <li>Area not identified as a Key Area of Change (Action Areas not being taken forward as part of the Local Plan)</li> <li>Halebank SPD not adopted</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
RG6: Action Area 6 – Castlefields and Norton Priory	<ul style="list-style-type: none"> <li>Area not identified as a Key Area of Change (Action Areas not being taken forward as part of the Local Plan)</li> <li>Adopted SPD to guide development</li> <li>Largely delivered</li> </ul>	<ul style="list-style-type: none"> <li>Potential issues for remaining phase of development?</li> <li>SPD will need to 'hang off' an appropriate policy until such time as it is fully implemented</li> </ul>
BE3: Environmental Priority Areas	<ul style="list-style-type: none"> <li>Not identified as part of the Core Strategy</li> <li>No longer applicable</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
GE9: Redevelopment and Changes of Use of Redundant School Buildings	<ul style="list-style-type: none"> <li>Does not require a standalone policy and does not 'slot' into any of the proposed policy areas</li> <li>However, it may be appropriate to incorporate in the Local Plan once policy drafting begins.</li> </ul>	<ul style="list-style-type: none"> <li>Issues if school buildings are made redundant - need to ensure that development is controlled</li> </ul>
GE18: Protection of Sites of National Importance for Nature Conservation	<ul style="list-style-type: none"> <li>Protected nationally, therefore no need to protect locally</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
GE28: The Mersey Forest	<ul style="list-style-type: none"> <li>Not considered to be an appropriate policy for the Delivery and Allocations Local Plan</li> <li>Would be covered by Natural Environment policy</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
GE30: The Mersey Coastal Zone	<ul style="list-style-type: none"> <li>Not necessary to protect the coastal zone in addition to other natural environment policies / Waterfront policy</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>
TPI3: Freight	<ul style="list-style-type: none"> <li>Covered by Core Strategy policies through the Key Areas of</li> </ul>	<ul style="list-style-type: none"> <li>None identified</li> </ul>

UDP Policy	Reasons to be Deleted	Outcome of Deletion
	Change	
TP5: Taxi Ranks and Offices	<ul style="list-style-type: none"> <li>• Unnecessary to have specific reference</li> </ul>	<ul style="list-style-type: none"> <li>• None identified</li> </ul>
TPI 1: Road Schemes	<ul style="list-style-type: none"> <li>• Policy is now out of date</li> <li>• Any future road schemes will be included in policy TA3: Transport Network and Accessibility</li> </ul>	<ul style="list-style-type: none"> <li>• None identified</li> </ul>
H4: Sheltered Housing	<ul style="list-style-type: none"> <li>• This type of housing development should be covered by the more general housing policies</li> <li>• Unnecessary to have specific reference</li> </ul>	<ul style="list-style-type: none"> <li>• None identified</li> </ul>

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## Appendix E: Local Evidence Base

The below table shows the key local evidence base documents which will be used to support the Delivery and Allocations Local Plan policies (where appropriate).

Policy No.	Delivery and Allocations Local Plan Policy	Local Evidence Base Documents Applicable to Policy
1	H1: Residential Development Allocations	Halton Strategic Housing Land Availability Assessment (annual update)
		Halton Housing Baseline Report (annual update)
		Mid-Mersey Strategic Housing Market Assessment (GL Hearn and JGC, 2011)
2	H2: Dwelling Alterations, Extensions and Replacement Dwellings	Halton Housing Strategy (HBC, 2008)
3	H3: Non Dwelling House Uses	
4	H4: Open Space Provision for Residential Development	
5	E1: Employment Provision Allocations	Joint Employment Land and Premises Study (BE Group, 2010)
		Halton Employment Baseline Report (annual update)
6	E2: New Employment Development	Joint Employment Land and Premises Study (BE Group, 2010)
		Halton Employment Baseline Report (annual update)
		Halton Economic Review (BE Group, 2008)
7	E3: Complementary Services and Facilities within Employment Areas	Joint Employment Land and Premises Study (BE Group, 2010)
		Halton Employment Baseline Report (annual update)
8	R1: Retail Provision Allocations	Halton Retail and Leisure Study (GVA Grimley, 2009)
		Joint Employment Land and Premises Study (BE Group, 2010)
9	R2: Halton's Centres	Halton Retail and Leisure Study (GVA Grimley, 2009)
10	R3: Leisure Facilities	Halton Retail and Leisure Study (GVA Grimley, 2009)
11	KA1: 3MG	Draft 3MG Masterplan (Atkins 2004)
		3MG SPD (HBC, 2009)
12	KA2: South Widnes	Widnes Waterfront Phase 2 Masterplan and Delivery Strategy (HBC, 2009)
		Draft West Bank SPD (HBC, 2009)
		Mersey Gateway Regeneration Strategy (HBC and GVA, 2008)
13	KA3: West Runcorn	Mersey Gateway Regeneration Strategy (HBC and GVA, 2008)
14	KA4: East Runcorn	East Runcorn Sustainable Transport Study (2011)
		Sandymoor SPD
15	GB1: Green Belt Release Allocations	North Widnes and Hale Green Belt Study (in production)
		Halton Landscape Character Assessment (TEP, 2009)
16	GB2: Control of Development in the Green Belt	Halton Landscape Character Assessment (TEP, 2009)
17	GB3: Open Land	North Widnes and Hale Green Belt Study (in production)
		Halton Landscape Character Assessment (TEP, 2009)
18	LJLA1: Expansion of Liverpool John Lennon Airport	Airport Master Plan to 2030 (Liverpool John Lennon Airport, 2007)
19	LJLA2: Liverpool John Lennon Airport	Airport Master Plan to 2030 (Liverpool John Lennon Airport, 2007)

20	TI: Traveller Sites Allocations	Gypsy and Traveller Accommodation Assessment (in production)
21	TA1: Transport Allocations	Halton Local Transport Plan
22	TA2: Sustainable Transport Network	Halton Local Transport Plan
		Halton Curve Rail Improvements: Demand Study (Steer Davies Gleave, 2009)
		Mid-Mersey Local Authorities Cross Boundary Public Transport Accessibility Report (Atkins, 2010)
		Rights of Way Improvement Plan (HBC, 2009)
23	TA3: Transport Network and Accessibility	Halton Local Transport Plan
		Mid-Mersey Local Authorities Cross Boundary Public Transport Accessibility Report (Atkins, 2010)
24	TA4: Parking Standards	
25	BE1: Design of Development	Design of Residential Development SPD (HBC, 2012)
		Design of New Industrial and Commercial Development SPD (HBC, 2005)
26	BE2: Shop Fronts, Signage and Advertising	
27	BE4: Temporary Buildings	
28	SD1: Renewable and Low Carbon Energy	Liverpool City Region Renewable Energy Capacity Study (Arup, 2010)
29	NH1: Historic Environment	
30	NH2: Nature Conservation	Halton Landscape Character Assessment (TEP, 2009)
31	NH3: Halton's Waterfronts	Halton Landscape Character Assessment (TEP, 2009)
32	GI: Protection of Green Infrastructure	Playing Pitch Strategy (HBC, in production)
		Halton Borough Council Open Space Study (HBC and PMP, 2004 and as updated 2006)
		Liverpool City Region Ecological Framework (MEAS, 2011)
33	BE3: Delivery of Communications Infrastructure	
34	C1: Community Facilities	
35	C2: Tourism Attractions	Economic and Tourism Development Strategy for Halton (HBC, 2005)
36	PR1: Nuisance	Halton Air Quality Management Areas Orders 1 and 2 (2011)
37	PR2: Contaminated Land	Halton Contaminated Land Strategy (2008-2013)
38	PR3: Pollution Sources	
39	PR4: Major Accident Risks	Planning for Risk SPD (HBC, 2010)
40	PR5: Flood Risk	Halton Strategic Flood Risk Assessment (HBC, 2007)
		Halton Level 2 Strategic Flood Risk Assessment (JBA, 2011)
41	M1: Minerals Allocations	The Evidence Base for Minerals Planning in Merseyside (Urban Vision, GMGU and MEAS 2006)
42	M2: Minerals	Minerals Planning in Merseyside (Urban Vision, 2008)

## Appendix F: Example of Allocations Site Proforma

To be agreed...

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## Appendix G: Responding to the Consultation

To be agreed...

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