



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

**Wednesday, 25 March 2015 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 Bill Woolfall (Chair)</b>	<b>Labour</b>
<b>Councillor Mike Fry (Vice-Chairman)</b>	<b>Labour</b>
<b>Councillor Pauline Hignett</b>	<b>Labour</b>
<b>Councillor Valerie Hill</b>	<b>Labour</b>
<b>Councillor Chris Loftus</b>	<b>Labour</b>
<b>Councillor Andrew MacManus</b>	<b>Labour</b>
<b>Councillor Keith Morley</b>	<b>Labour</b>
<b>Councillor Pauline Sinnott</b>	<b>Labour</b>
<b>Councillor Gareth Stockton</b>	<b>Liberal Democrat</b>
<b>Councillor Andrea Wall</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 Wednesday, 24 June 2015*

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

**Part I**

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<b>1. 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.	
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***In accordance with the Health and Safety at Work Act the Council is required to notify those attending meetings of the fire evacuation procedures. A copy has previously been circulated to Members and instructions are located in all rooms within the Civic block.***

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

**DATE:** 25<sup>th</sup> March 2015

**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:** 25<sup>th</sup> March 2015

**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 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.

**EXECUTIVE BOARD MINUTES – 15 January 2015**  
**TRANSPORTATION PORTFOLIO**

**EXB117 MERSEY GATEWAY PROJECT - OFFICER DELEGATION**

The Board considered a report of the Strategic Director, Policy and Resources, on revised Officer Delegation for the Mersey Gateway Project.

The Board was reminded that at its meeting on 19 October 2011, the Council had resolved to accept the conditional funding offer in relation to the Mersey Gateway Project. One of the further resolutions was to “delegate to the Chief Executive in consultation with the Leader of the Council, the Portfolio Holder for Resources and the Portfolio Holder for Transportation, the power to take all reasonable steps necessary to achieve the delivery of the Mersey Gateway Project’.

Since then, it was noted that matters had moved on, and the Leader of the Council and the Portfolio Holder for Resources were both members of the Mersey Gateway Crossings Board. Furthermore, the Council’s Chief Executive had also been appointed as Chief Executive for the Crossings Board. In order to avoid any possible conflict of interest arising, it was now suggested that the Officer Delegation be amended to give the power to the Strategic Director, Policy and Resources, in consultation with the Portfolio Holder for Transportation. This would only be in so far as Officer Delegations were concerned. Where a matter required a decision from Executive Board, then a report would be taken to Members in the usual way. However, Members noted that there would be a number of routine matters which would not require the attention of Executive Board, and it was those to which the report related.

**RESOLVED:** That Officer delegation be given to the Strategic Director, Policy and Resources, in consultation with the Portfolio Holder for Transportation, to take all reasonable steps necessary to achieve the delivery of the Mersey Gateway Project.

Strategic Director  
- Policy &  
Resources



**EXECUTIVE BOARD MINUTES – 12<sup>th</sup> February 2015**

**ENVIRONMENTAL SERVICES PORTFOLIO**

**EXB122 HOUSEHOLD WASTE & RECYCLING COLLECTION POLICY - KEY DECISION**

The Board considered a report of the Strategic Director, Communities, which provided a draft updated Household Waste Recycling and Collection Policy (the Policy).

The Board was advised that the draft updated Policy did not introduce any new policies or collection regimes, but had been reviewed to reflect current service provision, policies or other decisions of the Council. It brought up to date the previous policy and reflected innovations which had been introduced, as well as recording minor changes in practice.

The Board noted that the updated draft Policy had been considered by members of the Environment and Urban Renewal Policy and Performance Board at its meeting on 28 January 2015, and had recommended adoption of the Policy, which was attached at Appendix 1.

Reason(s) for Decision

It was important that the Council's Household Waste and Recycling Collection Policies remained fit for purpose in order to support the Council in meeting its waste related objectives, and to ensure that the service continued to be delivered as efficiently and effectively as possible.

Alternative Options Considered and Rejected

The Council had a wide range of options available in relation to its waste collection policies and service standards. The options available were considered by members of the Waste Management Working Party, who were tasked by the Environment and Urban Renewal Policy and Performance Board, to review the Council's policies and service standards relating to the collection of household waste. The work carried out by the Working Party included research into

the approaches adopted by other local authorities and took into account local circumstances within Halton.

Implementation Date

12 February 2015.

RESOLVED: That the Household Waste and Recycling Collection Policy, attached at Appendix 1, be approved and adopted.

Strategic Director  
- Communities

**EXECUTIVE BOARD – 26<sup>th</sup> February 2015**

**ENVIRONMENTAL SERVICES PORTFOLIO**

**EXB132 THE WASTE (ENGLAND AND WALES) (AMENDMENT) REGULATIONS 2012 COMPLIANCE ASSESSMENT**

The Board considered a report of the Strategic Director, Communities, which advised Members of the requirements of the Waste (England and Wales) (Amendment) Regulations 2012 (the Regulations), and to seek endorsement of the outcome of the assessment of the Council's household waste collection system.

The Board was advised that from 1 January 2015, waste collection authorities must collect waste paper, metal, plastic and glass separately. Some exceptions to this requirement were set out in the report. However, the aim of the Regulations was to maximise the economic opportunities and environmental benefits associated with higher quality recycling.

It was reported that there was no statutory guidance on how to interpret the separate collection requirement or to implement the Regulations. A 'Waste Regulations Route Map' had been produced to act as a framework to guide waste collection organisations in meeting requirements. Further details of the Route Map were set out in the report for Member's information. Using the Route Map, an assessment of the Council's compliance with the Regulations had been carried out, with full details of the assessment attached at Appendix 2.

RESOLVED: That

- 1) the outcome of the assessment of the Council's co-mingled recycling collection system which

Strategic Director  
- Communities

demonstrates the Council's compliance with Regulations 12 and 13 of the Waste Regulations (England and Wales) 2011 (Amended 2012), be approved; and

- 2) a re-evaluation of the Council's methodology for the separate collection of paper, glass, plastics and metals be undertaken in three year's time, or at any time should there be any significant change in circumstances, which may affect the Council's position on separate collections.

## **RESOURCES PORTFOLIO AND PHYSICAL ENVIRONMENT PORTFOLIO**

### **EXB134 DISPOSAL OF FORMER HALTON VILLAGE HALL**

The Board considered a report of the Strategic Director, Children and Enterprise and the Strategic Director, Policy and Resources, on the proposed disposal of the former Halton Village Hall, Runcorn.

The Board was informed that the former Halton Village Hall was declared surplus to requirements and would be brought forward for disposal by the Executive Board at its meeting on 23 September 2013. The property had been gifted in 1903 and held in trust by the then Halton Parish Council (which was the area around Halton Village as opposed to the Borough of Halton). Members were then advised that when the Parish Council ceased to exist, the powers passed to the Borough Council.

It was reported that the last tenant vacated the premises in June 2011. The property was in a poor condition and would be in need of a substantial refurbishment before it could be re-occupied. The Board was advised that the provisions of the trust were such that if the Council decided not to use the property for the specific purposes (set out in the report), then the property could be disposed of, with the proceeds used for the purposes of the Trust. This was suggested as including an allocation towards education, recreation or religious purposes within Halton Village.

**RESOLVED:** That

- 1) the property is no longer convenient for the purposes of the Trust and should be brought forward for disposal;
- 2) the sale proceeds used for the purposes of the Trust, be allocated towards education, recreation or religious purposes within Halton Village. Any

Strategic Director  
- Children and  
Enterprise and  
Strategic Director  
- Policy and  
Resources

funds could be managed through the arrangements for Area Forum grant;

- 3) the Operational Director, Economy, Enterprise and Property and the Operational Director, Legal and Democratic Services, be authorised to distribute the proceeds of sale as directed by the Board; and
- 4) 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.

**COMMUNITY AND SPORT PORTFOLIO,  
ENVIRONMENTAL SERVICES PORTFOLIO AND  
PHYSICAL ENVIRONMENT PORTFOLIO**

**EXB135 REVIEW OF FEES AND CHARGES**

The Board considered a report of the Strategic Director, Communities, on proposals to increase fees and charges for services which came under the control of the Communities Directorate.

The Board was advised that the review of fees and charges had been carried out as part of the budget preparations for 2015/16. It was proposed that existing fees and charges be increased in line with inflation. Members were advised that it was proposed to introduce an individual charge for the use of bowling greens with an Adult and Junior rate of £25 and £12.50 respectively, per annum.

RESOLVED: That the proposed fees and charges, as set out in the report, but with the proposed individual charges for use of bowling greens, be agreed for 2015/16.

Strategic Director  
- Communities

**EXB136 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 items of business in accordance with Sub-Section 4 of Section 100A of the Local Government Act 1972 because it was likely that, in view of the nature of the business to be considered, exempt information would be disclosed, being information defined in Section

100 (1) and paragraph 3 of Schedule 12A of the Local Government Act 1972; and

- (2) whether the disclosure of information was in the public interest, whether any relevant exemptions were applicable and whether, when applying the public interest test and exemptions, the public interest in maintaining the exemption outweighed that in disclosing the information.

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

## **PHYSICAL ENVIRONMENT PORTFOLIO**

### **EXB137 3MG INFRASTRUCTURE - KEY DECISION**

The Board considered a report of the Strategic Director, Children and Enterprise, which provided an update on the procurement works of the 3MG HBC Fields development site, and which also sought to amend the Capital Programme allocation.

The report set out the previously approved Regional Growth Fund funding towards the rail sidings project and the appointment of Project Managers by the Board in March 2013. The report sought approval for an amendment to the Capital Programme to increase the allocation for the construction of the rail infrastructure and associated costs.

RESOLVED: That

- 1) Council be recommended to approve a revision in the Capital Programme for £2.3m for the construction of the rail infrastructure to 3MG HBC Fields;
- 2) Council secure a rail operator to manage the rail infrastructure; and
- 3) the Chief Executive, in consultation with the

Strategic Director  
- Children and  
Enterprise

Leader and the Portfolio holders for Physical Environment, Transportation and Resources, be authorised to take such action as he judges necessary to implement the 3MG HBC Field rail infrastructure.

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

**DATE:** 25<sup>th</sup> March 2015

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

**PORTFOLIO:** Resources

**SUBJECT:** Performance Management Reports for Quarter 3 of 2014/15

**WARDS:** Borough-wide

## **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 31<sup>st</sup> December 2014.
- 1.2 Key priorities for development or improvement in 2014-17 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 third 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 Policy and Performance Board Priority Based Monitoring Report

Reporting Period: **Quarter 3 – Period 01<sup>st</sup> October 2014 to 31<sup>st</sup> December 2014**

### 1.0 Introduction

- 1.1. This report provides an overview of issues and progress against key service objectives/milestones and performance targets, during the third quarter of 2014/15 for service areas within the remit of the Environment & Urban Renewal (E&UR) Policy and Performance Board.
- 1.2. Key priorities for development or improvement in 2014-17 were agreed by Members and included in Directorate Plans, for the various functional areas reporting to the Environment & 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

- 2.1 There have been a number of developments within the remit of the Environment & Urban Renewal Policy and Performance Board during the period which include:

#### *Development & Investment Services*

- Proposed new Travellers site  
A contract has been let to John Turners and we have approval from the Homes and Communities Agency (HCA) to proceed with the project. It is anticipated that works will commence on site in early February 2015 with completion being due by 31<sup>st</sup> May 2015.
- Moor Lane Business Centre  
Demolition works have now been completed and the site is currently being modified to provide additional parking facilities for the Health Centre. It has been agreed that the car park specification will be upgraded to provide a new tarmac surface in order to overcome any drainage issues.

- Runcorn Hill Park Pavilion & Widnes Rec Sports Pavilion  
A contract has now been let to Whitfield & Brown in respect of the completion to both the Runcorn and Widnes Pavilion projects, following Globe going into administration. Works restarted on the Runcorn Hill Park Pavilion in November 2014 with the completion now being due mid-April 2015. Works will also restart on Widnes Rec Sports Pavilion in January 2015, with completion also expected by end April 2015.

- Castlefields, Lakeside Phase 1  
On 11<sup>th</sup> November 2013, the Council completed on the disposal of the site of the former Barge Public House and adjoining land to Keepmoat Homes for the provision of new housing units. The scheme comprises of 66 units for Open Market Sale (OMS) and 20 two bed affordable homes for rent. These 20 units will be owned/managed by Plus Dane Group. In respect of OMS, to date 23 units have been sold and legally completed, 39 reserved, four still to sell. Joint publicity achieved at a number of key points. The scheme is expected to be completed by December 2015.

For further information about the development, please visit the following site:

<http://www.keepmoat.com/development/bridgewater-gardens-runcorn>

- Castlefields, Canalside  
In March 2013 planning permission was granted to the Council for works to the former Busway Canal Bridge. This grants planning consent to form a new road and cycleway over the existing bridge to provide access to potential new development at 'Canalside'. In the same month, the bridge passed a structural assessment; although bridge parapets need some upgrading.

The works to the bridge deck and parapet commenced in November 2014 and are now complete, aside from final painting. Keepmoat has constructed a road to the bridge which is nearing completion. This was agreed as part of the site's disposal. A second vehicular link to Canalside has a number of benefits and will help market the site.

Further works to the Daresbury Expressway Bridge are due to commence in March 2015 to further improve access. Over the last few months, clearance works to the redundant Busway Carriageway and embankment have been undertaken by the HBC Open Spaces team to open up the site and to also enable assessment of the carriageway by Highways, planned for winter 2014-15.

- 3MG  
The A5300 link road was completed in September 2014. Planning permission was granted for HBC Field on 8 September 2014. Executive Board approved the appointment of IDI Gazeley on 20<sup>th</sup> November 2014 as the preferred developer. A new planning application has been submitted for the latest Rail Sidings scheme and this will be considered by Development Control Committee in spring 2015.

The rail scheme is progressing through Network Rail's approval process. Good progress is being made on the proposals for a Biomass Plant and a new bridge which will span Stewards Brook.

➤ Investment Enquiries

The Business Improvement and Growth (BIG) Team managed 32 commercial property/inward investment enquiries in quarter 3 which resulted in 7 conversions (inward investment enquiries converted into actual investment projects).

The percentage of enquiries converted for quarter 3 was 21.87%. Cumulative total of enquiries for 2014-15 at end of quarter 3 was 193 against the annual target of 200. Cumulative conversions rate is 11% against the annual target of 10%.

*Policy, Planning and Transportation.*

➤ Work is nearing completion on integrating the Council's Housing Land Availability (HLA) and Strategic Housing Land Availability Assessment (SHLAA) systems. This has involved creating/merging records for thousands of individual units and should streamline the production of these important documents in the future.

➤ The Bus services supported by the Regional Growth Fund (RGF) and the Local Sustainable Transport Fund (LSTF) on the whole have been successful; the 200 service which serves a large proportion of Runcorn's employment sites is close to becoming a commercial (unsubsidised) service. However the 329, operating from St Helens to Daresbury via Warrington, was wholly subsidised through LSTF and will cease when the funding ends in March 2015. This is due to insufficient patronage levels and the lack of opportunities for future passenger growth.

➤ The first Quality Bus Partnership (QBP) will be introduced into the Borough under the current Liverpool City Region Better Bus Area (BBA) partnership. The QBP will provide for a number of improvements on the corridor between Widnes Town Centre and St Helens Town Centre and provide an improved co-ordinated 20 minute frequency and allow for reciprocal ticket arrangements between Halton Transport and Arriva.

➤ Following an earlier Defra consultation on the delivery of Sustainable Drainage Systems (SuDS) via planning legislation, the Department for Communities and Local Government (DCLG) will consult in January on proposed arrangements to make lead Local Flood Authorities Statutory Consultees on planning applications that have surface water drainage implications. This will have resource implications and a response to the consultation will be sent.

➤ Phase 2 of the Daresbury Expressway junction Local Pinch Point scheme at Innovation Way was completed in December and the new traffic signal junction was brought into operation.

➤ The Mersey Gateway Project

Merseylink's development of their detailed design proposals for the project and the Mersey Gateway Crossings Board's (MGCB) review of these submissions are ongoing.

Demolition activity in the Catalyst Trade Park and Astmoor areas is well advanced and the demolition of Royal Café on Hutchinson Street is scheduled to take place in January 2015.

Ongoing site activity within the Mersey Gateway site boundary includes:

- Diversions of utilities services (including diversion of electricity main on Clifton Park).
- Construction of the temporary trestle bridge (concurrently from both river banks).
- Construction of the sheet piled cofferdam structures for the north and south pylons of the main bridge crossing (to allow the foundations for the pylons to be constructed in dry conditions).
- Concrete piling for foundations of the north abutment of the north approach viaduct to the main bridge crossing.
- Construction of the reinforced soil retaining wall adjacent to the eastbound off slip road at M56 junction 12.
- Highway reconfiguration work at Ditton and Bridgewater junctions with associated temporary traffic management.

The next 6 months will see a significant change of focus from temporary works activities associated with the main bridge crossing to permanent works (highways and structures).

In particular, this will see the establishment of the long term phases of traffic management on the existing highway network including lane closures and diversions necessary to allow the works to be constructed in a manner which is safe for the construction workforce and the travelling public. Also included is a site compound office near the Hallwood Park estate in Runcorn.

Also, Off-peak roadworks on Weston Point Expressway around M56 J12 have been moved to overnight and weekend.

### *Open Spaces and Waste & Environmental Improvement*

- **Technically, Environmentally and Economically Practicable (TEEP) Recycling**  
During the third quarter, an assessment has been carried out to test the Council's compliance with the requirements of the Waste (England and Wales) (Amendment) Regulations 2012 to separately collect four key material streams; paper, metal, plastic and glass. The assessment process and the outcome will be the subject of a report to the Council's Executive Board.

The government is proposing to make it a requirement for councils to introduce separate collections of paper, plastic, metals and glass by 2015 when Technically, Environmentally and Economically Practicable (TEEP) and necessary to meet the appropriate quality standards for the relevant recycling sectors. Where not necessary or practicable, commingled (mixed) collections will be allowed.

- **Bonfire Removal Initiative**  
The 2014 Bonfire Removal Initiative again resulted in a reduction in unauthorised bonfires across Halton. The initiative covered Mischief Night and Bonfire Night and ran from Monday 27<sup>th</sup> October 2014 through to Friday 7<sup>th</sup> November 2014.

The Bonfire Removal Initiative sets out to improve community safety by removing unauthorised and uncontrolled bonfires before they are ignited. Cheshire Fire and Rescue Services data shows the number of attended unauthorised bonfires in Halton in 2014 was 52% lower than in 2013, with only 27 incidents in 2014 compared to 31 the previous year.

➤ Parks

Improvement and refurbishment works restarted at Runcorn Hill & Heath Park as part of the Heritage Lottery Funded scheme that will create an enhanced visitor attraction and one that the Borough's residents and visitors from around the region will be able to enjoy for years to come. The works had stalled earlier in the year when the contractor went into receivership. The new café/visitor centre should be completed in Q1 of 2015/16.

As part of the Runcorn Hill & Heath Park project two officers, funded by the Heritage lottery Fund, have been employed to facilitate community involvement. In Q3 they hosted four events which have had an attendance of approximately 400. They have worked with a number of local community groups, including scouts, guides and cubs totalling 105 attendees. They have facilitated regular weekly school visits and 153 pupils have undertaken conservation tasks working towards various awards. Groups of between two and six volunteers have been out on site every week carrying out management tasks on heathland of Runcorn Hill Park.

Funding was secured in Q3 from WREN that will allow the service to refurbish the locks at Spike Island. It is essential that the locks are refurbished as they are essential for keeping the water levels in the canal where they should be. The works form part of the Sankey Interlocks project the aim of which is to bring the section of canal between Spike Island and Fiddlers Ferry Marina back into navigation.

WREN is a not-for-profit business that helps benefit the lives of people who live close to landfill sites by awarding grants for community, conservation and heritage projects.

➤ Streetscene

Thirty-four new street litter bins were installed throughout the Borough in Q3. Many of the new bins have a section for items that can be recycled. The bins have been funded from the Area Forums and they have replaced worn out street furniture which has improved the visual aspect of many streets and neighbourhoods. In Q4 a further 134 bins will be installed.

➤ Cemeteries & Crematorium

The first of two new cremators was brought into use at Widnes Crematorium in Q3, whilst the second will be completed in Q4 2014/15. The new cremators are far more fuel efficient and should half the gas consumption thereby delivering a saving on operating costs.

The required permissions were obtained in Q3 that have allowed progress to begin in earnest on the creation of a new cemetery for Widnes. The new cemetery will be called Peel House Cemetery and it will be located on the former Fairfield High School playing fields.

*Housing Strategy*

➤ Housing

Subject to contract, the Salvation Army submitted the winning tender for the provision of the housing support service at the new homeless accommodation scheme in Albert Rd Widnes.

Plus Dane submitted the winning tender to retain the contract for the floating housing support service. Both contracts are due to commence in April.

### 3.0 Emerging Issues

3.1 A number of emerging issues have been identified during the period that will impact upon the work within the remit of the Environment & Urban Renewal Policy and Performance Board including:

#### *Development & Investment Services*

- I. Coastal Communities Fund, joint project with Warrington Borough Council  
The project aims to increase support to businesses based along the Sankey Canal from Spike Island through to Warrington. There are two members of staff in place and the project has commenced. There have been some issues with the installation of the Marsh House Bridge at Fiddlers Ferry which is being dealt with by Warrington Borough Council. Halton is also working on another joint contract with Warrington (the Highways & Maintenance contract) with Tarmac and it is hoped that the two projects will have some synergies, particularly around the creation of apprenticeships.
- II. Woodlands Building  
The Canal Boat Adventure Project (CBAP) Organisation was due to take on the lease for the Woodlands Building however there have been some delays to this due to issues within the CBAP Organisation.
- III. Castlefields, Lakeside Phase 2/3  
With the success of Phase 1, it is important that momentum within the private housing market continues on Castlefields and the Masterplan is realised. As such, with planning and other lead in times, attention has been focussed on bringing Lakeside Phase 2/3 to market. A three month period of exclusivity was entered into with Keepmoat Homes on 8<sup>th</sup> December 2014 to allow it time to undertake site surveys and to develop its plans. Subject to an appropriate offer being made, this will be presented for a formal Council decision on disposal.
- IV. Castlefields, Canalside  
In June 2014, the Council (as land owner) had provided a submission to the Local Plan Allocations Document for Canalside to be allocated a residential development for up to 250 homes. This would provide certainty for the land and any future disposal and extend beyond the life of the Regeneration Programme. Interest in the purchase of the Canalside is starting to emerge but at this stage no formal approach has been made. Marketing / disposal of Canalside is currently not anticipated until 2017 although this situation could change to capitalise on any growth in the housing market. It is anticipated that an agent will be instructed by December 2015 to aid the marketing and disposal of the site.
- V. Merseylink Visitor Centres  
Both the Runcorn and Widnes centres are due to open in Q4. The Catalyst will be home to the Widnes Visitor Centre whilst Halton Lea Library will provide the location for the Runcorn centre. Initially, Wigg Island was earmarked for the Runcorn side but accessibility and the safety of the volunteers has meant a re-think and Halton Lea has been identified as a suitable information point for the project. Around 45 volunteers have been trained to date and a further volunteer recruitment campaign will commence in Q4.

*Policy, Planning and Transportation.*

I. Planning Advisory Service Programme

The Planning Advisory Service (PAS) is running a programme for Authorities who have adopted Core Strategies with housing policy figures, based on their (now deleted) Regional Strategies.

Halton is to receive free consultancy services (ARUP) to review our current position and advise on the risks and pitfalls associated with the differing options for moving forward (i.e. retain Core Strategy, review elements of Core Strategy, or produce new Local Plan). St. Helens Council is to receive similar advice from Peter Brett Associates.

II. Duty to Co-Operate (Strategic Planning matters)

Officers have been working with colleagues across the wider City Region to seek agreement to address the requirement to consider the 'Objectively Assessed Need for Housing'. The first stage of this work is to revalidate the suitability of the previous geography (groupings of Authorities) as 2011 Census migration and commuting data is now available.

Currently Halton is grouped with St. Helens and Warrington (Mid-Mersey) for housing matters and sits within a Travel to Work Area also containing Warrington, St. Helens, Wigan, as well as small areas of Cheshire West & Chester and West Lancashire.

III. Local Authority Electric Vehicle/Infrastructure Funding

In partnership with Merseytravel and other districts there is an appetite to apply to the above fund, which will support the integration of electric vehicles into LA fleets by providing 75% of total cost. Halton is potentially looking to fund 3 vehicles which could be used within the open spaces / community meals / courier teams.

IV. E-Taxis

The government has released details of future funding for taxi operators who wish to convert to electric vehicles from fossil fuels. To take full advantage of this potential fund better partnership working would need to be established between the Taxi operators and local authorities.

V. Transport Plan for Growth

The Transport Plan for Growth which merges and updates the Merseyside and Halton Local Transport Plans is nearing completion and is to be submitted to the Liverpool City Region (LCR) Chief Executives early in February 2015 and to the Liverpool City Region Combined Authority on 6<sup>th</sup> March 2015. The plan works alongside the existing Local Transport Plan 3 and sets out how the LCR Transport priorities support economic growth.

VI. Highways Development

Halton has submitted proposals for four schemes totalling £1.2M to be undertaken under the LCR Growth Deal programme of Sustainable Transport projects over a two year period up to 2017. The Department for Transport (DfT) has confirmed the project can now be taken to the Combined Authority for approval and implementation.



Highway and Planning staff resources have continued to be engaged to a greater extent than anticipated at this stage, in respect of discharge of planning conditions and technical approval process in respect of the Mersey Gateway Project. Merseylink's delivery phasing and construction programme, and the associated statutory / highway processes, network management and the development of designs for sustainable transport post-opening, are all likely to continue to impact on resources in the medium term.

VII. The Mersey Gateway Project

The first phases of long term traffic management have focussed on Ditton and Bridgewater junctions. The next phases will expand to include other areas of the Project Road in the New Year particularly through the Central/Weston Point Expressway corridor. The scale and duration of the traffic management arrangements are expected to have journey time implications for the travelling public and businesses which may require review of normal travel plans.

*Open Spaces and Waste & Environmental Improvement*

- I. Department for Communities and Local Government to consult against HWRC charges  
Proposals preventing councils from charging residents to use Household Waste Recycling Centres HWRC's have been announced by the Department for Communities and Local Government (DCLG).

A public consultation document published in January invites views on how HWRCs at risk of closure can remain open without local authorities resorting to charging residents for the service. An increasing number of councils in England have implemented or discussed charges for HWRC use in response to cuts to local government funding and a requirement to save money on 'essential' services.

The consultation claims that long-standing legislation enshrined in both the Civic Amenities Act 1967 and the Environmental Protection Act 1990 require local authorities to provide free-to-use HWRCs for their residents. Under proposals outlined in the document, DCLG intends to prevent local authorities charging any entry or exit fee for using a 'discretionary HWRC' service, as well as any fee relating to the quantity of household waste and recycling that is deposited.

Apparently the rules would not prevent authorities from charging for household waste deposited by non-residents, waste delivered from commercial premises or non-household waste or recycling from both residents and non-residents. The consultation is due to end on February 18<sup>th</sup> 2015 and seeks views from councils, waste disposal authorities, the waste industry and the Local Government Association.

- II. Defra are to consult on new anti-waste crime measures  
The government has given senior waste industry representatives an outline of its plans to consult on new regulations aimed at curbing waste crime. Department for Environment, Food & Rural Affairs (Defra) officials outlined some of the proposals likely to be included in a planned consultation on new regulations, which would make it easier for the Environment Agency to prosecute perpetrators of waste crime.



These include giving the Environment Agency greater powers to suspend licences of sites that are operating outside of the law, and increased intervention at poor performing sites which are thought to be at risk of non-compliance. Defra is also looking to consider new laws to allow the Environment Agency to re-charge waste sites for the clean-up costs of illegal sites, similar to the way in which water polluters are made to pay for pollution.

It is expected that a consultation on the measures will be launched before the General Election, although Defra is continuing to assess the impact of any new measures on existing regulations.

### 4.0 Risk Control Measures

4.1 Risk control forms an integral part of the Council's Business Planning and performance monitoring arrangements. As such Directorate Risk Registers were updated in tandem with the development of the suite of 2014 – 15 Directorate Business Plans.

Progress concerning the implementation of all Directorate high-risk mitigation measures was reported in Quarter 2.

Risk Registers are currently being reviewed for 2015 – 16 in tandem with the development of next year's Directorate Business Plans.

### 5.0 High Priority Equality Actions

5.1 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.

The Council's latest annual progress report in relation to the achievement of its equality objectives was published on the Council website during Quarter 4 2013/2014 and is available via:




[http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality -  
\\_objectives progress report - April 2013.pdf](http://www3.halton.gov.uk/Pages/councildemocracy/pdfs/EandD/Equality_-_objectives_progress_report_-_April_2013.pdf)

## 6.0 Performance Overview

6.1 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:

### Development and Investment Services

#### Key Objectives / milestones

Ref	Milestones	Q3 Progress
EEP1	Commence Crossville development by <b>March 2015</b> .	
EEP1	Commence construction of road at Johnson's Lane and introduce end user to site by <b>March 2015</b> .	
EEP1	Commence work on site for project Techspace by <b>September 2014</b> .	
EEP1	Acquisition and preparation of Lord Daresbury plot and hostel site by <b>March 2015</b> .	

#### Supporting Commentary

**Commence Crossville development by March 2015** - Work is ongoing with the developer to progress this site. However, this is a complex development, hence the delay to the start of the scheme.









**Commence construction of road at Johnson's Lane and introduce end user to site by March 2015** - The project is on course to meet the start date for the road and end user for the site.

**Commence work on site for project Techspace by September 2014** - The tenders have been received and are being evaluated. Anticipated contract award in December 2014. Start on site January 2015. However, enabling works have commenced on site.

**Acquisition and preparation of Lord Daresbury plot and hostel site by March 2015** - Lord Daresbury plot purchased in June 2014. Hostel plot due to be acquired in December 2014. Preparation works to commence before March 2015.

#### Key Performance Indicators

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q3 Actual	Q3 Progress	Direction of travel
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Ref	Measure	13 / 14 Actual	14 / 15 Target	Q3 Actual	Q3 Progress	Direction of travel
DIS LI 01	Occupancy of HBC industrial units.	85%	85%	82%		
DIS LI 02	Occupancy of Widnes Market Hall.	84%	95%	82%		
DIS LI 05	Number of investment enquiries per annum.	295 (Cumulative)	200	193		
DIS LI 06	Inward investment enquiry conversion rate percentage.	15%	10%	11%		

### Supporting Commentary

**DIS LI 01: Occupancy of HBC industrial units** - The Investment Estate continues to perform well with 93% of the Industrial Estate and 94% of the Commercial Estate occupied.


**DIS LI 02: Occupancy of Widnes Market Hall** - The retail environment remains challenging. However, compared with this time last year fewer traders have left the market and there has not been any change year on year.

**DIS LI 05: Number of investment enquiries per annum** - The Business Improvement and Growth (BIG) Team managed 32 commercial property/inward investment enquiries in Quarter 3 2014/15 which resulted in 7 conversions (inward investment enquiries 'converted' into actual investment projects). The cumulative total of enquiries (Quarter 1 + Quarter 2 + Quarter 3) currently stands at 193 against an annual target of 200

**DIS LI 06: Inward investment enquiry conversion rate percentage** - The percentage of inward investment enquiries 'converted' into actual investment projects in Quarter 3 2014\15 was 22%. The cumulative conversions to date are at 11 % against an annual target of 10%.

### Open Spaces and Waste & Environmental Improvement

#### Key Objectives / milestones

Ref	Milestones	Q3 Progress
CE 05	Woodland Expansion - Additional 200m <sup>2</sup> of Woodland planted Borough wide - <b>March 2015.</b>	

### Supporting Commentary

**Woodland Expansion - Additional 200m<sup>2</sup> of Woodland planted Borough wide - March 2015** - In Quarter 3 of 2014/15 a new, commemorative, woodland was created at The Bongs, Widnes. Individuals are able to purchase trees in memory of loved ones that are then planted in the commemorative woodland.

**Key Objectives / milestones**

Ref	Milestones	Q3 Progress
CE 06	Complete the borough wide roll out of the Alternative Bin Collection service to all suitable properties <b>September 2014</b> .	
CE 06	Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council's recycling services is maximised and that residents comply with the requirements of the Council's Household Waste Collection policy <b>March 2015</b> .	
CE 07	Continue to review and assess the effectiveness of the Council's Environmental Enforcement Plans and Policies and maintain actions to ensure that the Council continues to effectively prevent and tackle a range of waste and environmental offences <b>March 2015</b> .	

**Supporting Commentary**







**Alternative Bin Collection to all suitable properties September 2014** - The borough-wide roll-out of the Alternate Bin Collection scheme to all suitable properties requires the complete reconfiguration of all existing waste and recycling collection schedules.

This reconfiguration is to be carried out through the completion of a 'Route Optimisation' exercise, using specialist software, which will produce the most cost effective waste collection routes. Unfortunately, due to delays caused by unavoidable operational and technical issues this target timescale will not be met and the roll-out of the ABC service will be now completed in 2015.

**Council Recycling Service, March 2015** - This work is on-going and includes direct delivery of information to households and articles in local media, including Inside Halton.

**Council Enforcement Plans, March 2015** - This work is on-going and Members will receive updates throughout the financial year.

**Key Performance Indicators**

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q3 Actual	Q3 Progress	Direction of travel
CE LI 13	Residual household waste per household (Previously NI191).	624 Kgs	650 Kgs	395 Kgs		
CE LI 14	Household waste recycled and composted (Previously NI192).	38.53%	40%	49%		
CE LI 16	Municipal waste land filled (Previously NI193).	57.17%	60%	16.7%		

### Supporting Commentary



**CE LI 13: Residual household waste per household (Previously NI191)** - This is a cumulative figure however, performance in Q3 is lower than the corresponding period from last year (463 Kgs) and indications are that this target will be met.

**CE LI 14: Household waste recycled and composted (Previously NI192)** - This is an estimated figure but performance in Q3 is higher than the corresponding period from last year (39% Kgs) and indications are that this target will be met.

**CE LI 16: Municipal waste land filled (Previously NI193)** - This is an estimated, cumulative figure and will change however, as a result of the introduction of new contractual arrangements for the treatment and subsequent diversion of waste from landfill, as reported in Q1 2014/15, this target will be significantly exceeded.

### Highways, Transportation & Logistics

#### Key Objectives / milestones

Ref	Milestones	Q3 Progress
PPT 01	Review progress against SJB maintenance strategy and deliver 2014/15 major bridge maintenance works programme. <b>March 2015.</b>	
PPT 02	To deliver the 2014/15 LTP Capital Programme <b>March 2015.</b>	



















### Supporting Commentary

**PPT 01: Review progress against SJB maintenance strategy and deliver 2014/15 major bridge maintenance works programme, March 2015** - Schemes continue to be developed and programmed. Initially technical problems with the Shock Transmission Units refurbishment had affected expected delivery date but these are now scheduled to be installed towards the end of March 2015. This work is weather dependant and could be affected by poor weather conditions.

**PPT 02: To deliver the 2014/15 LTP Capital Programme March 2015** - The LTP Capital programme consists of two main strands:

- Integrated Transport: Construction work on the programme of sustainable transport improvements is partially complete and remaining schemes are underway or in design.
- Highway Maintenance: A programme of six carriageway resurfacing and five footway reconstruction schemes has been completed. A further five footway schemes are programmed for implementation commencing in Q4 2014/15.

**Key Performance Indicators**

Ref	Measure	13 / 14 Actual	14 / 15 Target	Q3 Actual	Q3 Progress	Direction of travel
PPT LI 01	Number of third party compensation claims received due to alleged highway / footway defects.	132	110	93		
PPT LI 04 (ex NI 157)	Processing of planning applications as measured against targets for:					
	a) 'major' applications	83.3%	60%	100%		
	b) 'minor' applications	74.2%	85%	*93.5%		
	c) 'other' applications	83.6%	85%	*95.5%		
PPT LI 05	To ensure a five year rolling supply of housing land available for 2,760 homes over 5 years. Measure as supply of ready to develop housing sites (%).	111	110	N / A	N / A	N / A
PPT LI 11	Damage to roads and pavements (% dangerous damage repaired within 24 hours).	99%	98%	100%		
PPT LI 15	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):					
	a) Percentage of buses starting route on time	98.05%	98.0%	99.13%		
	b) Percentage of buses on time at intermediate timing points	91.60%	87.50%	94.25%		
PPT LI 17	No. of passengers on community based accessible transport	253,357	267,000	131,505		
PPT LI 19	Number of local bus passenger journeys originating in the authority area in one year (000's).	5,522	6,200	4,124		

## Supporting Commentary

**PPT LI 01: Number of third party compensation claims received due to alleged highway / footway defects** - Although this figure has slightly improved over the same period in the previous year, due to the nature of the way claims are received it is unclear at the moment if the target for the current financial year will be met.

**PPT LI 04: Processing of planning applications** - These figures include those applications where an Extension of Time (EoT) has been agreed with the applicant. EoT are taken into account in the data returned to the Department for Communities and Local Government (DCLG).

**PPT LI 05: To ensure a five year rolling supply of housing land available for 2,760 homes over 5 years** - Significant work is nearing completion to integrate and improve the monitoring system (SHLAA) that produces this indicator. Figures will be reported in Q1 2015 / 2016.

**PPT LI 11: Damage to roads and pavements (% dangerous damage repaired within 24 hours)** - Information taken from Mayrise indicates that 100% of P0, P1 & P2 orders are completed within 24 hrs.

**PPT LI 15 a & b: Bus service punctuality** - Both these indicators continue to perform above expectations and it is anticipated the Performance Indicator will continue to perform at the current level. The performance of buses at intermediate timing points continues to improve through improved scheduling by the operators. 'On bus' monitoring equipment provides the operators with real time information to enable better informed decisions in relation to scheduling for both parts of this indicator.

**PPT LI 17: No. of passengers on community based accessible transport** - Patronage for this indicator has significantly decreased due the reduction in vehicle availability following the restructuring of Halton Community Transport (HCT). However, passenger numbers have continued to increase on the Council's In-house fleet.

**PPT LI 19: Number of local bus passenger journeys originating in the authority area in one year (000's)** - The Q3 figures show that passenger numbers are performing slightly better than at the same period last year, though it is anticipated patronage will remain broadly at the 2013/14 levels for 2014/15 and unfortunately it is not expected to meet the target for this year.

## 7.0 Financial Summaries

## ECONOMY, ENTERPRISE &amp; PROPERTY DEPARTMENT

SUMMARY FINANCIAL POSITION AS AT 31st DECEMBER  
2014

	Annual Budget £'000	Budget to Date £'000	Expenditure to Date £'000	Variance to Date (overspend) £'000
<b><u>Expenditure</u></b>				
Employees	4,376	3,162	3,220	(58)
Repairs & Maintenance	2,730	1,941	1,944	(3)
Premises	49	42	43	(1)
Energy & Water Costs	614	394	368	26
NNDR	613	604	590	14
Rents	458	390	391	(1)
Marketing Programme	36	21	17	4
Promotions	62	34	33	1
Supplies & Services	1,469	735	701	34
Agency Related Expenditure	76	42	43	(1)
Grants to Non Voluntary Organisations	148	148	148	0
Other Expenditure	0	0	0	0
<b>Total Expenditure</b>	<b>10,631</b>	<b>7,513</b>	<b>7,498</b>	<b>15</b>
<b><u>Income</u></b>				
Fees & Charges	-544	-379	-388	9
Rent - Markets	-759	-563	-561	(2)
Rent - Industrial Estates	-691	-516	-525	9
Rent - Commercial	-563	-366	-364	(2)
Transfer to / from Reserves	-660	-588	-568	0
Government Grant - Income	-1,959	-1,277	-1,277	0
Reimbursements & Other Income	-90	-116	-122	6
Recharges to Capital	-297	-92	-92	0
Schools SLA Income	-553	-562	-573	11
<b>Total Income</b>	<b>-6,116</b>	<b>-4,439</b>	<b>-4470</b>	<b>31</b>
<b>NET OPERATIONAL BUDGET</b>	<b>4,515</b>	<b>3,074</b>	<b>3,028</b>	<b>46</b>
<b><u>Recharges</u></b>				
Premises Support Costs	1,409	1,065	1,065	0
Transport Support Costs	30	17	17	0
Central Support Service Costs	1,970	1,483	1,483	0
Asset Rental Support Costs	2,414	0	0	0
Repairs & Maint. Rech. Income	-2,448	-1,836	-1,836	0
Accommodation Rech. Income	-2,652	-1,990	-1,990	0
Central Supp. Service Rech. Income	-1,457	-1,093	-1,093	0
<b>Total Recharges</b>	<b>-734</b>	<b>-2,354</b>	<b>-2,354</b>	<b>0</b>
<b>Net Expenditure</b>	<b>3,781</b>	<b>720</b>	<b>674</b>	<b>46</b>



**Comments**

Achieving staff turnover savings within the Department remains an issue this financial year, as there has been marginal turnover of staff. The staff savings turnover target set for Building & School Cleaning and Caretakers Service cannot be achieved as the services need to be fully staffed at all times.

Energy & Water Costs have continued to be under budget at the end of Quarter 3 following on from improvements that have been implemented throughout the Council buildings over the last few years.

NNDR budgets are under budget, as most of the Investment Properties are now fully occupied with HBC not being liable for empty rates.

In order to ease budget pressures spending has continued to be restricted in year on Supplies & Services. Promotions and Marketing has also been kept to a minimum in an effort to achieve a balanced budget position for the Department.

Income levels within the Asset Management Division have remained constant during quarter two and quarter three, as there has not been much change with the occupancy rates of the Investment Properties.

As rental income can fluctuate in year, close monitoring will continue on these volatile budgets.

The number of schools buying into the School Cleaning SLA has increased this financial year, resulting in the service over achieving on income.

Work has continued with Managers to deal with any in-year budget pressures. In overall terms it is anticipated that net expenditure will be under the overall Departmental budget by year-end.

## ECONOMY ENTERPRISE & PROPERTY CAPITAL PROJECTS

### SUMMARY FINANCIAL POSITION AS AT 31<sup>st</sup> December 2014

	2014/15 Capital Allocation £'000	Allocation To Date £000's	Expenditure to Date £'000	Variance to Date (overspend) £'000
<b>Economy, Enterprise &amp; Property Dep't</b>				
Castlefields Regeneration	925	174	174	0
3MG	2,909	1,578	1,578	0
Widnes Waterfront	1,000	0	0	0
Johnsons Lane Infrastructure	466	15	15	0
Decontamination of Land	6	0	0	0
Sci Tech Daresbury	2092	1,377	1,377	0
Queens Arms	23	20	11	9
Former Crossville Depot	518	0	0	0
Moor Lane Demolition	150	11	11	0
Moor Lane Property Purchase	160	160	161	(1)
Former Fairfield Site – Demolition	2	2	2	0
Fairfield High Site - Contingency	51	49	49	0
Peel House Lane Cemetery	20	0	0	0
Peel House Lane Roundabout & Cemetery Access	155	0	0	0
Travellers Site - Warrington Road	1658	30	30	0
Widnes Town Centre Initiative	60	22	22	0
Lower House Lane Depot – Upgrade	444	410	401	9
Disability Discrimination Act/Disabled Access	150	38	38	0
<b>Grand Total</b>	<b>10,789</b>	<b>3,886</b>	<b>3,869</b>	<b>17</b>

### Comments

**Queens Arms** – Works have now been completed on site with no further expenditure expected.

**Lower House Lane Depot Upgrade** – Works have now been completed on site (final account is due in before year-end).

**Former Crossville Depot** - There are a number of technical issues to overcome (including protection of the high pressure gas main as well as treatment of contamination), therefore work is not likely to start in this financial year.

**Travellers Site** - Approval has now been granted to proceed with the works with the anticipated completion date of the scheme being 31 May 2015.

**Widnes Waterfront & Bayer** - Heads of terms have now been agreed with the contractor and envisaged the remediation works to be started in the last quarter of the current financial year.

## POLICY, PLANNING &amp; TRANSPORTATION DEPARTMENT

Revenue Budget as at 31<sup>st</sup> December 2014

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
	£'000	£'000	£'000	£'000
<b>Expenditure</b>				
Employees	4,810	3,636	3,661	(25)
Other Premises	200	67	65	2
Hired & Contracted Services	433	289	283	6
Supplies & Services	314	203	206	(3)
Street Lighting	1,914	1,091	1,081	10
Highways Maintenance	2,383	2,049	2,038	11
Bridges	96	48	38	10
Fleet Transport	1,385	891	889	2
Lease Car Contracts	516	467	467	0
Bus Support – Halton Hopper Tickets	177	177	177	0
Bus Support	541	367	367	0
Out of Borough Transport	51	24	24	0
Contribution to Reserves	163	163	163	0
Finance Charges	406	238	238	0
Grants to Voluntary Organisations	68	68	68	0
NRA Levy	58	44	44	0
<b>Total Expenditure</b>	<b>13,515</b>	<b>9,822</b>	<b>9,809</b>	<b>13</b>
<b>Income</b>				
Sales	-253	-235	-267	32
Planning Fees	-506	-421	-435	14
Building Control Fees	-186	-155	-153	(2)
Other Fees & Charges	-1,008	-340	-349	9
Rents	-8	0	0	0
Grants & Reimbursements	-523	-373	-373	0
Efficiency Savings	-60	0	0	0
School SLAs	-39	-39	-43	4
Recharge to Capital	-312	0	0	0
<b>Total Income</b>	<b>-2,895</b>	<b>-1,563</b>	<b>-1,620</b>	<b>57</b>
<b>Net Controllable Expenditure</b>	<b>10,620</b>	<b>8,259</b>	<b>8,189</b>	<b>70</b>

<b>Recharges</b>				
Premises Support	534	424	424	0
Transport Recharges	596	500	500	0
Asset Charges	7,946	0	0	0
Central Support Recharges	2,385	1,786	1,786	0
Departmental Support Recharges				
Income	-432	-324	-324	0
Support Recharges Income – Transport	-2,884	-2,321	-2,321	0
Support Recharges Income – Non Transport	-2,385	-1,685	-1,685	0
<b>Net Total Recharges</b>	<b>5,760</b>	<b>-1,620</b>	<b>-1,620</b>	<b>0</b>
<b>Net Departmental Total</b>	<b>16,380</b>	<b>6,639</b>	<b>6,569</b>	<b>70</b>

**Comments on the above figures:**

In overall terms revenue spending at the end of quarter 3 is below budget profile. This is due to a number of expenditure and income budget areas.

Employees is over budget to date due to most areas being fully staffed and not being able to achieve the staff turnover savings target.

Other Premises is below budget to date mainly due to lower than expected utility bills and lower than expected NNDR for Lower House Lane Depot within the Logistics division.

Planning fees and are currently above budget due to a number of one off applications including the Redrow housing development in Widnes and the new David Wilson homes development.

The increase in sales income is mainly due to above average fuel sales at Lower House Lane depot.

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 31<sup>st</sup> December 2014**

	2014/15 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Allocation Remaining £'000
<b><u>Local Transport Plan</u></b>				
Bridges & Highway Maintenance				
Bridge Assessment, Strengthening & Maintenance	1,114	300	272	842
Road Maintenance	1,388	1,000	914	474
	<b>2,502</b>	<b>1,300</b>	<b>1,186</b>	<b>1,316</b>
<b>Total Bridge &amp; Highway Maintenance</b>				
<b>Integrated Transport</b>	<b>1,020</b>	<b>200</b>	<b>152</b>	<b>868</b>
	<b>3,522</b>	<b>1,500</b>	<b>1,338</b>	<b>2,184</b>
<b>Total Local Transport Plan</b>				
<b><u>Halton Borough Council</u></b>				
Street lighting – Structural Maintenance	200	100	83	117
Risk Management	120	50	39	81
Fleet Replacement	1,121	900	862	259
	<b>1,441</b>	<b>1,050</b>	<b>984</b>	<b>457</b>
<b>Total Halton Borough Council</b>				
<b><u>Grant Funded</u></b>				
Surface Water Management Grant	195	25	22	173
Mid Mersey Local Sustainable Transport	399	10	7	392
	<b>594</b>	<b>35</b>	<b>29</b>	<b>565</b>
<b>Total Grant Funded</b>				
<b><u>Local Pinch Point Fund</u></b>				
A558 Access Improvements	<b>2,253</b>	<b>1,200</b>	<b>1,161</b>	<b>1,092</b>
	<b>7,810</b>	<b>3,785</b>	<b>3,512</b>	<b>4,298</b>
<b>Total Capital Programme</b>				

**Comments on the above figures**

Repairs and maintenance on the Silver Jubilee Bridge have been staggered to reduce traffic congestion regarding the construction of the Mersey Gateway. All grant should be spent by the end of 14/15.

The programme of spend regarding surface water management is dependent on uptake by members of the public. This in turn is affected by local weather conditions.

Major works have now begun on the A558 junction improvements scheme. Assuming no major delays (adverse weather conditions etc) all capital allocation should be spent by the end of the financial year.

## COMMUNITY &amp; ENVIRONMENT DEPARTMENT

**Revenue Budget as at 31 December 2014**

	Annual Budget £'000	Budget To Date £'000	Actual To Date £'000	Variance To Date (overspend) £'000
<b><u>Expenditure</u></b>				
Employees	12,496	9,178	9,202	(24)
Other Premises	1,418	925	861	64
Supplies & Services	1,665	1,154	1,104	50
Book Fund	192	158	156	2
Promotional	9	13	9	4
Other Hired Services	1,259	887	877	10
Food Provisions	681	493	482	11
School Meals Food	1,914	1,225	1,195	30
Transport	55	41	18	23
Other Agency Costs	652	43	33	10
Waste Disposal Contracts	5,012	2,782	2,817	(35)
Leisure Management Contract	1,467	991	1,059	(68)
Grants To Voluntary Organisations	333	265	260	5
Grant To Norton Priory	222	222	224	(2)
Rolling Projects	154	0	0	0
Capital Financing	13	0	0	0
<b>Total Spending</b>	<b>27,542</b>	<b>18,377</b>	<b>18,297</b>	<b>80</b>
<b><u>Income</u></b>				
Sales Income	-2,197	-1,552	-1,444	(108)
School Meals Sales	-2,049	-1,234	-1,274	40
Fees & Charges Income	-2,743	-1,948	-1,845	(103)
Rents Income	-187	-195	-203	8
Government Grant Income	-35	-16	-16	0
Reimbursements & Other Grant Income	-516	-346	-359	13
Schools SLA Income	-82	-81	-85	4
Internal Fees Income	-121	-72	-79	7
School Meals Other Income	-2,935	-397	-460	63
Meals On Wheels	-192	-138	-129	(9)
Catering Fees	-225	-125	-69	(56)
Capital Salaries	-53	-29	-27	(2)
Transfers From Reserves	-285	-285	-285	0
<b>Total Income</b>	<b>-11,620</b>	<b>-6,418</b>	<b>-6,275</b>	<b>(143)</b>
<b>Net Controllable Expenditure</b>	<b>15,922</b>	<b>11,959</b>	<b>12,022</b>	<b>(63)</b>
<b><u>Recharges</u></b>				
Premises Support	2,048	1,547	1,548	(1)
Transport Recharges	2,393	1,349	1,379	(30)
Departmental Support Services	9	0	0	0
Central Support Services	3,149	2,381	2,382	(1)
Asset Charges	3,197	0	0	0
HBC Support Costs Income	-357	-357	-357	0
<b>Net Total Recharges</b>	<b>10,439</b>	<b>4,920</b>	<b>4,952</b>	<b>(32)</b>
<b>Net Departmental Total</b>	<b>26,361</b>	<b>16,879</b>	<b>16,974</b>	<b>(95)</b>

**Comments on the above figures:**

The net budget is £95,000 over budget profile at the end of the third quarter of 2014/15.

At the third quarter of the year employee's expenditure is over budget profile by £ 24,000. Spending on agency staffing in open spaces and waste management continues however the rate has fallen during quarter three as vacancies begin to be filled and efficiency measures such as the apprenticeship scheme take hold. The other main driver for the overspend is the savings targets including premium pay of £42,300.

Other premises and supplies & services expenditures are collectively currently £ 114,000 under budget at the end of quarter three. The main reasons for this are underspending on some equipment and utilities budgets and Open Space landscaping. Where possible, some of these budgets will be investigated for adjustment to offset underachieving income targets mentioned below.

Waste Disposal Contracts are expected to overspend by year-end. In recent years Halton has successfully increased the amount of waste recycled however this now results in a recycling bonus payment at the end of the financial year. It is assumed that this payment will be approximately £100,000 which is similar to 2013/14 as recycling levels are also similar. The department will strive to ensure the additional costs are met within its overall budget if possible, if not, underspends within the Directorate will have to be used to ensure an overall balanced budget is achieved.

Sales, fees & charges and catering fees across the Department continue to struggle against budget. The social club in the stadium has now closed and due to the opening of Pure Gym, membership to the Stadium fitness gym has declined, adding to previous year's decreases. The main areas struggling are catering sales, stadium bars, open spaces non contracted works, bulky waste charges, playing fields and some lettings for community centres. As mentioned above, in order to alleviate underachieving income, any underspending budgets on expenditure could be adjusted to offset income targets.

**Capital Projects as at 31<sup>st</sup> December 2014**

	2014-15 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Total Allocation Remaining £'000
Stadium Minor Works	80	75	77	3
Widnes Recreation Site	2,792	1,258	1,125	1,667
Children's Playground Equipment	79	15	4	75
Upton Improvements	63	47	49	14
Norton Priory	339	12	12	327
Crow Wood Play Area	13	0	0	13
Runcorn Hill Park	311	233	233	78
Runcorn Cemetery Extension	9	0	0	9
Cremators Widnes Crematorium	396	297	264	132
Open Spaces Schemes	189	142	138	51
Playground Third Party Funding	340	17	17	323
Litter Bins	20	0	0	20
<b>Total</b>	<b>4,631</b>	<b>2,096</b>	<b>1,919</b>	<b>2,712</b>



## COMMISSIONING &amp; COMPLEX CARE DEPARTMENT

Revenue Budget as at 31<sup>st</sup> December 2014

	Annual Budget	Budget To Date	Actual To Date	Variance To Date (overspend)
	£'000	£'000	£'000	£'000
<b>Expenditure</b>				
Employees	7,434	5,356	5,278	78
Premises	304	206	202	4
Supplies & Services	1,922	1,494	1,499	(5)
Carers Breaks	423	353	353	0
Transport	200	153	153	0
Contracts & SLAs	160	100	91	9
Payments To Providers	3,816	2,216	2,216	0
Emergency Duty Team	103	26	18	8
Other Agency Costs	795	484	488	(4)
<b>Total Expenditure</b>	<b>15,157</b>	<b>10,388</b>	<b>10,298</b>	<b>90</b>
<b>Income</b>				
Sales & Rents Income	-284	-242	-277	35
Fees & Charges	-173	-148	-112	(36)
CCG Contribution To Service	-840	-553	-526	(27)
Reimbursements & Grant Income	-662	-497	-487	(10)
Transfer From Reserves	-948	-948	-948	0
<b>Total Income</b>	<b>-2,907</b>	<b>-2,388</b>	<b>-2,350</b>	<b>(38)</b>
<b>Net Operational Expenditure</b>	<b>12,250</b>	<b>8,000</b>	<b>7,948</b>	<b>52</b>
<b>Recharges</b>				
Premises Support	192	151	151	0
Transport	436	274	274	0
Central Support Services	1,685	1,245	1,245	0
Asset Charges	76	0	0	0
Internal Recharge Income	-1,685	-1,597	-1,597	0
<b>Net Total Recharges</b>	<b>704</b>	<b>73</b>	<b>73</b>	<b>0</b>
<b>Net Departmental Total</b>	<b>12,954</b>	<b>8,073</b>	<b>8,021</b>	<b>52</b>

**Comments on the above figures:**

Net operational expenditure is £52,000 below budget profile at the end of the third quarter of the financial year.

Employee costs are currently £78,000 below budget profile. This results from savings made on vacant posts, specifically in relation to Mental Health and Day Services. The majority of these posts have now either been filled, or are in the process of being recruited to. It is therefore not anticipated that the current spend below budget profile will continue at this level for the remainder of the financial year, and will not impact significantly on the 2015/16 budget year.

Income is below target to date. There is an anticipated shortfall on Fees & Charges income due to the temporary closure and refurbishment of a homeless facility. Additionally, income received from the Clinical Commissioning Group is projected to be below target. This income relates to Continuing Health Care funded packages within Day Services and the Supported Housing Network. The income received is dependent on the nature of service user's care packages, and is out of the direct control of the service. This shortfall is partly offset by an over-achievement of trading income from Day Services ventures, which is reflected in income above target to date of £35,000 for Sales and Rents. This trend is anticipated to continue for the remainder of the financial year.

At this stage in the financial year, it is anticipated that a balanced budget overall will be achieved for the year. Whilst income is projected below target, this will be offset by in-year savings in other areas, principally savings on staff turnover above the set target.




**Capital Projects as at 31<sup>st</sup> December 2014**

	2014-15 Capital Allocation £'000	Allocation To Date £'000	Actual Spend To Date £'000	Total Allocation Remaining £'000
ALD Bungalows	100	0	0	100
Lifeline Telecare Upgrade	100	0	0	100
Halton Carer's Centre Refurbishment	50	16	16	34
Section 256 Grant	55	0	0	55
Community Capacity Grant	166	0	0	166
<b>Total</b>	<b>471</b>	<b>16</b>	<b>16</b>	<b>455</b>





## 8.0 Explanation of Symbols

Symbols are used in the following manner:

### Progress Symbols

<u>Symbol</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.	<i>Indicates that the annual target <u>is on course to be achieved</u>.</i>
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.	<i>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</i>
Red 	Indicates that it is <u>highly likely or certain</u> that the objective will not be achieved within the appropriate timeframe.	<i>Indicates that the target <u>will not be achieved</u> unless there is an <u>intervention or remedial action</u> taken.</i>

### Direction of Travel Indicator

Green 	Indicates that performance <b>is better</b> as compared to the same period last year.
Amber 	Indicates that performance <b>is the same</b> as compared to the same period last year.
Red 	Indicates that performance <b>is worse</b> as compared to the same period last year.
N / A 	Indicates that the measure cannot be compared to the same period last year.

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

**DATE:** 25<sup>th</sup> March 2015

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

**SUBJECT:** Business Planning 2015-2018

**WARDS:** Borough wide

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

- 1.1. To provide an update on Business Planning for the period 2015 - 18 and to consider the Directorate priorities, objectives and targets for service areas that fall within the remit of this Board.

**2.0 RECOMMENDED: That the Board receive the advanced draft of the Business Plan prior to its consideration by Executive Board.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 Each Directorate of the Council develops a medium-term business plan, in parallel with the budget that is subject to annual review and refresh. The input of Policy and Performance Boards into the business planning process and the setting of priorities for the Directorate is an important part of this process.
- 3.2 Key priorities for development or improvement for the various functional areas reporting to this Policy & Performance Board were presented to and considered by the Board in autumn 2014.
- 3.3 In light of the meeting Draft Directorate Business Plans have now been developed.
- 3.4 Each of the Plans will contain appendices identifying specific Departmental activities and performance measures and targets that would provide a focus for the on-going monitoring of performance throughout the year. Directorate Business Plans will be subject to annual review and refresh in order that they remain fit for purpose taking account of any future change in circumstances, including any future funding announcements that may emerge.
- 3.5 Given the remit of this Board relevant extracts from the Children Young People and Enterprise, Communities, and Policy and Performance Directorates Business Plans are now available for consideration by the Board.
- 3.6 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 2015.

#### **4.0 POLICY IMPLICATIONS**

- 4.1 Business Plans form a key part of the Council's policy framework. Plans also need to reflect known and anticipated legislative changes.
- 4.2 Elected member engagement would be consistent with Best Value guidance to consult with the representatives of a wide range of local persons.

#### **5.0 OTHER IMPLICATIONS**

- 5.1 Directorate Plans will identify resource implications.
- 5.2 Directorate Plans will form the basis of the Priority Based Performance Reports which will continue to be presented to the Board during 2015 - 16.

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

- 6.1 The business planning process provides a means by which the Corporate Priorities of the Council are integrated into the delivery of services at an operational level.

#### **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.
- 7.2 Risk Assessment will continue to form an integral element of Directorate Plan development and the annual review and refresh of Directorate Risk Registers.

#### **8.0 EQUALITY AND DIVERSITY ISSUES**

- 8.1 Equality and diversity considerations, and the Council's responsibilities under equalities legislation, remain integral to the business planning process. An annual report will be made available to Members as an element of the Council's performance management arrangements.

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

- 9.1 There are no relevant background documents to this report.



# Directorate Plan

Directorate Plan Extracts

April 2015 to March 2018

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### *Appendices*

#### *Service Objectives and performance Indicators*

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## 2.0 Introduction

This Plan is one part of a comprehensive planning and performance management framework that the Council has in place to ensure that the services which it provides on a daily basis have clear links to the Council's longer-term strategic priorities. It also provides the means by which the activities each of the discrete business areas of the Directorate can be regularly monitored to determine what progress is being made, what successes are being achieved and where further intervention or a reallocation of resources may be necessary.

This plan is not intended to describe in detail every aspect of the day to day work of each Department but rather it highlights those key areas of activity that will be the focus of attention in the medium-term. It is supported by the day to day activities and interactions of dedicated staff and the ongoing allocation of time and resources in meeting business and community needs. Its development is also informed and supported by local and national research and intelligence and evidence concerning key community and business related issues.

The Plan has been developed as an operational tool which will be used to deliver the long-term strategic objectives and priorities that the Council has identified and takes account of the national and local context in which the Council operates and the resources which are available to it. It is intended to be a key reference document for Elected Members, staff in the Directorate, partner agencies and the wider public.

The Plan reflects the Directorates support of the commitments that have been identified within other key strategic documents including:-

- The Sustainable Community Strategy for Halton 2011 – 26
- The Council's Corporate Plan 2011 – 16.
- The Health and Wellbeing Strategy.

The Directorate remains committed to improving outcomes, as an organisation and in partnership, through the effective management of resources and through maintaining a well-trained, motivated and committed workforce.



### 3.0 Key Messages

#### Extracts from Communities Directorate Plan - Development & Investment Services

##### *Halton Business Support Programme*

The Halton Business Support Programme, which finishes in September 2015, offers free support to Halton businesses. The scheme is highly successful and continues to engage the Halton business community. The programme has assisted a range of Halton businesses of Micro to Medium size. A key priority will be to seek funding to continue this activity during the course of this business planning period.

<b>Measure</b>	<b>To date</b>
Enquires / Contacts	252
Businesses Assisted	118
Jobs Created	56
Jobs Safeguarded	14
Enhanced GVA to date	7
GVA Uplift to date	<b>£3,016,554</b>

##### *Business Growth Fund Grants*

Sixteen confirmed projects and a potential £1,296,775 of grant distributed to Halton businesses via the Liverpool City Region Business from the Regional Growth Fund (RGF) Programme.

##### *European Programme*

5 comprehensive Portfolios have been developed for Halton on the themes of Blue-Green, Business, Inclusive, Innovative, Place and Connectivity, in line with LCR themes/Portfolios. Projects within these Portfolios will be rolled out as the Programme develops.

##### *Grants secured for Community Projects*

Sankey Canal – Coastal Communities Fund	£653,708
Halton Heritage Partnership – Heritage Lottery Fund	£55,200
Catalyst Science Discovery Centre - Royal Society of Chemistry	£90,000
Connecting Cheshire - BDUK	£2.12m
Halton Carers Centre - Big Lottery Fund	£419,000
Widnes Rugby League Club -	£44,570
Hale Village Hall - in principle support from Big Lottery Fund	£500,000

*Totalling - £4,086,742*

*Funding Enquiries Received in 2014 - 100*

Bid Writing Manual produced for local voluntary sector organisations and for possible income generation if sold further afield. Training was delivered on the Manual and we also ran a successful Funding Fair in October with the theme of Buildings and the Environment.

This was attended by Big Lottery Fund, Heritage Lottery Fund and WREN and was aimed at organisations who are in the process of delivering large-scale buildings or environmental schemes.

#### *Town and Local Centres*

Work continues on the 2014 arts programme for the Old Town with the Council's Arts Development Team. A further £25K of funding has been identified for the group to spend on projects this financial year.

The Council has awarded £86,000 to owners and occupiers of shops in Widnes and Runcorn town centres to support physical and environmental improvements.

The Council has supported a number of town centre events including: the Runcorn Christmas Festival; World War One anniversary events; Love Your Local Market (LYLM); and Runcorn Street Festival.

£2,215,000 investment and planning permission secured to deliver 18 affordable homes on difficult Council own site, at Murdishaw local centre. The foundation for joint working between local partners were laid in 2014 as this scheme has the potential to act as a catalyst for further investment and improvement to the neighbourhood over the next few years.

### **Extracts from Policy & Resources Directorate Plan - Policy, Planning and Transportation**

#### Mersey Gateway

Construction of the Mersey Gateway has now commenced with extensive works taking place in the River Mersey and on both sides of the river. These works are already having a notable impact on the visual appearance of these particular areas of the borough, with a number of buildings and highway structures having been demolished and a range of businesses having been relocated. They have also necessitated officers liaising constantly with the Mersey Gateway Crossings Board (MGCB) and Merseylink, as well as input from various Council Departments including Planning and Highways, Open Spaces, ICT, Legal Services and Property Services. In discharging its statutory duties as both a Local Planning Authority and a Highway Authority, officers engaged on this project have to continually engage with a range of other statutory bodies and external agencies including the Environment Agency, Marine Management Organisation (MMO) and Natural England. Merseylink has a dedicated Communications Team, which is supported by the MGCB and the Council, to ensure the travelling public, businesses, bus operators, and the emergency services etc. are kept informed of current and proposed works. This Project will continue to place significant demands on staff within the Department.

### Bridge & Highway Maintenance

#### *Maintaining an affordable and effective highways and transportation infrastructure*

Whilst the level of highway maintenance funding available through revenue and capital sources appears significant, the amount of work that it allows to be carried out in relation to the whole highways network is relatively small.

For example, in 2014/15:

- Of the 411 km of unclassified road (mainly roads in residential estates), we were only able to treat or resurface approximately 11km or 2.7% of the total.
- Of the 760km of footways/footpaths, we were only able to treat or reconstruct approximately 23km or 2.6% of the total.

It also needs to be recognised that over the last 8 years, the cost index the Council has used to adjust contract base prices for highway maintenance has increased significantly more than the Retail Price Index (RPI) or in other words our maintenance costs have risen significantly more than inflation. This cost index will always be a fluctuating figure, but it will continue to remain higher than the RPI. It follows that the consequences of static or reducing funding availability continue to be compounded by these increases in costs.

The adverse weather of recent winters, including the very bad weather of 2013/14, is continuing to take its toll on the condition of our highways. To mitigate the consequences of this, the Council explored the full range of quality and cost savings potentials made available through the collaboration and partnering ethos of the new Highways Term Contract.

The use of electronic processes for recording defects, issuing works orders and communications to and from the Contractor, has now been fully embedded within our processes. This has led to quicker reaction times and a fully auditable system for use in the defence of public liability claims.

The DfT has recently invited bids for the 'Highway Maintenance Challenge Fund' which is a potential source of funding for Major Maintenance Works. This is a nationally available pot of funding with 2 tranches for bidding. The first covers the 3 year period 2015/16 to 2017/18, with £275m being available nationally. Halton has submitted a joint Street Lighting Bid with St. Helens and Sefton worth over £5m (including local contributions). If successful, this would allow more than 4,200 existing lanterns to be replaced with more energy efficient LED lanterns. The Liverpool City Region has submitted 7 bids in total through the Combined Authority so it is not possible to determine our chances of success. During the second tranche in 2018/19, we will be able to submit further bids between £5m and £20m in value.

However, even in light of the above, the task of maintaining the highway network which is the Council's biggest physical asset by far, will remain extremely challenging, especially if further cuts are made to funding.

The Highway Maintenance Block will continue to be allocated in its entirety to the LCR member Highway Authorities for the coming year, 2015/16, via the LCR. The Department for Transport has announced and publicly committed to long term highways maintenance funding for the next 6 years, subject to Highway Authorities meeting certain improvement and Asset Management criteria or else a certain percentage will be top sliced.

However, it is currently unclear how LCR will distribute this funding from 2016/17 onwards around the region – it may be done via the usual formulaic process or it may be distributed according to prioritised need, the actual methodology is still to be considered and determined.

To ensure that the "Top slicing" doesn't affect Halton, we need to ensure that the Highways Asset Management Plan is completed and ratified and that all levels of the Council buy into the Long Term Asset Management ethos promoted by the Department of Transport.

Achieving the goals will be even more of a challenge over the period of the business plan, and interventions locally will need to be proportionate to the funding available and measured in terms of the value they add to the transport network. We will need to manage the needs and expectations of business and the community in this respect.

#### Highway Development

The scale and pace of new development across the Borough continues to place pressures on the Division. The planning consultation and approvals process includes a detailed consideration of traffic and transportation needs, the effect on the existing highway network and the incorporation of sustainable transport within development proposals.

The negotiation of planning and highway agreements and funding (Section 106, Community Infrastructure Levy and Section 278), to support the proposed developments and now, additionally, the inclusion of measures to manage flood risk associated with development, will be key to delivering high quality and sustainable development for the Borough. Following completion of these planning and technical approval stages, supervision of construction through to adoption and its related aspects, will place very significant demands on the Planning and Development team.

Whilst Halton's LTP3 covered the period up to 2026, it contained an initial four-year implementation plan covering the four years of the 2010 Comprehensive Spending Review (CSR10) up to 2014/15. The implementation plan has been substantially and successfully delivered and work is underway to compile a new integrated transport

Delivery Plan that will form part of the LCR Transport Plan for Growth (see Factors Affecting the Directorate).

#### *Major Transport Infrastructure Schemes*

A significant amount of staff resource has been engaged in the delivery of two key transport infrastructure improvements to support economic growth in the Borough i.e. the Local Pinch Point Programme funded scheme, aimed at increasing the capacity of three junctions on the A558 Daresbury Expressway; and the New Western access road to the 3MG HBC Field development site.

The development of the scheme designs via Consultancy services, and the implementation of works via Contract, has placed substantial demands on internal staff resources to monitor and administer the technical, construction and commercial inputs of the various parties. This trend is likely to continue as ongoing development at Daresbury EZ, preparation for the Mersey Gateway de-linking and regeneration strategy gathers pace, and the HA's plans for M56 J11A progress.

#### Traffic, Risk & Emergency Planning and Health & Safety

Halton become a full member of the Cheshire Road Safety Group (CRSG) and all speed cameras meeting the relevant criteria have now been converted to digital operation.

A number of existing cameras are affected by the Mersey Gateway Project works and any possible upgrade of these cameras has been deferred until the works are completed.

In order to achieve cost savings and reductions in carbon emissions, options for accelerating the conversion of street lights to LED operation are being investigated, including a joint Highway Maintenance Challenge Fund bid with St. Helens and Sefton Councils. Nearly 50% of traffic signals (including Puffin and Toucan crossings) have now been converted to LED operation to achieve savings in energy costs.

#### Logistics

The Council has now been integrated into the Combined Authority and will therefore continue to work with its partners in the Liverpool City Region (LCR) to deliver a new Real Time Passenger Information (RTPI) system. The system will provide up-to-the-minute public transport information relating to the bus network both in-Borough and cross-boundary into Merseyside. RTPI display screens will be installed at 38 bus stop locations within Halton and will display relevant bus service information at each stop.

The system will have the capability to provide web based information and also information to mobile phone technology. This new RTPI system allows for further units to be added in the future and the Council will continue to identify funding opportunities to allow introduction of additional units at other bus stop locations.

Further work will continue in conjunction with Merseytravel to develop infrastructure and other public transport based projects.

As a result of the successful Better Bus Area Fund (BBAF) bid, bus users will soon benefit from the impending introduction of the first Quality Bus Partnership (QBP) linking Widnes with St Helens on the 17/33 routes. The QBP will deliver an increased frequency of service to every 20 minutes which also includes a reciprocal ticketing agreement providing better value for bus users.

Additionally, further bus routes will be identified and considered for development under a QBP through continued partnership working with the LCR and operating companies.

Halton continue to be members of the Cheshire Concessionary Fare Scheme and currently have agreement to the end of the 2015/16 financial year. Revised reimbursement rates have been agreed with local bus operators. Further discussions will commence during 2015/16 on future concessionary scheme arrangements.

Halton's integration into the LCR Combined Authority in April 2014 resulted in its Local Transport Authority powers being transferred to the CA. Work is now underway to determine if closer integration of public transport service delivery (including the delivery of public transport infrastructure) can be achieved and on whether Halton should contribute to the LCR CA levy. These discussions will consider the matter of concessionary fares.

The Directorate is responsible for the procurement and management of over one hundred contracts in relation to home to school and adult social care transport services. During 2015, all transport contracts will be retendered specifically for special educational needs pupils and vulnerable adults. The procurement process will therefore commence in early 2015 to ensure transport contract continuity.

#### Planning Policy (Development Plan)

Planning issues continue to have a high profile nationally with housing supply, green belt and renewable energy hitting the headlines, together with changes to permitted development rights affecting shops, offices and residential (extensions). National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (PPG) continue to 'bed in' as best practice is emerging, raising issues for our work in Halton.

The priority for the Planning Policy Section is the replacement of the remaining sections of the Unitary Development Plan (UDP) which is 10 years old, and the identification of new development sites (allocations) to provide much needed housing and support the regeneration / urban renewal agenda.

Detailed work on the necessary supporting evidence base is progressing with the Local Centres and initial Green Belt Assessments out to consultation and work progressing or schedules on:

- Strategic Housing Land Availability Assessment (SHLAA),
- Allocations Site Assessments,
- Open Space Survey,
- Playing Pitch Assessment 2015 and Indoor Sports Facilities Assessment.

In addition, specialist studies / advice will be commissioned on housing requirement (Strategic Housing Market Assessment - Objectively Assessed Need), economic futures and retail (Retail Needs Assessment).

Work is also progressing on the development of a Community Infrastructure Levy (CIL) charging schedule, which if adopted will levy a charge on qualifying development to fund identified infrastructure.

#### Planning, Building Control and Contaminated Land

Development Services Teams continue to add value to proposed development schemes as well as safeguarding public interests through the management of a high case load. A significant amount of new development has come forward including that at SciTech Daresbury, Mersey Gateway, Sandymoor, Pingot Centre redevelopment, Halebank School and new homes at a number of sites in north Widnes (Lunts Heath Road, Norlands Lane and Barrows Green Lane).

A significant amount of development is being planned for 2015 including new housing schemes at Sandymoor and Daresbury, and at new employment sites including Bayer, 3MG and a number of other projects.

#### **Extracts from Communities Directorate Plan – Waste and Environmental Improvement and Open Space Services**

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

Raising awareness on waste matters and changing people's behaviour will be vital in reducing the Council's costs of dealing with waste. A key priority will therefore be to increase community engagement and educational activities. This work will be supported by the development of Community Engagement and Awareness Raising strategies. These strategies will set out how we will engage with members of the local community, the methods of communication, and the messages that will be used to promote and encourage waste minimisation and increased recycling.

Halton residents have consistently identified clean and safe streets, and parks and open spaces as critical factors in making their neighbourhoods a good place to live. It is crucial that we continue to prevent and reduce issues such as littering, fly-tipping and dog fouling by tackling those responsible for committing environmental crime offences. This will require a combination of both effective educational and enforcement activities and collaboration with key local partners and external agencies such as Housing Associations and Cheshire Police. Activities will include the delivery of targeted campaigns to promote responsible behaviour, regular enforcement patrols, the issuing of Fixed Penalty Notices and, where necessary, prosecuting those who commit environmental crime offences.

### **Extracts from Communities Directorate Plan – Housing Strategy**

In line with the need to make savings and reduce pressure on already tight budgets, the Council's programme of Efficiency Reviews continues. Halton Support Housing Network is being reviewed as part of this programme and, during 2015, this will include a need to evaluate requirements for active support of complex needs.

The Council's Housing Solutions service has implemented effective prevention services. This foundation will be built upon over the coming period and re-evaluation of service needs will follow. Early intervention has the potential to create significant savings on more complex service requirements.

In the coming year, the Housing Solutions Team will be working towards accreditation under the Government's Gold Standard framework for homeless services, which is funded by the Department of Communities and Local Government and based on the Government report 'Making Every Contact Count'. This accreditation process comprises a sector-led peer review designed to deliver a more efficient and cost effective homelessness prevention service. The review follows a 10 step continuous improvement approach that starts with a pledge for local authorities aspiring to 'strive for continuous improvement in front line housing services' and culminates in an application for the Gold Standard Challenge.

Following consultation with young people across the Borough a Youth Homelessness Strategy is to be developed during 2015.

With new housing in mind, the authority is engaged with the Liverpool City Region Combined Authority's Housing and Spatial Planning Board and its developing role to recommend priorities across the City Region. The Board will look at managing the scale, mix and distribution of new housing development and the allocations of pooled public/private sector/LEP (local enterprise partnership) housing resources to meet key strategic priorities.



## 4.0 Factors affecting the Directorate

### Extracts from Communities Directorate Plan - Development & Investment Services

#### Regeneration

- Keeping to timescale on major initiatives – e.g. Mersey Gateway, Widnes Waterfront, town centres, 3MG, Sci-Tech Daresbury
- Changes in shopping habits impacting on the vibrancy of town centres
- Combined Authority will result in how funding is allocated for regeneration in Halton
- Low land values affects investment on key strategic sites
- Funding regimes out of sequence, leading to delays in completion of projects
- Difficult sites to remediate in Halton require greater remediation
- Mersey Gateway – in short-term project is likely to cause delay to adjacent sites
- Disposal programme is on track, but the supply of HBC land for sale for development is starting to run out and projected receipts are already accounted for in the capital budgets
- Efficient delivery of the European programme, ensuring Halton's priorities are met within the LCR framework
- Underlying all these challenges is the need to secure external funding where appropriate to ensure delivery of projects.
- Changes to how Construction Design and Management contracts are managed.

#### Regional

- Involvement in linking of the region's strategic regeneration economic priorities with the EU Commission's aim to align European funding for the period 2014-20.
- The Combined Authority will deal with strategic economic development, transport, housing and employment and skills.
- A Combined Authority is regarded as the best model to support economic growth and secure more jobs, in Halton and across the Liverpool City Region. This will help us signal to businesses and Government that we are serious about working together.
- Looking to attract devolved powers and funding from Government

#### Local Enterprise Partnership

- Government has announced the first instalment of "Growth Deals" for the Local Enterprise Partnerships (LEPs) in England. Growth Deals are part of the Government's response to the Heseltine Review which proposed devolving spending from Central.
- The Liverpool City Region received £46m 2015/16 £30.4 per head and £232m or £153.4 per head 2015/21.

- Combined Authority Liverpool City Region Growth Hub- an initial funding package of £550,000 will support the development of a LCR Growth Hub, a virtual organisation providing business support services across the LCR; Given the LEP are seeking to integrate all LCR Local Authorities and Chambers and, potentially, private sector partners there are a number of data sharing and other issues to be resolved before such a system would be acceptable to partners.

Driving the economic prosperity of Halton to the benefit of residents and the workforce:

**A. *Maximising and developing the Borough's existing and future regeneration assets.***

In the past, Halton has successfully developed a spatial strategy and Master planning approach to supporting the economic regeneration of Halton. Despite being geographically relatively small, the borough contains a number of important sites and strategic regeneration assets within its boundaries. 'Big opportunities' and 'Big Projects' have been used to drive the economic transformation of Halton.

Therefore, Halton Council's economic regeneration team has been responding to recent policy announcements such as the Northern Futures Initiative, and the Adonis and Heseltine Reviews, by setting out the contribution Halton can make to transform the economic future of the North. It is anticipated that further work and lobbying will be required to ensure that Halton's projects and programmes feature prominently in City Region proposals to Government, notably the 'Growth Deals'.

**B. *Maintain HBC assets in order to provide a sustainable flow of income and capital***

- Optimise capital and revenue receipts and deliver projects within the Council's estate.
- Optimise receipts from industrial and commercial property holdings.
- Optimise use of Operational Estate and maximise income through shared occupation.
- Proactive energy management and support to regeneration projects involving Council assets.

***Asset Review Panel***

It is evident from recent asset acquisitions and disposals that it is important for the Council to examine the need for, and performance of the assets it holds. To emphasise this point, a significant proportion of the Council's budget is set aside for property related expenditure. Therefore, given the scale of the expenditure there is merit in undertaking a review of the Council's Property Assets and Sites. Such a review would raise corporate awareness of the financial resources invested in property/site assets. It would also help us to prioritise our assets to ensure they are used in the most effective way. It was agreed that the review would benefit from a

significant input from Members and, therefore, a Member Assets Review Panel has been established to oversee this work. During the next 12 months the panel will:

- explore ways of minimising and reducing property/site related costs associated with the delivery of Council services;
- evaluate whether property/site related assets are sufficient and in a condition to help meet corporate/service objectives;
- consider alternative methods of property provision;
- investigate opportunities for sharing assets.

### ***Agile Working***

During the last financial year a framework for the development of an Agile Working Policy was agreed. A staff survey was then used to inform the next steps and actions required to continue with the implementation of the Council's agile working policy and also support business continuity management issues arising from the construction of the Mersey Gateway. Developing a Managers' Guide which addresses frequently asked questions relating to agile working will be the next stage of implementing the agile working policy.

### ***C. Interface with Private Sector and Employer facing Services and Support inter business activity***

The Local Government Growth White Paper stated that Government's primary focus has been on rebalancing the economy towards private sector employment. There is an emphasis on rebalancing the economy both sectorally and geographically and a move to 'shift power to local communities and businesses'; 'increase confidence to invest'; and 'tackle barriers to growth'.

A number of new initiatives have been introduced which are designed to encourage private sector enterprise, and create sustainable private sector jobs.

Other measures focus on Innovation and Access to Finance; for example, Technology and Innovation Centre (TICs) aimed at translating research into economic benefit. Equally, Government is investing in the low carbon economy by creating the Green Investment Bank.

Additionally, in January 2011, the Department for Business Innovation and Skills launched the "Bigger, Better, Business – Helping small firms start, grow and prosper" prospectus. This sets out proposals on how Government ensures that business start-ups, and existing small and medium sized businesses can access the information and business advice they need. The 'Get Britain Working' initiative includes support for people who have been out of work for shorter periods and includes support for self-employment, volunteering, work placements and apprenticeships.

Government has centralised the support being provided to businesses and this led to a vacuum being created in respect of the level and quality of support being offered to business in the City Region and as a consequence, Halton.

The six Liverpool city region districts have successfully applied for European Funding to support existing businesses in the area. Halton has been awarded a grant of £350,000 European Regional Development Fund which will be managed by the Council's Economy, Enterprise and Property Department. Coupled with other initiatives being forward with partners in Cheshire, and existing in-house schemes we will see a better service to businesses being provided in 2013/14. The delivery of these schemes is a key priority for the Council.

The Government sees the development of the country's skills base as fundamental to supporting economic growth and improving individual life chances. Funding is being allocated to help low skilled and disadvantaged people and those seeking work.

The Skills for Sustainable Growth Strategy sets out the Government's reform of the further education and skills system.

It is expected that the Liverpool Region City Deal will feature more prominently in the work of the Employment Learning and Skills division in the next financial year – as a Member of the Liverpool City Region Employment and Skills board the City Deal will be the vehicle for creating 10,000 Additional New Jobs Created with SMEs over the next three years through a unified job creation investment fund for Small and Medium Size Businesses; the Deal will also see the establishment of a Skills for Growth Bank - an employer-owned mutual to simplify skills funding through grants and loans to businesses.

Halton's Local Economic Assessment (LEA) has provided a clear understanding of our local economy.

We have used the LEA to support the development of the Liverpool City Region's growth sectors.

We also promote business networks and inter-trading through a variety of events, sponsored by the Chamber of Commerce including networking, meet the buyer events as well as themed and focused sector events.

However, we need to continue to promote business to business supply chain communication, the aeronautics industry in and around manor park being one example.

#### ***D. Business Improvement Districts (BIDs)***

BIDs are a partnership between local authorities and local businesses to provide additional services or improvements to a specified area. This is funded in whole or in part by an additional levy to the non-domestic rates. Halton successfully operates two BIDs in the industrial areas of Astmoor and Halebank.

During the next financial year the Council will be working with Runcorn Shopping Centre (Halton Lea) to develop a joint BID with Runcorn Town Centre.

The development of a BIDs application is beneficial because:

- They support the long-term sustainability of town and city centres.
- They enable these centres to approach the management of the trading environment and public space in a proactive and planned way allowing them to gain and retain competitive advantage.
- As budgets are further reduced they can provide a sustainable means of funding for town centre development and build upon success whilst sharing the cost in an equitable way between those parties that benefit.

#### ***E. Apprenticeships***

The Council can maintain its leadership role in driving the borough's economic regeneration by incorporating actions in the Council's People Plan which contribute to reducing unemployment and raising skills levels of the borough's residents.

There are a number of benefits associated with this. For example, by "growing our own" we can ensure that our workforce has a Halton DNA, reflects the demographic profile of the borough but also injects a renewed vibrancy and energy into our workforce.

#### ***F. Mersey Gateway Regeneration Strategy – Realising economic benefits***

The Mersey Gateway Project is 'more than just a bridge'. It is expected to act as a catalyst for local and sub-regional economic growth and the Council is committed to work with partners to ensure the economic benefits are maximised.

The Mersey Gateway is a complex project and to understand how it will interface with the impact areas will require an in depth knowledge of the bridge approach routes and of regeneration.

Now that The Mersey Gateway is underway, a co-ordinated role which provides a proactive and targeted regeneration approach is needed to produce the greatest benefits and bring about the cohesive regeneration of the areas adjacent and within the route of the Mersey Gateway line.

Initial priorities will include:

- Building on the Mersey Gateway Regeneration Strategy to produce a baseline study of areas for development;
- Identification of opportunities for development including potential projects;
- Development an Investment and Delivery Plan for Mersey Gateway sites
- Preparing a Portfolio which presents opportunities for Inward Investment

**G. Promote greater Digital Connectivity**

Connections and Connectivity is a significant strength for the Borough and it has good road, rail and air links which contribute to Halton's economic competitiveness and its growing reputation as a hub for logistics. However, businesses tell us that digital connectivity has a significant impact on their ability to compete.

Develop digital hubs which bring communities and businesses together to use the latest digital communications technology. Work with other Local Authorities to understand and experience best practice available nationally and internationally.

**H. Welfare Reform and the Single Programme**

Welfare reform is a key priority for Government and will have a major impact on Halton's Employment Learning and Skills and Community agenda. The Single Programme was introduced last year with the underlying principle of 'making work pay', but proposed further reforms will place demand on our services as more people on benefits are encouraged to find work and, therefore, seek training and development to support them.

The Work Programme provides an advice and employability service to long term unemployed people. Those eligible for the Work Programme are mandated to the provision offered through HPIJ for a period of 52 weeks. The traditional HPIJ service was available to any adult living in the borough and, in the main, individuals voluntarily referred them to the provision.

The Work Programme has required a very different type of model. Firstly, JCP mandatorily refers long term unemployed residents to the Work Programme. Secondly, income is generated per customer, so the more customers the Employment Officers see, the more income that can be generated. It is a performance oriented model that is driven by volume (quantity). The relationship that Employment Officers were able to build up with their customers in the past is not possible with a commercially driven contract such as the Work Programme, and we have had to redesign our structures to reflect this. The emphasis is on advising customers and supporting them into employment as quickly as possible. The potential income to be earned from getting customers into employment is significant and the longer the individual remains in employment, the more income that can be generated. The contract has demanded a complete change of culture to the existing HPIJ operation – no longer focusing on a holistic service for individuals who had volunteered to be supported into employment but focusing on getting people in the door, seen, and out of the door into employment in the shortest possible time.

**I. Promoting Town Centre Vitality**

It is acknowledged that our town centres are part of our 'offer' to visitors and inward investors, but also contribute to improving the quality of life of local residents, making Halton a good place to live. There is a requirement to drive up footfall and increase the numbers of people that shop, work in and use our town centres. Strong management of town centres required commercial principles to be robustly applied

and it sometimes seems as if innovation and change in the town centres is slowed by the adoption of public sector systems to deliver in a private sector environment.

There will, no doubt be a requirement to re-invest in the physical fabric of our town centres. In Runcorn, there is a good understanding of its USP arising from the physical assets that it holds. Regarding Widnes, further work is needed to better understand the role and function of the town centre in the future.

Although the forthcoming Retail Study will provide an improved understanding of why people visit or do not visit our town centres, further work is needed with the private sector (including retailers and traders) to prioritise, and to confirm what our respective sectors can or cannot deliver in our town centres.

Runcorn has benefitted from funding from the High Street Innovation Fund. Widnes is currently using section 106 funding to support a number of town centre initiatives. For relatively small sums of money a high level of goodwill and positive media have resulted.

This is also in part due to the fact that the Council has promoted an ongoing communication channel with town centre stakeholders through the Runcorn Town Team. This has enabled the Council to not only manage expectations, but also enabled the community to help themselves.

It has also demonstrated that 'softer' small scale measures can have a significant impact on increasing confidence in town centres.

However, these funds are time limited. In Runcorn, work is progressing on a Business Improvement District (BIDs) application, as a way of providing sustained public and private sector funding for the future. This initiative is being led by the private sector.

We should explore whether any of the Widnes town centre operators would be willing to lead on a similar approach. Additional resource would be needed if we were to introduce a Widnes Town Team.

At the Hive, the Council employs CBRE to manage the maintenance of the leisure park. Perhaps we should consider whether this concept could be further developed elsewhere?

***J. Develop a Business Charter for Social Responsibility***

Halton Borough Council's procurement division with its 'Doing Business in Halton' events, has been leading the way to create a "level playing field" for Halton's businesses to compete with larger companies from outside the area.

Partners have worked together to simplify systems, provide information and training in submitting tenders.

The added value of local firms can be factored into procurement decisions, in relation, for example, to quicker response times and greater responsiveness to local requirements.

However, in improving our support offer to businesses, it is not unreasonable to ask businesses to formally commit to employ locally, pay the living wage as well as commit to sustainable and ethical practices.

All newly contracted Council supplies would be required to sign up to the charter and draw up action plans which become the terms of their contracts. Build on the Social Value checklist when scoring applications for contracts.

We could also support socially conscious businesses in the borough to enter the market by offering reduced business rates, grants, loans or free office space.

We could expand our Halton Employment Partnership (HEP) offer to increase our proactive approach to helping local businesses recruit local people. (N.B. This is currently funded small-scale through the Work Programme contract).

Work with organisations such as the Business in The Community Partnership to further encourage businesses to contribute to the 'Preparing for adulthood – Pathway to Employment and supported employment agendas.

However, there are many earlier interventions or "building blocks" that needed to be implemented first if a young person, young (disabled) person is to be 'made ready for work'.

Therefore, work needs to be accelerated in the following areas:

- Developing a Pathway to Employment Plan.
- Producing a directory of organisations and activities which support the Pathways to Employment agenda to be used as a conduit for the exchange of best practice.
- Giving consideration to joint "case reviews" of young people.
- This approach could be broadened to include other vulnerable groups, for example, care leavers, NEETs.
- Producing a 'what makes a good employee checklist'.

Using Halton's Business Improvement Districts as a pilot for promoting the Pathway to Employment principles identified in the report, not least in raising awareness and identifying success stories/role models.



### ***K. Low Carbon Economy***

A future priority is to develop significant growth and value in Halton's economy by exploiting the commercial opportunities for low carbon and the marine economy associated with the port, river, off shore renewables, hydrogen resources, specifically for decentralised low carbon energy, transport and resource efficiency.

There are several initiatives which will be progressed during the plan period i.e.:-

- Heat Networks – Decentralised Energy Network to support the power infrastructure needed to allow the significant expansion plans in East Runcorn to be delivered in a sustainable way. This will support the ongoing development of the East Runcorn area of change enabling security of energy supply, cheaper energy costs and reduced carbon emissions.
- Retrofit - Domestic, commercial and industrial retrofit is a key challenge and provides a basis for the delivery of a package of energy efficiency measures for retrofitting all building types.
- The development of a low carbon hydrogen fuel infrastructure would be part of a wider plan to develop Ultra Low Carbon transport capability in the Liverpool City Region. H2 energy is zero carbon and Halton has a UK unique capability with bi-product sources from Ineos Chlor and other sites.
- Developing the Green Supply Chain to support Halton companies to innovate and diversify into new markets, technologies and supply chains and develop and train staff in new skills to take advantage of emerging new markets. I.e. renewables will also be taken forward.

### ***L. Sector Development***

The Construction Halton initiative acknowledges that the forecast scale of development and other construction related activity in the borough offers significant potential for moving people from benefits into work.

We have progressed Construction Halton to facilitate a range of measures to deliver community benefits from construction related work, in the form of employment, apprenticeships, training and work experience opportunities. Colleagues from the Employment Learning and Skills Division have met with the Mersey Gateway team and the three remaining consortia to discuss development of employment and skills plan as part of the bid process.

The aims of Construction Halton are to provide a mechanism that will ensure people from disadvantaged groups and areas within Halton are able to access jobs and training opportunities arising in the construction industry.

Continuation of the Science Halton initiative - the combined Science, Technology & Advanced Manufacturing Group and Halton Science Action Group is a priority.

Research undertaken by **Amion Consulting** shows that some 3300 STAM jobs in Halton will be created over the next 20 years, although there will be a real decline in chemical related businesses. In addition, it shows that of the net demand for skilled

recruits, 55% will need level 4 skills or above, 70% will require a level 3 or above and 15% will require level 2 or below.

Furthermore, **skills gap analysis** relating to the local STAM sector shows that the largest skills gap in Halton exists at level 4 and above, which is not surprising given the absence of HE institutions in the borough. We will work with education partners to promote further level 4 courses offered by Halton providers to be validated by HE institutions.

Similarly, the Bioscience Sector has the lowest number of course places to available jobs and shows skills gaps at level 4, level 2 and below level 2. We need to ensure the curriculum at level 2 and below addresses the gap in training for the biosciences.

Following the announcement on the Enterprise Zone at Daresbury we have been working with colleagues at the Science Technology Facilities Council (STFC) to develop a Skills Strategy for Sci-Tech Daresbury. This is set to continue.

The Ports, Logistics and Maritime sector has over 1,700 firms and employs approximately 28,000 people. Through initiatives such as the Super port and Atlantic Gateway, Halton's strategic position and proximity to a wide range of water, as well as other infrastructure assets needs to be further exploited. We would, therefore, regard maintaining our presence through, for example, the Super port Panel as a way of protecting and further developing Halton's interests.

## **Extracts from Policy & Resources Directorate Plan - Policy, Planning and Transportation**

### Mersey Gateway

#### *Delivery of the Mersey Gateway Project.*

The development of the Mersey Gateway project will place significant demands on staff in the Department for the next 4 or more years and particularly those in the Highways Development, Traffic, Planning and Contaminated Land Teams.

Formal Local Authority approval of the various planning and technical issues associated with the project is fundamental to the progress of the project and will have to be approached with the appropriate level of experienced resource to avoid compromising the project programme. The requirement for staff to satisfy Mersey Gateway needs without neglecting other wider service delivery functions will remain particularly challenging.

Although all bidders were incentivised through the procurement process to identify measures to minimise the impact of construction works, the Mersey Gateway has several interfaces with the existing highway network which will be significantly affected during the construction phase of the project.

As a result, traffic disruption during critical phases of construction is inevitable and the social and financial consequences of this disruption in particular for emergency services, schools, local businesses and employees, needs to be planned for and mitigated.

The client technical and planning approval processes must keep pace with the Project's delivery phasing and construction programmes, and it is expected that the Highway Development and Development Services Divisions will be heavily involved throughout. Additionally, they will be involved in the statutory / highway order processes necessary to implement aspects of the project.

There may also be a demand for additional works and facilities to promote and accommodate sustainable travel modes during the construction phase as the network comes under more pressure due to traffic restrictions.

Over the period of the business plan, it is likely that the development of design proposals for future integrated and sustainable transport provision, including modifications to the Silver Jubilee Bridge, will be progressed.

This is likely to include input into the Mersey Gateway Regeneration Strategy and maximising opportunities for development through highway delinking proposals on both sides of the Silver Jubilee Bridge.

Development Management staff will be heavily engaged in ensuring all appropriate planning conditions are discharged in a timely fashion whilst the Contaminated Land Team will continue to offer advice to the Mersey Gateway Team and Merseylink in conjunction with that afforded by HBC's Legal Team.

It remains expected that the Gateway Bridge will open to toll paying traffic in September 2017.

#### Funding for Transport Schemes

##### *Liverpool City Region Combined Authority*

In April 2014, the six Merseyside authorities and Halton came together to formally establish the Liverpool City Region. The Combined Authority was established to strategically lead work on transport, economic development, housing, employment and skills in the City Region to, in turn, support sustainable economic growth. It enables the City Region to speak with one voice in a democratically accountable structure which can attract funding and devolved powers from Government. Transport is a key focus of the Combined Authority, in recognition of the central role it plays in helping to grow the economy and in enabling and encouraging regeneration. The development of the Combined Authority brings a new wave of funding opportunities for developing the transport network in the Liverpool City Region. This will require a new way of working as, in many cases, competitive bidding will be required to secure funding.

The Liverpool City region Combined authority will also represent Halton and its interests on the taking forward of a number of regional and national agendas, more particularly those relating to rail and freight and logistics. Much of this work will relate to improving connectivity with the major cities of the North in order to create the 'Northern Powerhouse' and address the imbalance that exists between here and the South East of the country.

Merseytravel will continue to listen to and represent Halton on initiatives and discussions relating to High-Speed 2 and East-West rail links / improvements and on the development of the Superport. In doing so, it will sit on groups including One North and Transport for the North. Council Members and Officers will be continually engaged in this process

#### *A Transport Plan for Growth*

**A Transport Plan for Growth** is a document that has been produced to provide a single strategic investment framework and 5 year transport delivery plan for the LCR. It supports but does not replace the two longer term Local Transport Plans (Halton and Merseyside).

It outlines how the LCR intends to respond to changes in governance (with the formation of the Combined Authority), to changes in national policy (and more particularly the localism and devolution agendas) and funding programmes. It articulates the City Region's strategic direction for transport to both those within the transport sector and wider partners in health, education, business and industry. The plan itself will have its own delivery plan of which Halton will play a part of delivering from 2015- 2021, and is funded by a combination of ITB, Local Growth and EU Funding. The LCR CA is due to consider this Plan on 6<sup>th</sup> March 2015.

#### *A new way of working*

The need to develop closer working relationships with Merseytravel and our LCR partners, the fact that increasing amounts of money are being devolved to the LCR and because more and more funding requires the preparation of competitive bids, places an increased burden on very limited staff resources. With transport budgets being devolved, the department is experiencing the need to develop funding applications, business cases and importantly develop transport schemes to a point where an initial submission can be made to secure monies to deliver Halton's transport and infrastructure aspirations. This scenario is becoming a norm rather than the exception; there will be a need to consider long term resource impacts in the future.

#### *LCR Growth Deal*

The way in which local transport schemes are funded is changing. In recognition of the central role of transport in promoting local economic development, Government has devolved funding for local major transport schemes to Local Enterprise Partnerships. The LCR Growth Deal totals £263.4m over a five year period to 2021 and, in terms of transport, comprises Major Transport Scheme allocations totalling £97.7m (including £10.4m for development of the Halton Curve rail link project), local sustainable transport scheme funding of £41.1m and £44.1m, of previously

committed Local Growth Fund allocation, which includes a £23.7m locally (LCR) deployable Major Transport pot.

The LCR Major Scheme funding, forms only one element of the Single Local Growth Fund (SLGF) that was announced by Government in the 2013 spending round. The SLGF brings together central government's 'growth-related' budgets and gives Local Enterprise Partnerships responsibility for spending it, on the basis of strategic plans and under competitive bidding processes.

Nationally, £200M from the Integrated Transport Block (ITB) and £100M from the Local Sustainable Transport Fund (LSTF) will also be transferred or top-sliced and put into the SLGF in 2015/16 for local strategic transport projects. Four 'Key Themes' have been identified by partner LCR authorities to steer the competitive bidding process for scheme funding from the SLGF and these are, Sustainable Access to Employment and Economy (Competitive Place and People), Visitor Economy, Investing for Growth and Low Carbon

In summary, LCR transport budgets and allocations to schemes within Halton that have been successfully bid are as follows:

- Maintenance of Local Transport Major Schemes: £23.7M including an allocation of £3.3M for SJB major maintenance (subject to outline business case approval) over 3 year period 2017/18 to 2020/21 (co-ordinated with deferred DfT Grant funding and Mersey Gateway opening);
- Freight and Logistics Hub Schemes: £46M including an allocation of £10.4M for the Halton Curve Project (Merseytravel is the promoter/project lead);
- Local Sustainable Transport Fund £41.4M which includes £18M for a 2-year STEPS sustainable transport scheme programme across LCR with £1.2M allocation for four schemes within Halton.

Other funding sources outside of the Major Scheme Funding can be pursued to deliver major schemes. In that regard, the Council is working closely with the Highways Agency and its consultants on option and feasibility studies for a new junction (Junction 11A) on the M56 motorway, which was confirmed as a project within DfT's Road Investment Strategy.

#### Integrated Transport Block Budget

The re-allocation of ITB funds as referred to above will now result in a 40% reduction in the direct grant allocation to Local Authorities for integrated transport and consequently will further restrict the scale and scope of highway, traffic safety and transport schemes that the Council can deliver from this funding stream. ITB allocations were confirmed for the three years from 2015/16 to 2017/18 by DfT in November 2014 (together with indicative allocations for the succeeding three years) Halton's allocation is £0.908M for each of the six years. In 2015/16 Halton will receive the grant directly. In subsequent years, the expectation is that the grant will

be added to Merseyside's £9.16M and distributed across LCR Transport authorities according to a formula or prioritisation methodology that is yet to be agreed.

Achieving the goals set out in LTP3 through the implementation of the various strategies, will therefore be even more of a challenge over the period of the business plan, and interventions locally will need to be proportionate to the funding available and measured in terms of the value they add to the transport network. We will need to manage the needs and expectations of business and the community in this respect.

#### Bridge & Highway Maintenance

Delivery of the major bridge maintenance programme (through the Halton's Bridge Maintenance Partnership Contract) is now complete, using the £11.8m maximum funding availability from the Silver Jubilee Bridge (SJB) Complex Major Maintenance Scheme.

However, a further £4.88M has been deferred to 2017/18 to allow for the completion of the scope of the original works which clashed with the construction of the Mersey Gateway. These works will now be undertaken during a period of total closure of the Silver Jubilee Bridge following opening of the Mersey Gateway crossing in September 2017. The intention is to procure these works in conjunction with the works required to modify and improve the SJB to suit its post Mersey Gateway function in accommodating all local traffic, pedestrians and cyclists. This procurement will commence in 2016.

The intention is to procure these works in conjunction with the works required to modify and improve the Silver Jubilee Bridge to suit its post Mersey Gateway function in accommodating all local traffic, pedestrians and cyclists and this procurement will be commencing in 2016.

#### Highway Development

##### *Development*

The scale and pace of new development across the Borough is expected to continue over the period covered by the Plan. New housing development at Sandymoor and Daresbury; continuing house building in north Widnes and in Castlefields; major industrial / commercial development at 3MG / Stobart, Widnes Waterfront, Sci-tech Daresbury and within the Borough's town centres, will in combination have significant impacts across the Highway Development Division. In addition, changes to planning legislation and the transition to the National Planning Policy Framework aimed at assisting developments, is expected to place additional demands on the service.

##### *Sustainable Drainage Legislation*

Government recently consulted on an alternative approach to delivering sustainable drainage systems for major developments through changes to the planning regime,

and subsequently, on making Lead Local Flood Authorities statutory consultees, providing technical advice to the LPA on planning applications with surface water drainage implications. This is significantly different from the procedure envisaged in the Flood & Water Management Act legislation, but will nevertheless still place additional burdens on the Highway Development Division. Government's views and detailed proposals following the consultation response are awaited.

#### *Lead Local Flood Authority Role*

As mentioned above, under the 'Development' heading, SuDS legislation is expected to be delivered through changes to the Planning Act, introduced during 2015.

As a prospective Statutory Consultee, the Highways Development Division will be required to provide formal comment and advice on the suitability of surface water drainage schemes for major developments and their future management and maintenance. Assessment of the impact of new development on flooding, through the planning process, is an increasing responsibility for the Division, as the Environment Agency will focus on its strategic overview role more in the future. The management of surface water drainage and flood risk assets, including the formal regulation of work by third parties is a relatively new area of responsibility under the Flood and Water Management Act (FWMA).

The NW Regional Flood and Coastal Committee recently approved a six year capital investment programme for flood defence / flood risk management schemes, funded through Defra Grant in Aid. This is complemented by a six year Local Levy Fund programme. Halton has schemes within each programme and will continue to assess schemes and, where appropriate, submit them for consideration for inclusion in the six year rolling programme. Under Defra's partnership approach to funding flood defence, locally-sourced capital allocations will be necessary if Halton's Flood Risk Management (FRM) scheme proposals are to be successful in being awarded Grant funding and entry into the programmes.

#### *Health and Transport shared priorities*

There is a growing opportunity for Health and Transport sections to work together. Government guidance highlights the need for both sectors to collaborate to tackle the growing issues around Air Quality, Obesity and Road Safety. Halton has begun to explore these opportunities and, although in its infancy, a number potential projects have been identified.

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

A number of joint contracts for works within the Combined Authority area are being investigated to achieve cost savings and more efficient ways of working. One of the first projects being considered is the linking of the separate Intelligent Transport Systems that exist across the LCR, and which include all the Variable Message Signs (VMS). Subject to agreed protocols being developed, this could for example result in the sharing of VMS by authorities.



Officers are currently working on a proposal to implement a Permit Scheme that will enable better control of works being undertaken by Statutory Undertakers. The changes require Statutory Legislation which could be delayed by the General Election but it is hoped that a scheme will be operational by January 2016.

Due to staff safety concerns in Council buildings, the CCTV in these buildings is being transferred to the CCTV Control for central monitoring as funds permit. Halton Lea Direct Link has been transferred and Ditton Direct Link is underway, which will include an external camera that will also monitor the Queens Avenue shops. In order to reduce revenue costs, the CCTV system is being upgraded to use wireless communications and the Council's ICT Network.

### Logistics

The Transport industry in recent years has witnessed increases in operating costs year on year and reports by the Department for Transport show that these costs will continue to increase. Transport operators have attributed this to insurance and staff cost increases.

The bus shelter contract which provides for the supply and maintenance of 38 of the 293 bus shelters across the Borough came to an end in October 2014. Funding will need to be identified during the life of this business plan to replace these shelters. The cost of replacing the shelters will be in the region of £95,000 based on supply and install only.

### Policy & Development Services

The workload of the Division continues to be driven by changing national government policy and initiatives to tackle the public deficit.

Reducing budgets, combined with factors such as demographic change, increased demand and new government policy mean that there is an increasing focus on the principles arising from the Government's Open Public Services agenda of:

- Choice – to give choice to individuals wherever possible and, where direct choice is not possible, to give control to elected representatives.
- Decentralisation – power should be devolved to the lowest possible level.
- Diversity of providers – public services should be open to competition from a range of providers of different sizes and sectors.
- Fairness – ensuring fair access.
- Accountability – public services which are held to account by citizens and elected representatives.

These principles set the tone for a range of policy initiatives and legislation emerging from the current government administration.

Joint working in the Liverpool City Region continues to move forward through the Combined Authority and is likely to result in new ways of working. The devolution



agenda is also likely to be a key feature of debate for the forthcoming General Election, with new powers for regions being anticipated as a result.

### *Planning Policy*

Planning reforms continue to be proposed by Government, and may depend on the outcome of the General Election. Proposals being discussed include requiring the establishment of Local Development Orders (LDOs) to permit housing on 90% of suitable brownfield land, with those Councils failing to establish these LDOs being placed in 'Special Measures'. If introduced, this would divert significant resources from producing the Local Plan and impact on Development Management fees income.

### **Extracts from Communities Directorate Plan – Waste and Environmental Improvement and Open Space Services**

POLITICAL	SOCIAL FACTORS
Increased joint working with neighbouring Authorities	Maintaining changing attitude towards waste and increased participation in recycling, through increased customer engagement
ECONOMIC CLIMATE	TECHNOLOGICAL DEVELOPMENTS
Continued budgetary pressures	Technology will be used to deliver 'in-cab' communications solutions for waste collection vehicles
Increasing levels of waste diverted from landfill will reduce the Council's spend on waste disposal	Technology will be used to improve communication and community engagement on waste matters
LEGISLATIVE	ENVIRONMENTAL
Revised <a href="#">EU Waste Framework Directive</a>	Commencement of work on the Mersey Gateway – contingencies to be monitored in relation to disruptions to service. For example, refuse collection.
Legislation changes to local authority enforcement powers against householders who commit waste offences	New Cemetery space required in Widnes by 2016. A site has been identified and it is anticipated that a new cemetery can be created before burial spaces run out at the existing Widnes site
	HLF Parks for People bid, to regenerate Runcorn Hill Park, was successful and work is underway to meet programme objectives
	HLF Heritage bid to see Sankey Canal from Spike Island to Fiddlers Ferry Marina restored to navigation

NB – text in blue and underlined indicates a hyperlink to further information.

## 5.0 Organisational Initiatives

There are a number of initiatives that have been developed at an organisational level in order to ensure consistency and synergy between individual business units of the Council. As such these initiatives are relevant to the work of all Directorates of the Council and have implications for, and are supported by, the work of the individual departments that sit beneath them. Such initiatives include:-

### 5.1 Equality, Diversity and Community Cohesion

Halton Council is committed to ensuring equality of opportunity within all aspects of its service design and delivery, policy development, and employment practices. This commitment is reflected in a range of policies, strategies, and other framework documents and practices that underpin the work of the Council through its day-to-day operational activities.

The Council's [Single Equality Scheme](#) sets out the Council's approach to promoting and securing equality of opportunity, valuing diversity and encouraging fairness, and creating and promoting a social environment in which people can work, learn, and live free from discrimination and victimisation in all of its forms. The Council will combat discrimination throughout the organisation and will use its position of influence in the borough to help to identify and remove discriminatory barriers and practices where they are found to exist.

The Council has developed a systematic approach to examine and address the equality implications of its existing and future policies, procedures, and practices through the use of a Community Impact Review and Assessment process.

The Public Sector Equality Duty requires the authority to publish equality information annually and the progression of equality-related issues will be monitored through this process.

### 5.2 Environmental Sustainability

The Council is committed to taking a lead and setting an example in tackling climate change. The Council has developed a Carbon Management Plan that will support the organisation in managing its carbon emissions and developing actions for realising carbon and financial savings and embedding carbon management into the authority's day-to-day business.

The Plan was reviewed and updated during 2011/12, with a revised energy emissions reduction target and it is now set at a reduction of between 5% and 10% over 2010/11 figures for a 5 year period. The main measure included in the revised plan is the Green House Gas emissions indicator, which differs from the previous carbon emissions indicator.

The GHG emissions figure for 2011/12 was 23,917 tonnes CO2 which was a 7.3% reduction on the 2010/11 figure. This total figure breaks down as follows:-

Corporate buildings	7505 tonnes CO2 (estimated)
Schools	8393 tonnes CO2 (estimated)
Street lighting	6211 tonnes CO2 (estimated)
Vehicle fleet	1359 tonnes CO2 (estimated)
Business Miles	449 tonnes CO2 (estimated)

To improve the focus on achieving its targets the Directorate, through the Carbon Group, will develop specific plans and, where appropriate, specific reduction targets around buildings and vehicle fleet and business miles

Linked to the development of the Affordable Warmth Strategy, which aims to raise awareness of fuel poverty and build on referral mechanisms, it is also intended to improve properties in terms of energy efficiency through appropriate insulation and improved heating systems, which will contribute to the Council's commitment to tackling Climate Change issues.

Eco-friendly solar panels at the Stadium are due to generate income of £12,000 a year for the Council as well as saving up to £3,000 a year in energy bills. The Council will benefit from income from the feed in tariff from the solar panels – 32.9 p for every kWh it generates income which will increase year-on-year in line with inflation. The total energy saving will be in the region of £75,000 over 25 years.

### **5.3 Risk Management**

Risk Management, which forms a key element of the strategic and performance management processes of the Council, is a business discipline that is used to effectively manage potential opportunities and threats to the organisation in achieving its objectives.

Risk assessments are the process by which departments identify those issues that are, or may be, likely to impede the delivery of service objectives. Such risks are categorised and rated in terms of both their probability, i.e. the extent to which they are likely to happen, and their severity i.e. the potential extent of their impact should they occur.

Following such assessments a series of risk treatment measures are identified which will mitigate against such risks having an adverse impact upon the delivery of departmental / organisational activities.

Each Directorate will maintain a Risk Register which will be reviewed and refreshed in conjunction with the annual budget setting and business planning process. Additionally the implementation of risk treatment measures will be monitored by the appropriate Strategic Director and reported through quarter 2 mid-year performance reports.

#### 5.4 Arrangements for managing Data Quality

Good quality data provides the foundation for managing and improving services, determining and acting upon shared priorities, and accounting for performance to inspecting bodies and the local community.

In recognising this, the Council has developed a Corporate Data Quality Strategy that will provide a mechanism by which the authority can be assured that the quality of its data remains robust and fit for purpose. This strategy, which will remain subject to periodic review, identifies five key corporate objectives and establishes the key dimensions of good quality data i.e. that data is

- Accurate:** For its intended purpose;
- Valid:** By being consistently recorded and used in compliance with predetermined definitions and rules;
- Reliable:** By reflecting stable and consistent data collection processes;
- Timely:** By being made available as soon as possible after the activity or event and in line with organisational requirements;
- Relevant:** For the purpose intended;
- Complete:** In that the monitoring of incomplete, missing or invalid data is avoided as far as is possible.

## 7.0 Resources

### **Extract from Children and Enterprise Directorate Plan**

The Directorate faces a number of challenges in ensuring that it has the resources available to support the delivery of its service objectives during a period of reducing financial resources.

### **BUDGET SUMMARY AND SERVICE COSTS**

To be added once confirmed

### **HUMAN RESOURCE REQUIREMENTS**

The Directorate employs approximately 700 staff, and together with school staff, are considered to be the Directorate's most valuable asset. The Directorate (and the Council as a whole) is committed to training and developing its staff and has a system of Employee Development Reviews twice a year to produce Personal Action Plans for each employee setting out future learning and development plans, and setting individual work based performance targets. These are complemented by more regular supervision which review progress with personal development and are one of the key processes by which performance and service outcomes are monitored.

Supervision is not just about getting the job done; it is also about investing time and energy in developing and motivating staff for the benefit of the individual and the organisation as a whole and ultimately the local community. Good supervision will result in well-trained and motivated staff who are clear about their role within the organisation and the tasks they need to achieve.

A major requirement for the Directorate will be the continuing implementation of the new Integrated Children's Workforce Strategy for Halton's Children's Trust. The key aim of the strategy is a workforce that is reformed, integrated and making the best contribution possible to Halton's Children & Young People's Plan.

### **ACCOMMODATION AND PROPERTY REQUIREMENTS**

The accommodation requirements of the Directorate have been impacted upon by the efficiency programme. The continued development and embedding of Team Around the Family services will further influence the Directorate's needs as the ambition is to establish community based accommodation providing front line access for all services through effectively utilising Children's Centres, GP practices and the secondary provision developed through the Building Schools for the Future programme.

## ICT REQUIREMENTS

The Directorate has an ICT Development Plan mapping out its ICT requirements and areas for development. There are no anticipated ICT requirements in regards to Economy, Enterprise & Property.

### Extract from Policy and Resources Directorate Plan

The current and on-going financial climate will continue to pose challenges and the Directorate will need to retain a focus upon minimising costs and overheads wherever possible. Below is a summary of those known or likely Departmental resource requirements that will arise during the life of this plan.

At the time of writing this plan there are no significant additional human resource, property or ICT requirements anticipated. The Directorate will continue to focus upon maximising the value and minimising the costs of the resources that it has at its disposal.

### Extract from Communities Directorate Plan

#### Budget Summary & Service Costs

To be added once confirmed

#### Human Resources

The Directorate is made up of a diverse workforce. Workforce is key to the authority being able to deliver on its strategic priorities and objectives.

#### Communities Directorate: Workforce figures (Position as at October 2014)

Data	Contract Type	Commissioning & Complex Care	Community & Environment	Prevention & Assessment	Grand Total
<b>FTE (Full Time Equivalent)</b>	Casual	13.81	38.08	10.96	62.85
	Fixed Term	15.16	9.20		24.36
	Permanent	158.94	419.60	178.79	757.34
	Secondment	1.00	0.27	3.00	4.27
	Temporary	13.65	11.81	11.09	36.56
<b>Total Sum of FTE</b>		<b>202.56</b>	<b>478.96</b>	<b>203.85</b>	<b>885.37</b>
<b>Count of Position</b>	Casual	40	578	85	703
	Fixed Term	16	10		26
	Permanent	207	644	241	1092
	Secondment	1	1	3	5
	Temporary	20	18	15	53
<b>Total Count of Position</b>		<b>284</b>	<b>1251</b>	<b>344</b>	<b>1879</b>

Casual FTE calculated as: Total hours in previous 12 months for Hours Claimed, divided by 37 (normal full-time hours), divided by 52.143 (no. of weeks in a working year)

These figures represent a staffing body made up of just over 1,800 positions. The work undertaken by those in these positions equates to almost 900 full-time equivalents. This signifies a workforce that is flexible and therefore more resilient, thus enabling service continuity and minimising risks associated with potential absences.

The Directorate employs staff in a wide range of functions including, day care workers, home care assistants, librarians, activity coaches, occupational therapists, customer services staff, social workers, bereavement officers, registration officers and managerial staff. Staff members provide a range of support services to the public, as well as lifestyle, leisure and environmental infrastructure facilities.

The Directorate (and the Council as a whole) is committed to training and developing its staff and has an employee appraisal system in place, in the form of the Employee Development Review (EDR). The EDR is conducted annually, with future learning and development goals being outlined in Personal Action Plans. The Personal Action Plan is revisited within a six-month period with a view to monitoring progress and reassessing needs.

Throughout environmental services, and including Open Spaces and Waste Management, ongoing training needs analysis is made, in particular to assure the health and safety of employees and the public they serve. During 2015, a review of the data management systems for recording training is to be completed, allowing the Directorate to strengthen its position in being able to report requirements and anticipate need.

In anticipating human resource requirements, Waste Management and Open Spaces have run a successful Apprentice scheme as part of their overall succession planning. In recognition of the programme's success, the Council was shortlisted in the Liverpool City Region Apprenticeship Awards 2013 as a finalist in the category of Apprentice Employer of The Year. At the same awards, one of the Waste Apprentices was shortlisted for the award of Halton Apprentice of the Year. The Apprenticeships have seen a substantial success rate in progression through the scheme and in gaining subsequent sustained employment.

Other focussed learning and development is taking place throughout the Directorate, including take-up of the Council's Post Entry Training Fund, which offers financial support for job-relevant qualifications not covered by internal provision. Additionally, key individuals within the Libraries Services are undertaking six online learning modules to become Digital Champions.

### **ICT Requirements**

The Information Technology requirements/developments across the Directorate include: -

- The Council's in-house ICT Business Services Team will develop systems and support the interfacing with specialist technology equipment to help deliver efficiencies and improve the quality and effectiveness of the Council's waste and environmental improvement services. This will involve the utilisation of technology to optimise waste collection schedules as well as installation of in-cab communication technologies to provide two-way communication between service delivery staff and the Contact Centre.

## **Property Requirements**

The Property requirements/developments across the Directorate include:-

- Widnes Cemetery has only 5 years capacity remaining and existing cremators are now life-expired. Extra capacity (15 years) has been created at Runcorn through an extension of the existing facility. Following the work carried out by a working group a site has been identified for a new cemetery at Widnes and has gained approval from the Executive Board.



## 8.0 Business Planning

Directorate Plans form an integral part of the authority's corporate planning framework, as illustrated within the diagram opposite.

This framework ensures that the Council's operational activities are complementary to the delivery of its community aspirations and legal and statutory responsibilities.

Such plans, and the Quarterly Monitoring Reports that flow from them, are an essential tool in enabling the public, Elected Members, Senior Management, and staff how well Council departments are performing and what progress is being made in relation to improving the quality of life within the borough and service provision for local people, businesses and service users.

### Performance Monitoring and Reporting

It is imperative that the Council and interested members of the public can keep track of how the Council and its Departments are progressing and that mechanisms are in place to enable councillors and managers to see whether the service is performing as planned.

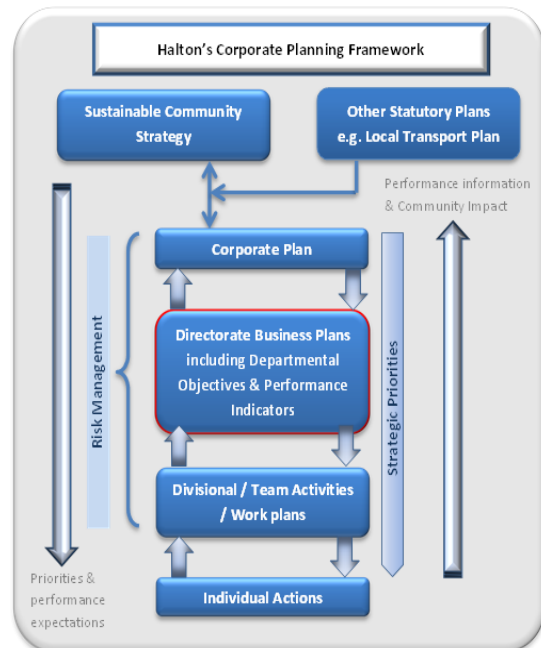
As a result Departmental progress will be monitored through:

- **The day to day monitoring by Strategic Directors through their regular interaction with Operational Directors;**
- **Provision of Quarterly progress reports to Corporate and Directorate Management Teams;**
- **The inclusion of Quarterly progress reports as a standard item on the agenda of all the Council's Policy and Performance Boards.**
- **Publication of Quarterly monitoring reports on the Council's intranet site.**

In demonstrating its commitment to exploiting the potential of Information and Communications Technology to improve the accessibility of its services and related information an extensive range of documentation, including this plan and its associated quarterly monitoring reports, are available via the Council's website at:

<http://www3.halton.gov.uk/content/councilanddemocracy/council/plansandstrategies>

Additionally information and assistance can be accessed through any of the Council's Halton Direct Link facilities (HDL) or the Council's libraries.



## ***Appendices 1 - 6***

### Departmental Service Objectives / Key Milestones and Performance Indicators / Targets

- 1**      **Development & Investment Services (Extracts From Children & Enterprise Directorate Plan)**
- 2**      **Policy, Planning & Transportation (Extracts From Policy & Resources Directorate Plan)**
- 3**      **Community and Environment (Extracts for Waste and Environmental Improvement)**
- 4**      **Community and Environment (Extracts for Open Space Services)**

## 1. Development & Investment Services (Extracts From Children & Enterprise Directorate Plan)

Corporate Priority:	Corporate Effectiveness & Business Efficiency		
Service Objective: CED10	Strategically manage and maintain the Council's assets in order to provide a sustainable flow of income and capital receipts as well as ensure that they are safe and fit for purpose		
Milestone(s) (15 / 16)	<ul style="list-style-type: none"> <li>• Commence demolition of Widnes Police Station <b>December 2015</b></li> <li>• Commence Sci-Tech Daresbury Tech Space <b>April 2015</b></li> <li>• Commence lease Agreement at St. Michael's Golf Course <b>May 2015</b></li> <li>• Completion of road at Johnson's Lane by <b>March 2016</b></li> <li>• Identify end user for Bayer site <b>by March 2016</b></li> <li>• Complete viability appraisals on Crossville Site <b>June 2015</b></li> <li>• Commence Crossville Development <b>March 2016</b></li> <li>• Commence Phase 2 Castlefields Lakeside Development <b>July 2015</b></li> </ul>		
Milestone(s) (16 / 17)	<ul style="list-style-type: none"> <li>• Commence development of Bayer site by <b>March 2017</b></li> <li>• Complete Astmoor Development Brief <b>April 2016</b></li> </ul>		
Milestone(s) (17 / 18)	<ul style="list-style-type: none"> <li>• Complete Development of Venturefields Site <b>June 2017</b></li> </ul>		
	<b>Responsible Officer</b> Operational Director, Employment, Enterprise and Property Department	<b>Linked Indicators</b>	CED058, CED059

<b>Corporate Priority:</b>	<b>Halton's Urban Renewal</b>		
<b>Service Objective: CED11</b>	<b>Deliver a comprehensive development and investment service</b>		
Milestone(s) (15 / 16)	<ul style="list-style-type: none"> <li>• Undertake evaluation of Business Support Programme by September 2015 (OD, Employment, Enterprise and Property Department)</li> <li>• Development of a marketing and promotions plan for the borough's markets by June 2015 (OD, Employment, Enterprise and Property Department)</li> </ul>		
Milestone(s) (16 / 17)	<ul style="list-style-type: none"> <li>• Implement a Retail Business Improvement District in Runcorn April 2016 (OD, Employment, Enterprise and Property Department)</li> <li>• Review Bid Writing Manual by March 2016 (OD, Employment, Enterprise and Property Department)</li> </ul>		
Milestone(s) (17 / 18)			
	<b>Responsible Officer</b>	Operational Director, Employment, Enterprise and Property Department	<b>Linked Indicators</b>
			CED060, CED061, CED062, CED063, CED064, CED065, SCS ELS 01, SCS ELS 02,

Ref	Description	Halton 13/14 Actual	Halton 14/15 Target	Halton 14/15 Actual	Halton Targets		
					15/16	16/17	17/18

**Halton's Urban Renewal**

CED60	Occupancy of HBC Industrial Units				90%	90%	
CED61	Occupancy of Widnes Market Hall				95%	95%	
CED62	Number of investment enquiries per annum				250	250	
CED63	Inward investment enquiry conversion rate percentage				10%	10%	
CED64	Number of funding enquiries per annum				110	120	130
CED65	Proportion of successful funding bids				25%	30%	35%
SCS ELS01	Increase the number of active enterprises within the borough				2800		
SCS ELS02	Increase the proportion of business diversity within the following sectors: Knowledge Economy, Superport, Low carbon/green, Visitor Economy				28.5%		

Ref	Description	Halton 13/14 Actual	Halton 14/15 Target	Halton 14/15 Actual	Halton Targets		
					15/16	16/17	17/18

### Employment, Learning and Skills

CED066	Number of new apprenticeship starts in Halton Borough Council				5	10	
CED067	Overall success for learners through the adult learning programme				90%	90%	
CED068	Number of tutors graded good or outstanding				82%	85%	88%
CED069	Number of schools and nurseries engaged in family learning				28	30	
CED070	Number of residents supported to get online				380	450	
CED071	Number of new (additional) interventions undertaken by the service				3	5	
CED072	Number of starts on DWP programme (A4E)				454	454	
CED073	Number of starts on DWP programme (Ingeus)				1118	1118	
CED074	Achieve 128% performance against DWP targets on the A4e Work Programme contract for customer groups PG1, PG2, PG6a and PG6b				128%	128%	128%
CED075	Achieve 128% performance against DWP targets on the Ingeus Work Programme contract for customer groups PG1, PG2, PG6a and PG6b				128%	128%	128%
CED076	CED076 Monthly reviews of performance of the Work Programme contract undertaken				100%	100%	

Ref	Description	Halton 13/14 Actual	Halton 14/15 Target	Halton 14/15 Actual	Halton Targets		
					15/16	16/17	17/18
CED077	CED077 Number of new starts into permitted/paid work for local people with disabilities (over 12 month period)				15	15	
CED078	CED078 Number of new business start-ups in the Borough				25	25	
SCS ELS03	SCS ELS03 Increase the number of people classed as self-employed				7.25%		
SCS ELS04	SCS ELS04 Reduce the proportion of people with no qualifications				11%		
SCS ELS05	SCS ELS05 Increase the percentage of people achieving NVQ Level 4 and above				24.75%		
SCS ELS09	SCS ELS 09 Increase the gross weekly earnings by residents				To close the gap to the nearest CIPFA Statistical Neighbours		

**2. Policy, Planning & Transportation (Extracts From Policy & Resources Directorate Plan)**

<b>Corporate Priority:</b>	Environment and Regeneration in Halton		
<b>Service Objective: PPT 01</b>	Silver Jubilee Bridge Complex Major Maintenance – Delivery of LCR Full Business Case and subsequent Procurement of Contractors to complete works over 3 year period from April 2016. This will ensure continued unrestricted availability of the SJB crossing and to allow future maintenance to be delivered on a steady state, lifecycle planned basis.		
Milestone(s) (15 / 16)	<ul style="list-style-type: none"> <li>• Deliver 2015/16 major bridge maintenance works programme. March 2016</li> <li>• Procure contract for combined delivery of deferred SJB major maintenance and SJB modifications required as part of MG delinking, <b>March 2016.</b></li> </ul>		
Milestone(s) (16 / 17)	<ul style="list-style-type: none"> <li>• Review progress against LCR SJB maintenance strategy and deliver 2015/16 major bridge maintenance works programme, <b>March 2017.</b></li> </ul>		
Milestone(s) (17 / 18)	<ul style="list-style-type: none"> <li>• Review progress against LCR SJB maintenance strategy and deliver 2015/16 major bridge maintenance works programme, <b>March 2018.</b></li> </ul>		
	<b>Responsible Officer</b>		<b>Linked Indicators</b>



## Appendix 2 – Policy, Planning & Transportation (Extracts From Policy & Resources Directorate Plan)

<b>Service Objective: PPT 02</b>	<b>Deliver the statutory development plan as required by the Town and Country Planning Acts to provide a clear direction for the future development of the Borough. Provide operational policies that implement strategy and ensure transparent and accountable service delivery.</b>		
Milestone(s) (15 / 16)	<ul style="list-style-type: none"> <li>• Complete the partial review of Green Belt Review within Widnes and Hale.</li> <li>• Adopt a charging schedule for Community Infrastructure Levy. <b>March 2016</b></li> </ul>		
Milestone(s) (16 / 17)	<ul style="list-style-type: none"> <li>• Adopt the Delivery and Site Allocations Local Plan (DALP) <b>March 2017</b></li> </ul>		
Milestone(s) (17 / 18)	<ul style="list-style-type: none"> <li>• Production of SPDs and Planning Briefs. <b>March 2017</b></li> </ul>		
	<b>Responsible Officer</b>	DM Policy & Development Services	<b>Linked Indicators</b>
			PPT LI 02 / 03

<b>Corporate Priority:</b>	<b>Environment and Regeneration in Halton.</b>
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<b>Service Objective: PPT 03</b>	<b>LTP Capital Programme – Deliver the LTP Capital Programmes to ensure that the transport system is maintained and developed to meets local needs.</b>		
Milestone(s) (15 / 16)	<ul style="list-style-type: none"> <li>• To deliver the 2015/16 LTP Capital Programme <b>March 2016.</b></li> </ul>		
Milestone(s) (16 / 17)	<ul style="list-style-type: none"> <li>• To deliver the 2016/17 LTP Capital Programme <b>March 2017.</b></li> </ul>		
Milestone(s) (17 / 18)	<ul style="list-style-type: none"> <li>• To deliver the 2017/18 LTP Capital Programme <b>March 2018.</b></li> </ul>		
	<b>Responsible Officer</b>	Divisional Manager Highway Development	<b>Linked Indicators</b>

**Appendix 2 – Policy, Planning & Transportation (Extracts From Policy & Resources Directorate Plan)**

<b>Service Objective: PPT 04</b>	<b>Flood Risk Management - to manage the risk of local flooding (i.e. flooding arising from surface water, groundwater and ordinary watercourses) across the Borough</b>		
Milestone(s) (15 / 16)	<ul style="list-style-type: none"> <li>To manage the Flood Defence Grant in Aid capital programme of scheme delivery, and preparation of funding bid for future years. <b>March 2016</b></li> </ul>		
Milestone(s) (16 / 17)	<ul style="list-style-type: none"> <li>To manage the Flood Defence Grant in Aid capital programme of scheme delivery, and preparation of funding bid for future years. <b>March 2017</b></li> </ul>		
Milestone(s) (17 / 18)	<ul style="list-style-type: none"> <li>To manage the Flood Defence Grant in Aid capital programme of scheme delivery, and preparation of funding bid for future years. <b>March 2018</b></li> </ul>		
	<b>Responsible Officer</b>	Divisional Manager Highway Development	<b>Linked Indicators</b>

## Appendix 2 – Policy, Planning & Transportation (Extracts From Policy & Resources Directorate Plan)

Ref	Description	Halton 13/14 Actual	Halton 14/15 Target	Halton 14/15 Actual	Halton Targets		
					15/16	16/17	17/18

### Corporate Health

PPT LI 01	Number of third party compensation claims received due to alleged highway / footway defects.	132	110		TBA	TBA	TBA
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### Service Delivery

PPTLI 02 (Ex NI 154)	Net additional homes provided	N/A	552		TBA	TBA	TBA
PPTLI 03 (Ex NI 155)	Number of affordable homes delivered (gross)	N/A	100		TBA	TBA	TBA
PPT LI 04 (ex NI 157)	Processing of planning applications (%) as measured against targets for,				TBA	TBA	TBA
	a) 'major' applications	66.7%	60%		TBA	TBA	TBA
	b) 'minor' applications	30.9%	85%		TBA	TBA	TBA
	c) 'other' applications	70.4%	85%		TBA	TBA	TBA
PPT LI 05	To ensure a five year rolling supply of housing land available for 2,760 homes over 5 years. Measure as supply of ready to develop housing	119	100		TBA	TBA	TBA

## Appendix 2 – Policy, Planning & Transportation (Extracts From Policy & Resources Directorate Plan)

Ref	Description	Halton 13/14 Actual	Halton 14/15 Target	Halton 14/15 Actual	Halton Targets		
					15/16	16/17	17/18
	sites (%).						
PPT LI 06	No. of people killed or seriously injured (KSI) in road traffic collisions. (5 Year Av.)	40.4 (2013)	42.8 (2014)		TBA	TBA	TBA
PPT LI 07	No. of children (<16) killed or seriously injured (KSI) in road traffic collisions. (5 year Av.)	6.2 (2013)	7.2 (2014)		TBA	TBA	TBA
PPT LI 08	No. of people slightly injured in road traffic collisions.	307 (2013)	390 (2014)		TBA	TBA	TBA
PPT LI 09	The percentage change in number of people killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	0.8% (2013)	-10.8% (2014)		TBA	TBA	TBA
PPT LI 10	The percentage change in number of children killed or seriously injured during the calendar year compared to the previous year. Figures are based on a 3 year rolling average, up to the current year.	16.7% (2013)	-10.0% (2014)		TBA	TBA	TBA
PPT LI 11	Damage to roads and pavements (% dangerous damage repaired within 24 hours).	99%	98%		TBA	TBA	TBA
PPT LI 12	Average number of days taken to repair street lighting fault: non-DNO (Street lights controlled by the authority). (Previously BVPI 215a).	4	5		TBA	TBA	TBA
PPT LI 13	Average number of days taken to repair street lighting fault: DNO (Street lights controlled by the energy provider). (Previously BVPI 215b).	13	30		TBA	TBA	TBA

**Appendix 2 – Policy, Planning & Transportation (Extracts From Policy & Resources Directorate Plan)**

Ref	Description	Halton 13/14 Actual	Halton 14/15 Target	Halton 14/15 Actual	Halton Targets		
					15/16	16/17	17/18
PPT LI 14	% of network where structural maintenance should be considered:				TBA	TBA	TBA
	a) Principal Roads	1%	2%		TBA	TBA	TBA
	b) Non-Principal Roads	3%	4%		TBA	TBA	TBA
	c) Unclassified Roads	3%	9%		TBA	TBA	TBA
PPT LI 15	Bus service punctuality, Part 1: The proportion of non-frequent scheduled services on time (%):				TBA	TBA	TBA
	a) Percentage of buses starting route on time	98.05%	98.0%		TBA	TBA	TBA
	b) Percentage of buses on time at intermediate timing points	91.60%	87.50%		TBA	TBA	TBA

## Appendix 3 – Community and Environment (Extracts for Waste and Environmental Improvement)

### 3. Community and Environment (Extracts for Waste and Environmental Improvement)

<b>Corporate Priority:</b>	Environment and Regeneration in Halton		
<b>Service Objective: CE6</b>	Implementation of actions to ensure the Council achieves its targets and objectives relating to waste and climate change.		
Milestone(s) (15 / 16)	<ul style="list-style-type: none"> <li>Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council’s recycling services is maximised and that residents comply with the requirements of the Council’s Household Waste Collection policy. <b>March 2016.</b></li> </ul>		
Milestone(s) (16 / 17)	<ul style="list-style-type: none"> <li>Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council’s recycling services is maximised and that residents comply with the requirements of the Council’s Household Waste Collection policy. <b>March 2017.</b></li> </ul>		
Milestone(s) (17 / 18)	<ul style="list-style-type: none"> <li>Continue to deliver communications and awareness raising initiatives to ensure that participation with the Council’s recycling services is maximised and that residents comply with the requirements of the Council’s Household Waste Collection policy. <b>March 2018.</b></li> <li>Ensure that all necessary operational plans are in place in readiness for the commencement of the Merseyside and Halton Resource Recovery Contract. <b>September 2017.</b></li> </ul>		
<b>Responsible Officer</b>	Divisional Manager Waste & Environment Services	<b>Linked Indicators</b>	CE LI 10, 11

### Appendix 3 – Community and Environment (Extracts for Waste and Environmental Improvement)

<b>Corporate Priority:</b>	<b>Environment and Regeneration in Halton</b>		
<b>Service Objective: CE7</b>	<b>Undertake actions to maintain a clean, safe and attractive borough.</b>		
Milestone(s) (15 / 16)	<ul style="list-style-type: none"> <li>Continue to review and assess the effectiveness of the Council’s Environmental Enforcement Plans and Policies and maintain actions to ensure that the Council continues to effectively prevent and tackle a range of waste and environmental offences - <b>March 2016.</b></li> </ul>		
Milestone(s) (16 / 17)	<ul style="list-style-type: none"> <li>Continue to review and assess the effectiveness of the Council’s Environmental Enforcement Plans and Policies and maintain actions to ensure that the Council continues to effectively prevent and tackle a range of waste and environmental offences - <b>March 2017.</b></li> </ul>		
Milestone(s) (17 / 18)	<ul style="list-style-type: none"> <li>Continue to review and assess the effectiveness of the Council’s Environmental Enforcement Plans and Policies and maintain actions to ensure that the Council continues to effectively prevent and tackle a range of waste and environmental offences - <b>March 2018.</b></li> </ul>		
<b>Responsible Officer</b>	Divisional Manager Waste & Environment Services	<b>Linked Indicators</b>	

### Appendix 3 – Community and Environment (Extracts for Waste and Environmental Improvement)

Ref	Description	Halton 13/14 Actual	Halton 14/15 Target	Halton 14/15 Actual	Halton Targets		
					15/16	16/17	17/18

#### Service Delivery

CE LI 10	Residual household waste per household (Previously CE LI 13 [13/14], NI191)	624 Kgs	593 Kgs		593 Kgs	593 Kgs	593 Kgs
CE LI 11 Formerly CE LI 14 [2013/14]	Household waste recycled and composted (Previously NI192).	38.53%	38%		40%	42%	42%



**4. Community and Environment (Extracts for Open Space Services)**

<b>Corporate Priority:</b>	<b>Environment and Regeneration in Halton</b>		
<b>Service Objective: CE5</b>	Continue to improve Parks, Sports Grounds, Open Spaces and Local Nature Reserves.		
Milestone(s) (15 / 16)	<ul style="list-style-type: none"> <li>• Woodland Expansion - Additional 200m2 of Woodland planted Borough wide - <b>March 2016.</b></li> </ul>		
Milestone(s) (16 / 17)	<ul style="list-style-type: none"> <li>• Woodland Expansion - Additional 200m2 of Woodland planted Borough wide - <b>March 2017.</b></li> </ul>		
Milestone(s) (17 / 18)	<ul style="list-style-type: none"> <li>• Woodland Expansion - Additional 200m2 of Woodland planted Borough wide - <b>March 2018.</b></li> </ul>		
<b>Responsible Officer</b>	Divisional Manager Open Space Services	<b>Linked Indicators</b>	CE LI 12, 13

**Appendix 4 – Community and Environment (Extracts for Open Space Services)**

Ref	Description	Halton 13/14 Actual	Halton 14/15 Target	Halton 14/15 Actual	Halton Targets		
					15/16	16/17	17/18

<b>Corporate Health</b>
-------------------------

CE LI 12	Satisfaction with the standard of cleanliness and maintenance of parks and green spaces. (Previously CE LI 17 [13/14], EAR LI2)	Not available	92%		92%	92%	92%
CE LI 13	Improved Local Biodiversity – Active Management of Local Sites (Previously CE LI 19 [13/14], NI 197)	50.94%	54%		55%	56%	56%

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

**DATE:** 25<sup>th</sup> March 2015

**REPORTING OFFICER:** Strategic Director, Communities

**PORTFOLIO:** Environmental Services

**SUBJECT:** Garden Waste Collections

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

**1. PURPOSE OF REPORT**

1.1 The purpose of the report is for Members to receive a presentation regarding the Council's garden waste collection service.

**2. RECOMMENDATION: That**

1. the presentation be received; and
2. Members note and comment upon the details presented to the Board.

**3. SUPPORTING INFORMATION**

3.1 The Divisional Manager, Waste & Environmental Improvement, will make a presentation to provide Members with information on various aspects of the Council's garden waste collection service.

**4. POLICY IMPLICATIONS**

4.1 There are no policy implications associated with this report.

**5. OTHER/FINANCIAL IMPLICATIONS**

5.1 There are no financial implications as a result of this report.

**6. IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

**6.1 Children and Young People in Halton**

No direct impact

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

No direct impact

**6.3 A Healthy Halton**

No direct impact

**6.4 A Safer Halton**

No direct impact

**6.5 Halton's Urban Renewal**

No direct impact

**7. RISK ANALYSIS**

7.1 There are no risks associated with this report.

**8. EQUALITY AND DIVERSITY ISSUES**

8.1 There are no equality or diversity issues as a result of this report.

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

9.1 There are no background papers within the meaning of the Act.

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

**DATE:** 25<sup>th</sup> March 2015

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

**PORTFOLIO:** Physical Environment

**SUBJECT:** Joint Waste Local Plan – Monitoring Report  
2013/14

**WARDS:** Boroughwide

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

- 1.1 The Joint Waste Local Plan for Merseyside and Halton (WLP) was formerly adopted by Halton alongside Liverpool, Knowsley, St Helens, Wirral, Sefton Councils (together the six partner councils), with effect from 18 July 2013. The WLP Plan Period is from 2013 to 2027 and forms part of Halton's adopted development plan.
- 1.2 The first WLP Monitoring Report is for 2013/14. It covers the period from Adoption to 31<sup>st</sup> March 2014 and was prepared by Merseyside Environmental Advisory Service (MEAS) on behalf of the six Liverpool City Region councils. The attached report can also be found online at: [http://www.meas.org.uk/media/5075/WLP MR 1314 v5 Final.pdf](http://www.meas.org.uk/media/5075/WLP_MR_1314_v5_Final.pdf)
- 1.3 Production of a Monitoring Report is a statutory requirement under Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 which requires Local Authorities to publish a Monitoring Report on an at least annual basis.

### **2.0 RECOMMENDATION: That the accompanying report be received.**

### **3.0 SUPPORTING INFORMATION**

- 3.1 The first Monitoring Report shows progress with initial WLP implementation against several performance indicators and includes information on Duty to Cooperate, as required by the Localism Act 2011, enabling communities and interested parties to be aware of progress across the Plan Area (Merseyside and Halton). Since this is the first WLP Monitoring Report, and in order to satisfy legislative and policy requirements, evidence gathered during the WLP Preparation Period (set as 2008 to 2013) is also shown within the Monitoring Report.

### **4.0 POLICY IMPLICATIONS**

- 4.1 During the 2013 to 2014 monitoring period (nine month period from 18<sup>th</sup> July 2013 to 31<sup>st</sup> March 2014) in Merseyside and Halton:

- 14 waste applications were received across the whole Plan Area, 7 were consented and 5 yielded new capacity.
- 142,000 tonnes of new waste management capacity were consented.
- The consented waste applications will have the potential to provide 94 new jobs for Merseyside and Halton.
- In terms of the waste hierarchy, 86% of the consented waste management facilities were for “preparing for reuse” and/or for “recycling purposes”.
- No applications for new landfill facilities were received.
- No waste applications were received for developments on the sites allocated for waste management in the Plan although 30% of waste applications were for developments within the Areas of Search identified in the Plan and these were all consented.
- 36% of the applications received provided sufficient information to demonstrate compliance with Policy WM10, achieving a BREEAM-equivalent rating of ‘very good’.
- 14% of the waste applications received are now operational.
- 71% of consented waste facilities will recycle and/or recover value from Commercial & Industrial (C&I) waste;
- In terms of waste management capacity, 89% of capacity applied for in applications received has been for Energy from Waste (EfW). However, just 18% of the capacity consented was for EfW projects (the remainder being for recycling/processing facilities).
- 40.7% of LA Collected Waste was treated for recycling, composting and reuse and 53.3% was sent for landfill disposal.
- 14% of waste management consents have the potential to utilise sustainable transport.
- The Joint Merseyside and Halton Waste Local Plan is progressing towards overall net self-sufficiency in terms of balancing waste imports and exports.

4.2 During the Plan Preparation Period (between 2008 and 2013):

- 3.85m tonnes of new waste management capacity were consented.
- Year-on-year reductions in carbon emissions related to Local Authority Collected Waste recycling operations were observed.
- 36% of waste applications received are now operational.
- 67% of waste management facilities consented were for recycling purposes.
- Only one application for a landfill facility was received. This was for an extension of operational time for the facility.
- Waste arisings across all waste streams continued to fall during this period. Local Authority Collected Waste reduced by 2.4% between 2011/12 and 2012/13.

## **5.0 OTHER IMPLICATIONS**

- 5.1 The key non-policy implications of producing a CIL Charging Schedule relate to resources. The production of this document will be undertaken by officers in the Policy and Development Services Division.

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

The implementation of the Waste Local Plan is important in supporting many aspects of the Core Strategy, Corporate Plan and Sustainable Community Strategy.

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

No specific implications identified.

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

No specific implications identified.

### **6.3 A Healthy Halton**

No specific implications identified.

### **6.4 A Safer Halton**

No specific implications identified.

### **6.5 Halton's Urban Renewal**

The monitoring report is a statutory requirement. The Waste Local Plan guides the development of the necessary waste management infrastructure in Merseyside and Halton.

## **7.0 RISK ANALYSIS**

- 7.1 There are no risks associated with the Waste Local Plan Monitoring Report.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

- 8.1 The Council seeks to ensure that the benefits of growth are shared among all local communities, including those covered by the protected characteristics identified in the Equalities Act. Choices around community infrastructure can be expected to affect communities in different ways.
- 8.2 The strategic implications of growth, and the positive and negative impacts that could arise, are considered in an equalities impact assessment (EIA) attached to the Core Strategy and Waste Local Plan.

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

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
Waste Local Plan Website <a href="http://www.meas.org.uk/1090">http://www.meas.org.uk/1090</a>	Online	Tim Gibbs
Adopted Waste Local Plan <a href="http://www.meas.org.uk/media/4981/ADP-001-WasteLocalPlan_Final_LoRes_opt.pdf">http://www.meas.org.uk/media/4981/ADP-001-WasteLocalPlan_Final_LoRes_opt.pdf</a>	Municipal Building, Widnes	Tim Gibbs
Waste Local Plan Monitoring Report <a href="http://www.meas.org.uk/media/5075/WLP_MR_1314_v5_Final.pdf">http://www.meas.org.uk/media/5075/WLP_MR_1314_v5_Final.pdf</a>	Municipal Building, Widnes	Tim Gibbs





# Implementation and Monitoring Report 2013/14

## Joint Merseyside and Halton Waste Local Plan

*Monitoring period: 18<sup>th</sup> July 2013 to 31<sup>st</sup> March 2014*

*Plan Period: 2013 to 2027*

**November 2014**



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<b>Document Control</b>	
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Prepared for:	Halton Borough Council, Knowsley Metropolitan Borough Council, Liverpool City Council, Sefton Metropolitan Borough Council, St. Helens Metropolitan Borough Council, Wirral Metropolitan Borough Council
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## 1 Glossary of Terms

Term	Definition
Anaerobic Digestion (AD)	AD is a natural process in which microorganisms break down organic matter, in the absence of oxygen. This produces a renewable compost-like material (digestate) and a biogas; which can be used directly in engines (CHP), burned for heat; or cleaned Anaerobic Digestion (AD) and used in the same way as a natural gas (fed back into the grid). This can gas can also be used as a renewable vehicle fuel-source.
Autoclaving	A newly emerging technology in the UK, Autoclaving is regarded as a form of mechanical heat treatment which uses a pressurised steam treatment process to breakdown waste into a 'floc' like material. This process allows recyclables to be partially cleaned and extracted for re-processing. The remaining material may be sorted and the highly calorific fraction used as an RDF for thermal treatment plants.
Autothermophilic Aerobic Digestion (ATAD)	ATAD is a process, which uses bacteria to transform food waste into a clean product. Typically this product has been a sludge, which has been used as a soil improver or could be pelletised to create a highly calorific fuel source.
BREEAM	The Building Research Establishment Environmental Assessment Method (BREEAM) for Industrial Uses is a national recognised certification scheme which can be used for assessing the environmental performance of industrial buildings from the design through to the completed building stage.
Capacity	In this document "capacity" refers to waste management capacity, which is the amount of waste throughput handled at a built waste management facility (e.g. 50,000tpa) or, in the case of a landfill site, the amount of voidspace expressed in cubic metres.

<b>Term</b>	<b>Definition</b>
CEEQUAL	CEEQUAL standard is a scheme for relevant to clients/developers of civil engineering, infrastructure, landscaping or public realm projects and contracts, to civil engineering design companies and to civil engineering construction companies.
Combined Heat & Power (CHP)	Thermal process which produces steam which can be used for heat and power which can be used for electricity generation.
Commercial & Industrial Waste (C&I)	Waste from offices/retail & other commercial premises or from a factory or industrial process.
Construction Demolition & Excavation Waste (CD&E)	Controlled waste arising from the construction, repair, maintenance and demolition of buildings and structures.
Energy from Waste (EfW)	The burning of waste under controlled conditions where the heat released is used to generate electricity and/or thermal energy for use in the locality e.g. as a community heating scheme or for commercial uses. This could include municipal/merchant SRF/RDF fed Energy from Waste (EfW) facilities.
Environmental Permitting	The Environmental Permitting Regulations (England and Wales) 2010 were introduced on 6 April 2010, replacing the 2007 Regulations. In 2007 the Regulations combined Environmental Permitting the Pollution Prevention and Control (PPC) and Waste Management Licensing (WML) regulations. This legislation was introduced to regulate waste sites.
Gasification	Refers to high temperature combustion of waste (greater than 700°C) in starved air conditions. This process produces a syngas, a solid residue that can be recycled or landfilled; and a liquid oil which can be used as a fuel.
Hazardous Waste	Waste materials that have properties that can pose a threat to human health or the environment and require management at specialised facilities. Defined under the Hazardous Waste (England and Wales) Regulations 2005 and List of Wastes (England) Regulations 2005.

Term	Definition
Household Waste	See Local Authority Collected Waste (LACW).
Household Waste Recycling Centre (HWRC)	Civic amenity sites where the general public can take large bulky household items and garden waste and other materials for recycling, treatment and/or disposal. In Merseyside and Halton, these civic amenity sites are provided by Merseyside Recycling and Waste Authority (MRWA).
Local Authority Collected Waste (LACW)	Also referred to as Municipal Solid Waste (MSW), Household Waste and Municipal Waste. This waste stream comprises household waste and any other waste collected by a Waste Collection Authority such as municipal parks and gardens waste, beach cleansing waste and waste resulting from the clearance of fly-tipped materials.
Materials Recycling Facility (MRF)	A waste pre-treatment facility, where recyclable waste materials are separated and screened out using mechanical and manual processes. These recyclable waste materials are then bulked up and sent onto re-processors. Typically there are two types Materials Recycling Facility (MRF) of MRF: clean and dirty MRFs. Clean MRFs process dry waste recyclables which has been source separated or co-mingled, whilst dirty MRFs process non-separated residual waste including putrescible materials.
Mechanical Biological Treatment (MBT)	MBT plants treat mixed waste both mechanically and biologically to separate out recyclable materials for re-processing and turn biodegradable materials into other products, such as refuse derived fuel (RDF), solid recovered fuel (SRF) or a compost-like material. RDF and SRF are used as feedstock to fuel thermal treatment Facilities.
Municipal Solid Waste	See Local Authority Collected Waste (LACW).



Term	Definition
Open windrow composting	Open windrow composting treats biodegradable LACW (e.g. Garden waste) using more traditional composting methods. This process involves initial shredding then piling of the green waste into elongated rows (windrows), which are periodically turned to force air through the windrows facilitating the maturation process.
Recovery	In this document the term “recovery” refers to value which can be recovered from waste by recovering materials through recycling, composting or recovery of energy (EfW).
Recycling	The reprocessing of waste either into the same product or a different one.
Re-processing	Re-processing of a recycled waste material (recyclate) to produce a new usable product, such as re-processing of mixed plastic waste to produce garden furniture or waste wood to make chipboard.
Residual Waste	The elements of waste streams that remain following recovery, recycling or composting operations.
Solid recovered fuel (SRF) or Refuse-derived fuels (RDF)	Solid recovered fuels (SRF) or Refuse-derived fuels (RDF) are fuels produced by a combination of mechanical, thermal and biological treatment of waste. RDF and SRF consist of residual combustible components of LACW and Commercial & Industrial (C&I) waste leftover after recyclable materials have been removed from the waste stream. RDF and SRF are often used as a fuel to power EfW facilities.
Treatment	Physical, thermal, chemical or biological processes (including sorting) that change the characteristics of waste in order to reduce its volume or hazardous nature; facilitate its handling or enhance recovery.
Waste	Waste is any material or object that is no longer wanted and which requires management. If a material or object is reusable, it is still classed as waste if it has first been discarded.

<b>Term</b>	<b>Definition</b>
Waste Arising	The amount of waste generated over a period of time for example by a geographical area or industry sector.
Waste Disposal Authority (WDA)	The authority that is legally responsible for the safe disposal of household waste collected by the Waste Collection Authorities and the provision of HWRCs. In Merseyside and Halton, Merseyside Recycling and Waste Authority (MRWA) are the WDA.
Waste Electrical and Electronic Equipment (WEEE)	The WEEE Directive was introduced into UK law in 2007 by the Waste Electronic and Electrical Equipment Regulations 2006. WEEE includes: household appliances, IT and telecommunications equipment, lighting and electronic tools, TVs, videos and hi-fis. WEEE is collected at some HWRCs for sorting and recycling.
Waste Transfer Station (WTS)	Facility where waste is received in small quantities and bulked up for onward transport to landfill or another management facility via road, rail or sea. Commercial WTSs sort and recycle a significant amount of this waste. WTSs deal with all waste streams including hazardous waste.

## 2 Statistical Summary

1. The Joint Waste Local Plan for Merseyside and Halton (WLP) was formerly adopted by Halton Borough Council, Knowsley Metropolitan Borough Council, Liverpool City Council, Sefton Metropolitan Borough Council, St. Helens Metropolitan Borough Council and Wirral Metropolitan Borough Council (which comprise the Plan Area), with effect from 18<sup>th</sup> July 2013. The WLP Plan Period is from 2013 to 2027 and forms part of Halton's development plan.
2. The first WLP Monitoring Report is for 2013/14. It covers the period from Adoption to 31<sup>st</sup> March 2014 and was prepared by Merseyside Environmental Advisory Service on behalf of the six Liverpool City Region councils.
3. Production of a Monitoring Report is a statutory requirement under Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 which requires Local Authorities to publish a Monitoring Report on an at least annual basis.
4. The first Monitoring Report shows progress with initial WLP implementation against several performance indicators and includes information on Duty to Cooperate, as required by the Localism Act 2011, enabling communities and interested parties to be aware of progress across the Plan Area (Merseyside and Halton). Since this is the first WLP Monitoring Report, and in order to satisfy legislative and policy requirements, evidence gathered during the WLP Preparation Period (set as 2008 to 2013) is also shown.

### **During the 2013 to 2014 monitoring period (nine month period from 18<sup>th</sup> July 2013 to 31<sup>st</sup> March 2014) in Merseyside and Halton:**

- 14 waste applications were received across the Plan Area. Of these applications 7 were consented and 5 yielded new capacity.
- 142,000 tonnes of new waste management capacity were consented.
- The consented waste applications will have the potential to provide 94 new jobs for Merseyside and Halton.
- In terms of the waste hierarchy, 86% of the consented waste management facilities were for "preparing for reuse" and/or for "recycling purposes".
- No applications for new landfill facilities were received.
- No waste applications were received for developments on the sites allocated for waste management in the Plan although 30% of waste applications were for developments within the Areas of Search identified in the Plan and these were all consented.
- 36% of the applications received provided sufficient information to demonstrate compliance with Policy WM10, achieving a BREEAM-equivalent rating of very good.
- 14% of the waste applications received have been developed and are operational.
- 71% of consented waste facilities will recycle and/or recover value from Commercial & Industrial (C&I) waste;

- In terms of waste management capacity, 89% of the capacity applied for in applications received has been for Energy from Waste (EfW). However just 18% of the capacity consented was for EfW projects (the remainder being for recycling/processing facilities).
- 40.7% of Local Authority Collected Waste was treated for recycling, composting and reuse and 53.3% was sent for landfill disposal.
- 14% of waste management consents have the potential to utilise sustainable transport.
- The Joint Merseyside and Halton Waste Local Plan is progressing towards overall net self-sufficiency in terms of balancing waste imports and exports.

### **During the Plan Preparation Period (between 2008 and 2013):**

- 3.85 million tonnes of new waste management capacity was consented.
- Year-on-year reductions in carbon emissions related to Local Authority Collected Waste recycling operations were observed.
- 36% of waste applications received in the period are now developed and operational.
- 67% of waste management facilities consented were for recycling purposes.
- Only one application for a landfill facility was received. This was for an extension of operational time for the facility.
- Waste arisings across all waste streams continued to fall during this period. Local Authority Collected Waste reduced by 2.4% between 2011/12 and 2012/13.

### 3 Introduction

5. Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires Local Authorities to publish a Monitoring Report on an at least annual basis that shows progress with Local Plan preparation and/or implementation.
6. This is the first Joint Merseyside and Halton Waste Local Plan (WLP) Implementation and Monitoring Report (hereafter referred to as the Monitoring Report) since the Plan was formally adopted by the six Merseyside and Halton councils, with effect from 18<sup>th</sup> July 2013 and forms part of Halton's adopted development plan.
7. The Monitoring Report has been prepared by Merseyside Environmental Advisory Service (Merseyside EAS) on behalf of Halton Borough Council, Knowsley Metropolitan Borough Council, Liverpool City Council, Sefton Metropolitan Borough Council, St. Helens Metropolitan Borough Council and Wirral Metropolitan Borough Council (which comprise the Plan Area).

#### Monitoring period and report structure

8. This first Monitoring Report covers the 9 month period from Adoption (18<sup>th</sup> July 2013) to the end of the financial year 31<sup>st</sup> March 2014. However, in some cases data availability issues have meant that only 2012/13 data (or earlier) can be shown.
9. Because this is the first Monitoring Report and in order to satisfy legislative requirements, show context and trends over time, evidence gathered during the Plan preparation period (set as 2008 to 2013 for monitoring purposes) has also been included, where sufficient data is available.
10. The content of the Monitoring Report is guided by statutory requirements set out in the Local Planning Regulations 2012; National Planning Policy Framework (NPPF), National Planning Policy for Waste (NPPW) (October 2014); the Waste Framework Directive<sup>1</sup> (WFD); the Environmental Assessment of Plans and Programmes Regulations 2004 (Regulation 17) and national Planning Practice Guidance (PPG).
11. The structure and indicators in this Report follow those set out in the approved WLP Implementation and Monitoring Delivery Framework<sup>2</sup> of the adopted Plan and the Sustainability Appraisal (SA) baseline monitoring indicators published

<sup>1</sup> DCLG (2012) *Guidance for local planning authorities on implementing planning requirements of the European Union Waste Framework Directive (2008/98/EC)* [http://observgo.quebec.ca/observgo/fichiers/39418\\_GLR-1.pdf](http://observgo.quebec.ca/observgo/fichiers/39418_GLR-1.pdf)

<sup>2</sup> MEAS (2013) *Joint Merseyside and Halton Waste Local Plan: 6 Implementation and Monitoring* pp82-93  
[http://www.wasteplanningmerseyside.gov.uk/media/2521/adp-001-wastelocalplan\\_final\\_lores\\_opt.pdf](http://www.wasteplanningmerseyside.gov.uk/media/2521/adp-001-wastelocalplan_final_lores_opt.pdf)

in the WLP Environment Report<sup>3</sup>. The SA indicators have been reviewed in Section 4 and where possible have been merged with the WLP indicators and other legislative requirements for clarity and ease of reporting.

### **Purpose of this report**

12. Merseyside EAS is a shared service, working on behalf of the districts of Merseyside and Halton (the Plan Area), tasked with coordinating the monitoring and implementation of the WLP. The purpose of this Monitoring Report is to show how the implementation of policies in the WLP is progressing, and to enable communities and interested parties to be aware of waste planning progress across the Plan Area.
13. The progress of the WLP is shown in this Monitoring Report in terms of policy performance, progress against WLP, SA and other legislative monitoring indicators and requirements, and how Duty to Cooperate obligations have been satisfied.

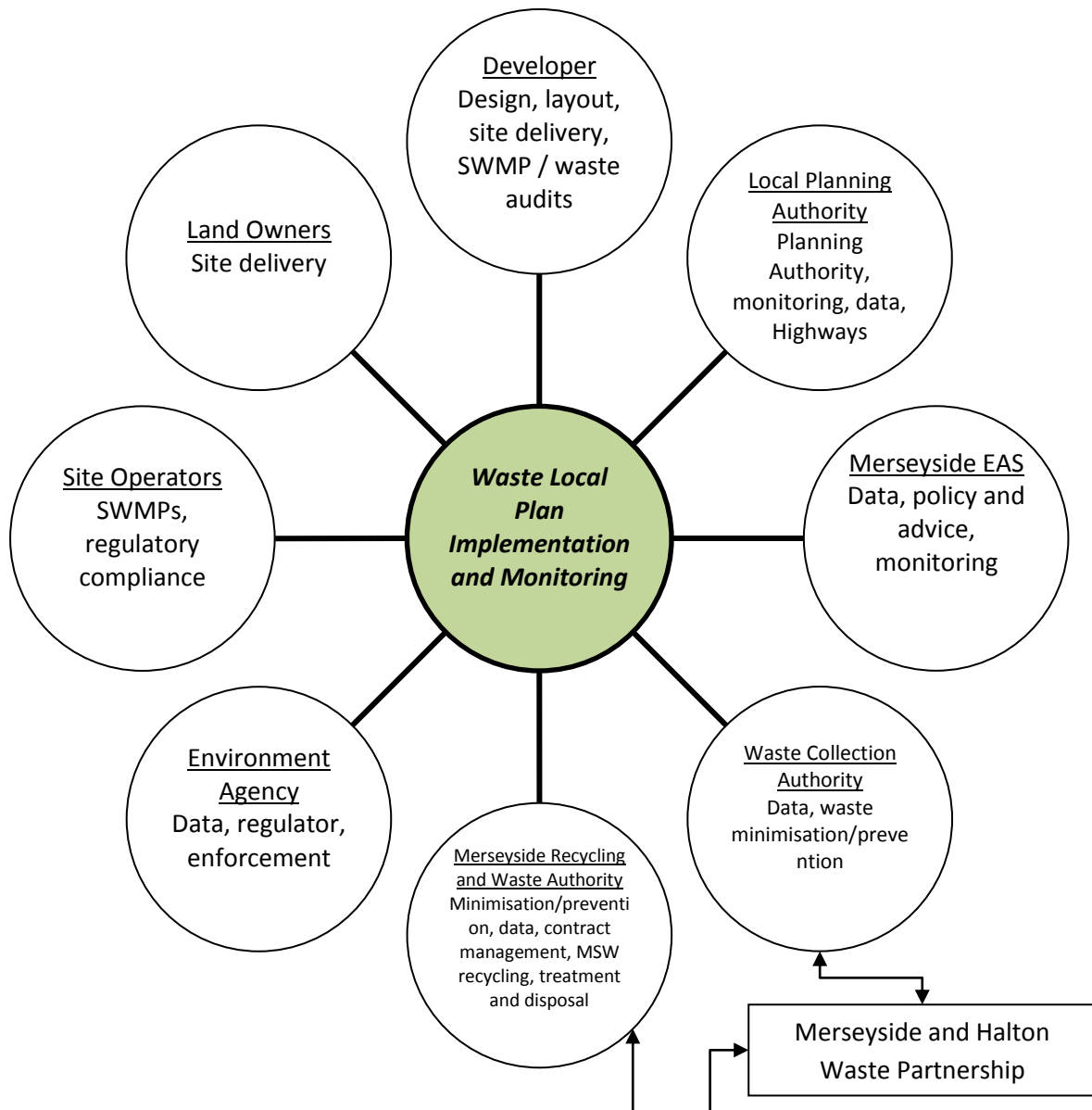
### **Implementation and monitoring through partnership working**

14. Whilst Merseyside EAS is coordinating this Monitoring Report, the monitoring and implementation of the WLP is not delivered by any single organisation. Moreover, implementation is delivered through a number of different partnership organisations working in combination, including both the public and private sectors. Implementation and monitoring of the policies, indicators and sites in the WLP is therefore reliant upon the input of a number of partners, as shown in Figure 1 over the page.
15. The Monitoring Report suggests potential actions for the partners (mainly the Local Planning Authorities together with Merseyside EAS) to help address any possible issues which have been flagged up by the performance analysis which is set out in Sections 6 to 9 of the Report.

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<sup>3</sup> URS Scott Wilson (2012) *Sustainability Appraisal and Strategic Environmental Assessment*  
[http://www.wasteplanningmerseyside.gov.uk/media/2527/adp-003-modifications\\_wlp\\_sa\\_report\\_final\\_30oct2012.pdf](http://www.wasteplanningmerseyside.gov.uk/media/2527/adp-003-modifications_wlp_sa_report_final_30oct2012.pdf)

**Figure 1: Waste Local Plan implementation through partnership working**



16. In the majority of cases implementation of a policy or monitoring of an indicator is dependent upon the roles of a number of partners. Therefore where this is the case and a potential need for action is apparent, the action(s) may be for further dialogue between partners, and it is proposed that this could be facilitated by a WLP Monitoring Group. However, since this is year one of the Plan Period, in many cases the action stated will be to continue monitoring through to the next Monitoring Report before any final conclusions are reached.
17. The WLP Monitoring Group is proposed as a mechanism to help facilitate any discussion about WLP implementation, and would be chaired and coordinated by Merseyside EAS. The proposed terms of reference for this group are set out in Appendix A.

## 4 Review of Sustainability Appraisal Indicators

18. European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment” (otherwise known as the Strategic Environmental Assessment or SEA Directive) introduced a statutory obligation on Member State governments and their lower-tier planning authorities to conduct an assessment of the environmental impacts of certain strategies and plans. The Environmental Assessment of Plans and Programmes Regulations 2004 transpose this Directive into national law and Regulation 17 requires monitoring of plan implementation.
19. In terms of the WLP, the Sustainability Appraisal (SA) and SEA baseline monitoring indicators were published in the Environment Report<sup>4</sup> at the Independent Examination (August 2012) and comprise 49 indicators. Within the Environment Report, 13 of the indicators were recommended to be removed from the monitoring programme and their requirement reviewed once the WLP had been adopted. This was largely due to problems identifying suitable, consistent and accurate sources of data, to reduce duplication and to ensure their ongoing relevance to the WLP.
20. In response to this recommendation, Merseyside EAS in September 2014 conducted a full review of the SA indicators, which has resulted in 30 indicators being retained and taken forward for inclusion in this Monitoring Report. Section 8 reports on progress against the indicators that have been retained. The indicators which have been withdrawn are listed in Appendix B to this Monitoring Report.
21. In a number of cases the SA indicator is similar to a monitoring indicator for the WLP and so to avoid duplication have been combined. This is also the case for Waste Framework Directive (WFD) and National Planning Policy for Waste (NPPW) monitoring requirements.
22. A number of indicators have also been amended to correspond with the site scoring methodology (Policy WM13 and WM15). For example, SA1 sought to monitor ‘the number of waste management facilities located within 2km of sites covered by regional, county or local nature and earth science conservation designations’, whereas the WLP site scoring methodology uses 1km as the furthest buffer. By making these slight alterations, the SA monitoring has been made more consistent with the WLP monitoring indicators, and WFD and NPPW monitoring requirements.

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<sup>4</sup> URS Scott Wilson (2012) *Sustainability Appraisal and Strategic Environmental Assessment*  
[http://www.wasteplanningmerseyside.gov.uk/media/2527/adp-003-modifications\\_wlp\\_sa\\_report\\_final\\_30oct2012.pdf](http://www.wasteplanningmerseyside.gov.uk/media/2527/adp-003-modifications_wlp_sa_report_final_30oct2012.pdf)



## 5 Data sources and Limitations

23. The Monitoring Report utilises a number of internal and external data sources from various different partner organisations to help track the implementation of the Plan. A full list of data sources is set out in Section 10 of this Monitoring Report. Whilst these sources are considered to be the best available, the information presented in this Report should be considered against the limitations summarised below.
24. For example, the Development Management planning application lists and Waste Local Plan sites database only include planning applications which Merseyside EAS have been consulted on by the partner councils. While this is likely to capture the majority of waste applications, non-waste applications, where waste policy also applies e.g. Policy WM8 and WM9, which now apply to the majority of planning applications are expected to be under-recorded, see comments in Table 1 below.

**Table 1: Main data sources - limitations**

Data Source	Comments
Waste Local Plan sites database	This Merseyside EAS maintained database holds waste site details for allocated sites, potential allocations (considered during the WLP preparation), waste planning applications and permitted sites across the sub-region. The database also holds waste planning application information for the monitoring indicators although this has only been collated consistently since the WLP Adoption (18 <sup>th</sup> July 2013). The database only holds details of planning applications which Merseyside EAS have been consulted on by the Merseyside and Halton districts.

Data Source	Comments
Development Management planning application lists	<p>The planning application lists only record details of planning applications which Merseyside EAS have been consulted on by the Merseyside and Halton districts. Whilst this data source captures the majority of waste planning application activity across the sub-region, and feeds into the above database, there may be some smaller scale waste proposals which Merseyside EAS have not been consulted on which are not included in this Monitoring Report. This is likely to be more of an issue for non-waste applications where Policy WM8 (Waste Prevention) and WM9 (Design and Layout) apply, since there are many more small to medium scale non-waste applications which Merseyside EAS is not consulted on.</p>
Greenhouse Gas (GHG) emissions reports	<p>These reports are published annually in July to meet Government requirements for monitoring Single data list 067-01 "Emissions from local authority own estate and operations (former NI185)". Local Authorities are required to report on greenhouse gas (GHG) emissions from their own estate and operations. Reporting covers 3 operational scopes: direct; energy indirect and other direct<sup>5</sup>. Scope 1 and 3 include reporting of waste-related emissions, but only scope 1 which includes a "processing emissions" category incorporating waste processing is required for reporting by Government; submission of reporting information relating to scope 3 (which includes a more detailed waste category on disposal and recycling) is only discretionary. Due to resource issues and data gaps the majority of the districts are unable to report on waste processing emissions in scope 1, or any of scope 3. Consequently we are not able to provide a comprehensive overview for single data list 067-01 using this information alone.</p>

<sup>5</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69282/pb13309-ghg-guidance-0909011.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69282/pb13309-ghg-guidance-0909011.pdf)

<b>Data Source</b>	<b>Comments</b>
(Former NI186) Local and Regional CO <sub>2</sub> Emissions Estimates	These estimates are produced by Ricardo-AEA for DECC. The estimates report on CO <sub>2</sub> emissions per capita by local authority but do not provide a specific breakdown of individual industry sectors (within which waste is included). Therefore it is not possible to identify the exact contribution made by sustainable waste management using this source. Due to data collation and processing, the information is published with a 2-year time lag.
WasteDataFlow	WasteDataFlow is a Local Authority Collected Waste (LACW) data hub managed by Enviros Ltd on behalf of Local Authorities. Data held within this system is extensive but is not always available by district area therefore some indicators can only be reported against at a Waste Disposal Authority (Merseyside and Halton) level. In Wirral, a specific issue relating to how street cleansing waste is managed and reported has been flagged up. This results in a skewing of the data showing higher quantities of LACW going to landfill when in fact it is being recycled and reused.

Data Source	Comments
Environment Agency Waste Data Interrogator (WDI)	<p>The WDI covers the main waste streams including: LACW, C&amp;I, CD&amp;E and Hazardous. Whilst this is best available data, and the national standard for reporting on waste arisings and movements there are some limitations which should be noted. Double-counting of waste due to waste moving between waste transfer stations is a common issue although it is not considered to significantly skew overall trend analysis.</p> <p>Another issue is related to 'Not-Codeable' waste where no destination WPA or Region is stated in the waste transfer notes. This can make waste movement analysis unclear and lead to large discrepancies in waste arisings. However, despite this issue it is still possible to get a broadly representative picture of strategic waste movements and arisings.</p> <p>The WDI enables waste arisings to be estimated by waste stream but combines both LACW with C&amp;I streams together, making it difficult to estimate arisings and movements from this data source alone. Due to double counting and not-codeable waste, there are discrepancies between the WDI figures for LACW and the more accurate figures produced by Merseyside Recycling and Waste Authority and WasteDataFlow.</p> <p>Within the inert waste stream only off-site recycling, treatment and disposal is recorded therefore the significant quantities of CD&amp;E waste reused on site are not picked up; nor is CD&amp;E waste spread on exempt sites. However, this has been estimated in the WLP Needs Assessment 2011 which provides a more complete picture of CD&amp;E arisings.</p>

<b>Data Source</b>	<b>Comments</b>
Environment Agency Hazardous Waste Interrogator (HWDI)	The Hazardous Waste Data Interrogator (HWDI) is widely regarded as a reliable source since it is based on more accurate consignment notes where reporting waste origin and destination is mandatory. However, due to commercial confidentiality, the details of origin or receipt are not shown in the HWDI making site specific analysis difficult. Double-counting can also be an issue if waste moves more than once within the sub-region.
Eunomia Recycling Carbon Index Tool	The Recycling Carbon Index Tool provides a useful proxy for carbon emissions related to recycling collections and is an alternative measure of the environmental performance of councils' waste and recycling services to the inadequate Former NI186 data. Whilst this tool is indicative it is only available at Waste Disposal Authority (WDA) level and in its second year of use, however, it does provide a helpful alternative where sources of information are limited.

## 6 Implementation Plan

25. This section shows progress with implementation of the WLP policies as set out in the Implementation Plan (pp83-86 of the WLP). Evidence included in this section is derived from the monitoring data sources, Merseyside EAS officer-based information and feedback from district partners.
26. Figure 1 in Section 3 of this Report explains the role that a number of different partners play in the implementation of WLP policy, each contributing in some way to the overall progress and policy success. To aid understanding of who contributes to the implementation of policies, under each blue policy header below, the partners involved are listed. Actions suggested against each policy may require collaboration and dialogue with these partners through the proposed WLP Monitoring Group. This approach is also applied to Section 7 Monitoring Plan.
27. Where applicable, links are also made to the WLP and Sustainability Appraisal (SA) indicators which monitor specific aspects of policy implementation. For example, Policy WM10 'High Quality Design and Operation' is linked to WLP Local Indicator 4 and SA25 which monitor the number of new waste facilities achieving BREEAM or equivalent standards in terms of their sustainability and environmental performance. Links to National Planning Policy for Waste (NPPW) monitoring requirements are also shown, where relevant.

### Guide to Site Prioritisation (Policy WM1)

Partners: Local Planning Authority, Merseyside Environmental Advisory Service

28. **Performance:** All of the applications received for new waste management facilities have been assessed for compliance with this Policy. This means that potential developers have been required to show that the site which they wish to develop is either:
- an allocated site (none were in this category);
  - a site within an Area of Search (4 sites within this category);
  - an unallocated site which can be justified using the Waste Local Plan site assessment method (10 sites were in this category).
29. 5 out of the 14 waste applications received were for redevelopment, expansion or intensification on existing waste management sites, which were not required to demonstrate compliance with WM1 since they were not new waste developments.
30. **Actions:** Merseyside EAS and district planning officers in the partner councils will continue to promote Policy WM1 as the primary filter through which all new

waste management facilities should pass. Policy implementation will continue to be monitored through to the next Monitoring Report 2014/15.

### Protecting Existing Waste Management Capacity (Policies WM2, WM3, WM4 & WM7)

Partners: Local Planning Authority, Merseyside Environmental Advisory Service, Site Owners, Site Operators

WLP Indicators: Local Indicators WLP 1 and WLP 2

NPPW requirement: take-up in allocated sites and areas

31. **Performance:** In terms of policies WM2, WM3 and WM4 no waste planning applications have yet been received which seek to make use of the sites allocated in these policies. This is reported through Local Indicators WLP1 and WLP2 in Section 7. However, the WLP is in year 1 of a 14 year Plan Period therefore it is expected that these sites will begin to be taken up in the early part of the Plan Period.
32. Waste needs are also beginning to be met by sites within Areas of Search and on unallocated sites (see indicator Single data list 024-15 AMR W-1 for details); so forecast capacity requirements are starting to be met.
33. No applications have been received to take existing waste management capacity out of use. However, Policy WM7 has been applied to other applications received. For example, proposals for expansion or redevelopment of existing waste infrastructure increase the viability of the site thereby safeguarding capacity. Proposals to co-locate waste management facilities also allows capacity to be retained and increased; and applications received for a formal change of use where facilities have been operating without waste consent, helps to safeguard capacity.
34. **Actions:** Merseyside EAS and district planning officers should continue to promote Policy WM1 Guide to Site Prioritisation and allocated sites policies through the pre-planning process. Policy implementation will continue to be monitored through to the next Monitoring Report 2014/15.

**Areas of Search for Small-Scale Waste Management Facilities (Policy WM5)**

Partners: Land Owners, Site Operators, Local Planning Authority, Merseyside Environmental Advisory Service

NPPW requirement: take-up in allocated sites and areas

35. **Performance:** During the monitoring period almost a third (29%) of all waste applications was on sites within identified Areas of Search, all of which were consented. The remaining consents were on unallocated sites (see Policy WM13 for details).
36. When selecting an unallocated site for a new waste management facility, applicants have not always provided justification that Areas of Search are unsuitable for the development they are proposing, which is a requirement of this policy.
37. **Actions:** Merseyside EAS and district planning officers should continue to promote Policy WM1 Guide to Site Prioritisation and WM5 Areas of Search to landowners and developers through the pre-planning process. Policy implementation will continue to be monitored through to the next Monitoring Report 2014/15.

**Additional Household Waste Recycling Centre Requirements (Policy WM6)**

Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Merseyside Environmental Advisory Service

38. **Performance:** A proposal for a new Household Waste Recycling Centre (HWRC) within the City of Liverpool (Old Swan) was received and was assessed for compliance with Policy WM6. Consent was granted in April 2014 and the site should open for use in early 2015.
39. **Actions:** No further proposals are anticipated in the short term for HWRCs, but should proposals come forward they should be assessed for compliance with this policy. Implementation will continue to be monitored through to the next Monitoring Report 2014/15.



**Waste Prevention & Resource Management (Policy WM8)**

Partners: Local Planning Authority, Merseyside EAS, Land Owners, Site Operators, Developers, Merseyside Environmental Advisory Service

40. **Performance:** This policy applies to both waste and non-waste planning applications. In total 44 planning applications were received where waste audits, Site Waste Management Plans (SWMPs) or another mechanism for monitoring waste prevention were required. 12 applications included satisfactory information either in the format of a method statement on management of Construction Demolition & Excavation (CD&E) waste, a Construction Environment Management Plan (CEMP), Waste Audit or SWMP. In most cases this information was secured through a planning condition and submitted at Discharge of Conditions (DoC) stage. At the time of drafting this Report, 30 applications were awaiting submission of further information on waste management<sup>6</sup> and it is expected that this information will be received during the next monitoring period.
41. Whilst it is encouraging that more than a quarter (27%) of applicants have submitted information on waste prevention (with a further 68% expected in the next monitoring period) the quality and breadth of information is variable. For example, information is rarely submitted on estimated or actual waste arisings, as this is often not known at the time of planning application submission or at DoC stage. Also, smaller scale projects do not tend to submit detailed quantitative information on waste minimisation, recycling, management and disposal actions, however this is less of an issue as they generate less CD&E waste (than larger projects).
42. **Actions:** To consider and address the issues raised, further dialogue with partners may be needed through the proposed WLP Monitoring Group. Working with district planning officers, Merseyside EAS, in response to issues of quality and breadth of Waste Audits/SWMPs, have developed a checklist for district planning officers and internal staff, to help assess the acceptability of information submitted in relation to Policy WM8. Merseyside EAS recommends that for larger scale projects waste audits or SWMPs, for example, are resubmitted following completion so that information regarding actual waste arisings is known. This is beneficial both for compliance as well as monitoring and updating of the WLP. A standardised planning condition has been prepared and has been shared with district planning officers for this purpose.

<sup>6</sup> Waste Local Plan Sites database (October 2014)

43. The impact of these measures and policy implementation will continue to be monitored through to the next Monitoring Report 2014/15.

### **Design & Layout for New Development (Policy WM9)**

Partners: Local Planning Authority, Developers/Architects, Land Owners, Site Operators, Merseyside Environmental Advisory Service

44. **Performance:** Monitoring Policy WM9 has been difficult, as the quality and breadth of information supplied with non-waste related planning applications is often limited. Merseyside EAS only advises on planning applications received from district partners, and only a small percentage of the non-waste planning applications received have included the information required by Policy WM9.
45. Due to the current economic situation and the need for the LPAs to act as enablers to appropriate, sustainable development, a pragmatic approach has been taken to the implementation of Policy WM9 and to ensure any planning conditions applied are reasonable. For example, if the proposal is for detached or semi-detached dwellings and the dwellings all have reasonable garden spaces, then it is assumed that there is sufficient space to accommodate the necessary number of bins, and assuming that the road layout enables easy access for collection vehicles then further evidence of compliance with WM9 would not be required. However, if the development is for apartments or high density dwellings or large commercial projects and no information is provided to comply with Policy WM9, then a condition would be applied.
46. **Actions:** Policy implementation will continue to be monitored through to the next Monitoring Report 2014/15. Monitoring on the quality of information provided, with the potential to provide further advice and guidance to district planning officers on required standards of expected provision in future applications will be considered. Use of the policy will be more quantitatively recorded by Merseyside EAS.

### High Quality Design & Operation of New Waste Management Facilities (Policy WM10)

Partners: Local Planning Authority, Developers/Architects, Land Owners, Site Operators, Environment Agency, Merseyside Environmental Advisory Service

WLP indicator: Local Indicator WLP 4

SA Indicator: SA25

47. **Performance:** To date this has proven to be a useful policy in terms of driving up standards in the waste industry and improving the acceptability of waste proposals. Of the 14 waste planning applications received in the monitoring period, well over a third (36%) of the applications provided sufficient information to demonstrate compliance with Policy WM10, achieving a BREEAM or equivalent rating of very good.
48. Two of the applications involved retrofitting a waste use into an existing industrial building. One applicant made significant effort to ensure the impacts from the proposal were limited and included good design, such as green roofs, negative pressure operation within the building and high quality landscaping. The other developer made no attempt to comply with the policy and was subsequently refused. The policy was not applicable to several proposals either because they were for a change of use or included open air waste management facilities. Details of those applications which achieved BREEAM or equivalent are set out against Local Indicator WLP 4.
49. **Actions:** Policy WM10 will continue to be promoted with landowners and developers when assessing waste planning applications, to drive up standards, in line with the original intention of the policy. Implementation will continue to be monitored through to the next Monitoring Report 2014/15.

### Sustainable Waste Transport (Policy WM11)

Partners: Local Planning Authority, Highways Authority, Developers, Merseyside Environmental Advisory Service

WLP indicator: Local Indicator WLP 5

SA Indicators: SA14 and SA15

50. **Performance:** Understanding the extent to which implementation of Policy WM11 has been successful is difficult, largely because the majority of transport related issues are assessed and reviewed by highways departments within the

districts and not by Merseyside EAS. However, where opportunities present themselves, there is clear evidence of applicants' willingness to utilise sustainable transport for waste management. For example, Merseyside Recycling and Waste Authorities (MRWA) rail connected Waste Transfer Station (11/00415/FUL) at Knowsley Industrial Park (KIP) and Ineos Chlor's Energy from Waste (EfW) facility at Weston Point, Runcorn see Local Indicator WLP 5.

51. Site location and scale is also a consideration in terms of the low level of implementation of sustainable waste transport, as the majority of waste applications have been away from railheads and port facilities or have been for smaller scale waste uses.
52. Of the 14 waste applications received, half provided sufficient transport information for Merseyside EAS to be able to state compliance with Policy WM11. Two of the applications did not provide satisfactory information and one was refused on highways grounds. One application in Widnes, however, does have the potential to use alternative modes of transport (to HGVs) see Local Indicator WLP 5.
53. **Actions:** Merseyside EAS and district planning officers will continue to promote Policy WM11 with developers in order to raise awareness about policy requirements. Policy implementation will continue to be monitored as effectively as possible working closely with LPA transport and highways colleagues and this will be reported in the next Monitoring Report 2014/15.

### Criteria for Waste Management Development (Policy WM12)

Partners: Local Planning Authority, Land Owners, Site Operators, Environment Agency, Merseyside Environmental Advisory Service

SA Indicators: SA1-SA30

54. **Performance:** Overall, almost three-quarters (71%) of waste planning applications received have included sufficient information to comply with the relevant criteria in Policy WM12. In some cases, additional information has been requested, as the original submission did not contain enough information, but this has ultimately been received to enable a decision on the application to be reached. In just under a third (29%) of cases, insufficient information was provided by the applicant and Policy WM12 was used as a reason for refusing the application.
55. **Actions:** Policy WM12 will continue to be promoted by Merseyside EAS and district planning officers when assessing waste planning applications, to drive

up standards of information submitted, to ensure determinations can be reached, in line with the original intention of the policy. Implementation will continue to be monitored through to the next Monitoring Report 2014/15.

### Waste Management Facilities on Unallocated Sites (Policy WM13)

Partners: Local Planning Authority, Land Owners, Site Operators, Developers, Merseyside Environmental Advisory Service

WLP Indicator: Local Indicator WLP3

56. **Performance:** Policy WM13 has been applied to almost two thirds (64%) of waste planning applications received, as these were not located on allocated sites. The remaining 36% did not require compliance with this policy as they involved re-development of existing operational or consented waste management facilities. In several cases, the site scoring/site identification process has been applied retrospectively, partly due to the fact that the proposals were in preparation prior to adoption of the WLP, which will not be the case in future years. In the majority of cases, sufficient information has been provided to demonstrate compliance with this policy.
57. **Actions:** It is likely that this policy will continue to be important to the implementation of the WLP, although it is anticipated that future developers will be made more aware of the allocated sites by LPAs and Merseyside EAS as part of the pre-application process. Guidance for developers has been placed on the Waste Planning Merseyside website to help applicants undertaking the site scoring process<sup>7</sup> and a template 'scoring sheet' has also been provided following requests from applicants. Policy implementation will continue to be monitored through to the next Monitoring Report 2014/15.

### Energy from Waste (Policy WM14)

Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Site Operators, Energy Customers, Merseyside Environmental Advisory Service

WLP Indicator: Single data list -24-12 AMR E-3

SA Indicator: SA13

58. **Performance:** One of the significant issues which influenced the development of the WLP was the substantial over capacity of consented Energy from Waste (EfW) within Merseyside and Halton. Policy WM14 was therefore, included in

<sup>7</sup> <http://www.wasteplanningmerseyside.gov.uk/waste-local-plan-guidance.aspx>

the Waste Local Plan to ensure that where possible existing capacity was utilised, and that consent was not granted for further EfW capacity unless local need for the energy/heat was demonstrated.

59. Four (29%) of the total waste planning applications received were for EfW facilities which comprised 89% of all capacity from received applications, but just 18% of consented capacity. One application demonstrated a local need for their energy, but was refused on another matter. However, at appeal the Inspector also indicated that local need had not been demonstrated, and therefore used Policy WM14 as part of the reasoning for dismissal of the appeal. The other application was refused because insufficient information had been demonstrated to comply with Policy WM12 and that local need had also not been demonstrated. A further application was a re-submission for an existing consented, but not yet operational, facility.
60. **Actions:** It is likely that there will continue to be speculative applications for EfW facilities within the Plan Area. The recent commissioning of the Ineos Chlor facility means that a large proportion of the consented capacity identified in the WLP is now operational, and therefore, provides even stronger justification for future applicants to demonstrate that this capacity cannot be accessed. This argument has already been utilised by the Planning Inspectorate<sup>8</sup>. Policy implementation will continue to be monitored through to the next Monitoring Report 2014/15.

### Landfill on Unallocated Sites (Policy WM15)

Partners: Local Planning Authority, Land Owners, Site Operators, Merseyside Environmental Advisory Service

61. **Performance:** This policy has not been used since no relevant planning applications have been received.
62. **Actions:** No action required other than to continue monitoring.

<sup>8</sup> APP/H4315/A/14/2215104

<http://www.pcs.planningportal.gov.uk/pcsportal/fscdav/READONLY?OBJ=COO.2036.300.12.6957715&NAME=/INSPECTOR%27S%20DECISION.pdf>

**Restoration & Aftercare (Policy WM16)**

Partners: Local Planning Authority, Land Owners, Site Operators, Merseyside Environmental Advisory Service

SA Indicators: SA2 and SA12

63. **Performance:** This policy has not been used since no landfills have moved into restoration/aftercare phases.

64. **Actions:** No action required other than to continue monitoring.



## 7 Monitoring Plan

65. This section of the Monitoring Report shows progress against the 14 WLP monitoring indicators as set out in the Monitoring Plan (pp91-93 of the WLP).
66. In several cases Sustainability Appraisal (SA) indicator requirements have been combined with WLP indicators and this is shown under each green indicator header. Other policy and legislative monitoring requirements such as the National Planning Policy for Waste (NPPW) and Waste Framework Directive (WFD) are also shown, where applicable.
67. As previously explained at the beginning of Section 6, to aid understanding of who contributes to monitoring of each indicator, under each green indicator header, the partners involved in monitoring are shown. The actions suggested against each indicator may require collaboration and dialogue with these partners through the proposed WLP Monitoring Group.
68. Where targets for indicators have been set in the WLP they are shown, and performance and subsequent need for action measured against them.

<p><b>Single data list 082-01: Method of collection &amp; tonnage of waste e.g. kerbside, civic amenity, fly tipped</b></p>
<p>Partners: Local Planning Authority, Waste Collection Authority, Merseyside Recycling and Waste Authority, Merseyside Environmental Advisory Service</p>
<p>SA Indicator: SA19</p>

69. **Target:** No target set.
70. **Performance:** Table 2 sets out an overview of kerbside Local Authority Collected Waste (LACW) collection methods by district. This does not show the more detailed arrangements which exist in many of the districts for dealing with multiple occupancy/higher density dwellings.
71. Each district has a fortnightly residual waste collection. Sefton and St.Helens operate a weekly source-separated dry recyclables collection with the other four districts operating fortnightly commingled collections.
72. Fortnightly green/garden waste collection is available in all of the districts. In some of the districts this service is seasonal. Wirral introduced a charge for this service in June 2013.



73. St.Helens and Sefton operate a weekly food waste collection service. Sefton's service is opt-in. Knowsley previously operated an opt-in service but this ceased in October 2013. The remaining districts do not currently operate a food waste service.

**Table 2: Method of LACW kerbside collection by district**

<b>District</b>	<b>Residual</b>	<b>Dry Recyclables</b>	<b>Green / Garden</b>	<b>Food / Kitchen</b>
Halton	Fortnightly Black 240L bin (~75% of households on weekly collection after introduction of fortnightly collections)	Fortnightly Blue bin Commingled	Fortnightly Green bin Free service	None
Knowsley	Fortnightly Maroon 240L wheeled bin	Fortnightly Grey 240L wheeled bin Commingled	Fortnightly (March – November) Blue 240L wheeled bin Free service	Service withdrawn on 7 <sup>th</sup> October 2013
Liverpool	Fortnightly* Purple 240L wheeled bin	Fortnightly Blue 240L wheeled bin Commingled	Fortnightly Green 240L wheeled bin Free service	None

<b>District</b>	<b>Residual</b>	<b>Dry Recyclables</b>	<b>Green / Garden</b>	<b>Food / Kitchen</b>
Sefton	Fortnightly Grey 240L wheeled bin (17,000 properties are on weekly sack collection)	Weekly Kerbside sort recycling Green box (with blue bag for paper and textiles bag) Plastic and cardboard also collected in Hessian sack from 14,000 households on weekly refuse collection. Fortnightly Brown 240L wheeled bin Commingled for plastic and cardboard introduced in Southport and Formby in March 2014.	Fortnightly Green 240L wheeled bin Free service	Weekly Green 25L kerbside caddy Opt in service
St.Helens	Fortnightly Brown 240L wheeled bin Collected same day as recycling, alternating with Green bin	Weekly Black box for kerbside and glass Blue bag for paper Pink bag for plastic bottles and cans Collected at same time as food waste Kerbside sort	Fortnightly Green 240L wheeled bin Same day as recycling, alternating with brown bin Free service	Weekly Silver caddy Collected at same as recycling
Wirral	Fortnightly Green 240L wheeled bin	Fortnightly Grey 240L wheeled bin Commingled	Fortnightly Brown 240L wheeled bin Charge from June 2013	None

*Source: MRWA, Summary of District Kerbside Collection Systems and Policy Changes (27/03/14)*

74. Table 3 sets out tonnages of LACW collected. Direct comparisons between previous years and 2013/14 cannot be made as the current monitoring period

only covers a 9 month period from WLP adoption. However, the previous 2008 to 2013 data shows a steady decline in LACW collections (5.2% decrease) reflecting an overall downward trend in waste arisings.

**Table 3: Tonnage of LACW collected**

	<b>Apr 08 - Mar 09</b>	<b>Apr 09 - Mar 10</b>	<b>Apr 10 - Mar 11</b>	<b>Apr 11 - Mar 12</b>	<b>Apr 12 - Mar 13</b>	<b>Jul 13 - Mar 14</b>
Halton	63488.0	62079.2	60100.8	57782.4	55255.2	41112.5
Knowsley	62521.8	62386.4	60841.8	59096.2	58323.2	40007.2
Liverpool	186104.7	184436.8	191676.5	183807	181576.2	128514.6
Sefton	106855.1	105363.4	108548	105055	104325.5	75445.8
St.Helens	75817.0	74199.6	73863.5	73717.1	71339.9	50262.2
Wirral	135329.4	131142.8	131718.7	129820	126310.1	89160.9
<b>Total:</b>	<b>630116.1</b>	<b>619608.2</b>	<b>626749.3</b>	<b>609277.6</b>	<b>597130.1</b>	<b>424503.5</b>

*Source: WasteDataFlow, NI191 (report type: BVPI)*

75. Table 3 shows that Liverpool was the biggest generator of LACW and had the highest number reported fly tipping incidents\* (68% of all incidents in 2013/14) whilst having the fewest Household Waste Recycling Centres (HWRCs) see Table 5. A new HWRC was consented in Liverpool in 2014, and is expected to be operational in early 2015 which should help to reduce fly-tipping incidents by providing more civic amenity recycling services. See Section 6, Policy WM6.
76. Encouragingly, Table 4 shows there is a general pattern of decline in reported fly-tipping incidents between 2008 and 2013 across all the districts with 39% fewer incidents reported in 2012/13 than 2008. This is in contrast to national figures which show a 20% increase<sup>9</sup> in reported fly tipping incidences<sup>9</sup>.

<sup>9</sup>Recycling and Waste World, November 6<sup>th</sup> 2014 <http://flickread.com/edition/html/index.php?pdf=545a047f3a0c6>  
Version 5

**Table 4: Reported fly tipping incidents<sup>10</sup>**

	<b>Apr 08 - Mar 09</b>	<b>Apr 09 - Mar 10</b>	<b>Apr 10 - Mar 11</b>	<b>Apr 11 -Mar 12</b>	<b>Apr 12 - Mar 13</b>	<b>Jul 13 - Mar 14</b>
Halton	1746	2462	666	583	601	429
Knowsley	2551	1544	2128	2294	3638	1051
Liverpool*	30870	28382	26255	16607	17770	13599
Sefton	3924	2775	2633	2735	2934	2327
St.Helens	918	880	864	1000	984	923
Wirral	6422	6030	5457	2369	2293	1779
<b>Total:</b>	<b>46431</b>	<b>42073</b>	<b>38003</b>	<b>25588</b>	<b>28220</b>	<b>20108</b>

Source: WasteDataFlow, Question 24

\*Care should be taken when comparing Liverpool's incidents with other districts as they use a different reporting system

77. Regarding civic amenity sites, Veolia Environmental Services (ES) Ltd operate 15 HWRC across Merseyside and Halton as part of their recycling contract with Merseyside Recycling and Waste Authority (MRWA). The figures in Table 5 show the percentage of materials recycled at each site.

**Table 5: Civic amenity sites: recycling performance**

<b>Household Waste Recycling Centre</b>	<b>District</b>	<b>July 2012</b>	<b>July 2013</b>	<b>July 2014</b>
Johnsons Lane	Halton	70 %	74 %	76 %
Picow Farm	Halton	67 %	69 %	74 %
Huyton	Knowsley	71 %	82 %	74 %
Kirkby	Knowsley	64 %	70 %	68%
Otterspool	Liverpool	58 %	71 %	67%
Formby	Sefton	58 %	62 %	73 %
Sefton Meadows	Sefton	60 %	64 %	76 %
South Sefton	Sefton	54 %	62 %	66%
Southport	Sefton	58 %	63 %	71%
Newton Le Willows	St.Helens	65 %	67 %	65%
Rainford	St.Helens	56 %	65 %	CLOSED
Rainhill	St.Helens	66 %	66 %	70 %
Ravenhead	St.Helens	64 %	66 %	69 %
Bidston	Wirral	54 %	68 %	69 %
Clatterbridge	Wirral	59 %	70 %	75 %
West Kirby	Wirral	63 %	72 %	75 %

Source: Veolia ES Ltd, HWRC Performance Figures

78. From 2012 to 2014 there is a general upward trend in performance with nearly half of the HWRCs recording an increase in recycling of more than 10% and all of these better performing sites were in Sefton or Wirral.
79. **Actions:** No target set. This indicator will continue to be monitored through to the next Monitoring Report 2014/15.

**Single data list 082-02: Tonnage of waste sent for recycling, composting, re-use split by material type**

Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Merseyside Environmental Service, Waste Collection Authority

80. **Target:** Progressive increase year-on-year to achieve 50% by 2020.
81. **Performance:** Table 6 shows that recycling rates have begun to plateau across the City Region (33.6% overall) and in 2012/13 that the rate for each district dropped off slightly after a steady upward trend in recent years. This may partly be explained by household waste arisings continuing to fall but as new facilities and collection services come on line, and resident participation increases, it is anticipated that more waste will be diverted away from landfill which should see recycling rates pick up again.

**Table 6: Overall percentage recycling rates**

Year	Halton	Knowsley	Liverpool	Sefton	St.Helens	Wirral
2010/11	38.1	31.2	26.80	40.6	31.3	39.9
2011/12	39.9	32.0	26.2	40.8	31.7	40.6
2012/13	37.4	30.9	24.7	39.0	29.3	40.4

*Source: Merseyside and Halton Waste Partnership Annual Report 2013*

82. Table 7 breaks down recycling performance by type of material. Direct comparisons between 2012/13 and 2013/14 cannot be made as the current monitoring period only covers a 9 month period. However, with the introduction and development of food waste collections in St.Helens in 2013/14 it is anticipated that significantly more biodegradable waste will be diverted from landfill during the next monitoring period, helping to boost recycling rates.

**Table 7: Tonnage of waste sent for recycling, composting, re-use split by material type**

District	Apr 2012 to Mar 2013				Jul 2013 to Mar 2014			
	Rubble Sent For Recycling	Waste Collected For Recycling	Garden Waste Sent For Composting/ Recycling	Food Waste Sent For Composting/ Recycling	Rubble Sent For Recycling	Waste Collected For Recycling	Garden Waste Sent For Composting/ Recycling	Food Waste Sent For Composting/ Recycling
Halton	1956.1	13,476.1	7,443.92	0.00	1517.5	9,754.5	5,081.2	0.00
Knowsley	0.04	17,590.8	6,690.33	669	0	12,894.1	4,435.2	101.6
Liverpool	0	43,719.8	16,702.1	0.00	0	32,368.9	11,736.3	0.00
Sefton	0	37,182.1	20,557.0	2,343.1	0	24,973.6	13,170.9	1,589.6
St.Helens	4535.9	18,047.0	11,737.5	0.00	2972.6	16,659.8	7,053.2	1,895.0
Wirral	0	48,832.3	19,359.7	0.00	0	29,951.9	8,337.6	0.00

Source: WasteDataFlow, APSE Report (UA/WCA)

83. It should also be noted that Wirral's introduction of a chargeable garden waste collection in June 2013 appears to have had an immediate impact on green waste sent for recycling, as the 9 month figure for 2013/14 is less than half (43%) of the 12 month figure for 2012/13.
84. **Actions:** The target for year-on-year increases to 2020 was not met in 2012/13 with each district recording a slight fall in recycling rates. However, this is expected to increase in the next monitoring period as collection services and participation continue to improve. This indicator will continue to be monitored through to the next Monitoring Report 2014/15.

**Single data list 082-03: Method of disposal & tonnage of waste (e.g. landfill, incineration)**

Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Merseyside Environmental Service, Waste Collection Authority

SA indicator: SA21, SA22

NPPW requirement: the amounts of waste recycled, recovered or going for disposal

85. **Target:** Achieve a maximum of 10% to landfill by 2020 with remaining residual waste (40%) to treatment
86. **Performance:** The data in Table 8 is available by Waste Disposal Authority (WDA) area only and is for the current 9 month monitoring period, so cannot be directly compared with SA indicators SA21 and SA22 which report on a 12 month period. In terms of tonnage, just over half (53.3%) of waste in Merseyside and Halton was sent for disposal.
87. Regarding LACW sent for treatment from Merseyside and Halton, 4.5% was sent for energy recovery but this will significantly increase and the disposal rate decrease, once MRWA's LACW resource recovery contract (RRC) facility becomes operational in 2016.

**Table 8: LACW method of disposal and tonnage of waste by Waste Disposal Authority area (tonnes)**

District	LACW Collected for Recycling, Composting or Reuse	Recyclate Rejected to Landfill	Recyclate Rejected for Incineration	Recyclate Diverted from Residual Waste Stream	LACW sent for Energy Recovery, Including Treatment Outputs	LACW sent to Landfill, Including Treatment Outputs	LACW sent to other Disposal Routes*	Totals
Halton	16,496	498	17	2,756	130	25,349	0	45,246
Merseyside	207,619	4,080	695	3,518	25,236	260,917	11,966	514,031

Source: WasteDataFlow, Local Authority Collected Waste by Final Disposal Route (UA/WDA)

\* Residual waste sent to treatment methods which have recyclate outputs (e.g. Advanced Thermal Treatment, MBT, and AD) are recorded under the 'other disposal' routes

88. **Actions:** The current rates of landfill and treatment (including recovery) fall well short of the 2020 target; however this is to be expected and will significantly

improve once the MRWA RRC facility becomes operational. This indicator will continue to be monitored through to the next Monitoring Report 2014/15.

### Single data list 067-01: Contribution made by LACW management to CO<sub>2</sub> reduction from local authority own estate & operations

Partners: Local Planning Authority, Waste Collections Authority, Merseyside Recycling and Waste Authority, Site Operators, Merseyside Environmental Advisory Service

SA indicator: SA11

89. **Target:** Initial target for year-on-year reduction, with requirement to review and set formal target if appropriate.
90. **Performance:** Monitoring of this indicator has been difficult due to gaps in core data sources and a lack of waste-related CO<sub>2</sub> information. Table 9 summarises information taken from each district's annual GHG Emissions Report relating to waste. As stated earlier, in Section 5, the GHG Emissions Reports often do not cover the waste-related contributions to CO<sub>2</sub> reduction, aside from recycling fleet emissions, despite being the official method of Local Authority reporting for CO<sub>2</sub> emissions for this Single Data List indicator.
91. The main reason that this information is not reported is because of data limitations, gaps and resource issues. Sefton are the only council who report on waste related emissions in their GHG Emissions Report, see Table 9. Sefton report waste fleet emissions within their total owned fleet emissions data. According to their report, owned fleet emissions are down a quarter (26%) from 2010/11 but up a third (33.4%) on 2012/13 levels. However, the total owned fleet CO<sub>2</sub> emissions are just 6% of the direct process emissions (Scope 1) from all Sefton Council operations, so the overall impact of waste fleet emissions is minimal. In terms of Sefton's external fleet, CO<sub>2</sub> emissions have increased by 285% from 2012/13. These increases are likely to result from the introduction of new/increased collection services.
92. Separate of the GHG Emissions Report, Knowsley have reported reductions in CO<sub>2</sub> emissions from their fleet travel (this includes Waste Services, Streetscene and Environmental Services) which is down 6% from 2012/13 levels. Emissions from energy use at Stretton Way Depot, which includes Waste Services co-located with Streetscene, Fleet and Logistics, Environmental Services, and external tenant organisations; were 313,245kg CO<sub>2</sub> in 2013/14 down 13% from 2012/13 levels.



**Table 9: Merseyside and Halton GHG emissions**

<b>Operational scope</b>	<b>Halton</b>	<b>Knowsley</b>	<b>Liverpool</b>	<b>Sefton</b>	<b>St.Helens</b>	<b>Wirral</b>
Scope 1: process emissions (including waste processing if carried out by LA)	2013/14 GHG Emissions Report not available.	GHG emissions report does not separate out waste services.	2013/14 GHG Emissions Report not available.	Owned Fleet (including internal recycling fleet) 794 tonnes CO <sub>2</sub> e 2013/14 up 33% from 2012/13.	No process emissions.	No process emissions.
Scope 3: Waste disposal (emissions relating to processing of waste associated with LA buildings)	2013/14 GHG Emissions Report not available.	GHG emissions report does not separate out waste services.	2013/14 GHG Emissions Report not available.	External waste fleet 189 tonnes CO <sub>2</sub> e 2013/14 up 285% from 49 tonnes CO <sub>2</sub> e tonnes in 2012/13.	Excluded (data not available).	Not reported.

*Source: Local Authority GHG Emissions Reports (2013/14)*

93. To address the limitations and gaps in the data shown in Table 9, alternative data sources have been sought to provide a better indication of LACW management contributions to CO<sub>2</sub> reduction.
94. Veolia ES Ltd, as part of their recycling contract with MRWA, report on the carbon footprint of their LACW operations using the Environment Agency's WRATE modelling software. This is reported through their website and the Merseyside and Halton Waste Partnership's (MHWP) Annual Report. Using WRATE, a carbon footprint model has been created for every contract year since year 1 (2009-2010). Table 10 below shows year-on-year reductions, in line with the WLP target and national waste management sector trends<sup>11</sup>. From 2009/10 to 2012/13 there has been a 38% reduction in carbon emissions.

<sup>11</sup> DECC (2014) *Updated energy and emissions projects*

**Table 10: Merseyside LACW Carbon Emissions (000s kg CO<sub>2</sub> eq.)**

Operations	2009/10	2011/12	2012/13
Transportation	9309	3723	4363
Intermediate facilities	3804	3837	3570
Recycling	-41939	-50998	-50377
Recycling (treatment) recovery	657	628	591
Landfill	115500	97876	95889
Totals:	87331	55066	54036

Source: Veolia ES Ltd WRATE modelling and Merseyside Waste Partnership Annual Monitoring Reports

95. Alongside the figures shown in Table 10, Veolia ES Ltd reported the following key findings in 2012/13:
- Transport Fleet - fuel efficiency of the combined fleet increased in calendar year 2013 compared to the previous two years;
  - HWRCs - Electricity consumption was lower in calendar year 2013 compared to the previous three years;
  - Gillmoss MRF - Ratio of electricity consumed/waste tonnage processed was lower in calendar year 2013 compared to the previous year.
96. **Actions:** Target for year-on-year reduction met in terms of LACW recycling contract operations and waste fleet movements in Sefton and Knowsley. Consider using the WLP Monitoring Group to help explore alternative sources of data through dialogue with district council partners, MRWA and MHWP. This indicator will continue to be monitored through to the next Monitoring Report 2014/15.

**Former National Indicator NI186: Contribution made by sustainable waste management to per capita reduction in CO<sub>2</sub> emissions in local authority area**

Partners: Local Planning Authority, Waste Collection Authority, Merseyside Environmental Advisory Service, Site Operators, Merseyside Recycling and Waste Authority

97. **Target:** Initial target for year-on-year reduction, with requirement to review and set formal target if appropriate.

98. **Performance:** Monitoring of this indicator has also been challenging due to a lack of waste-specific data sources. The official data for reporting against Former National Indicator 186 is the Local and Regional CO<sub>2</sub> Emissions Estimates for 2005-2012, produced by Ricardo-AEA for the Department for Energy Climate Change (DECC) however this does not separate out waste emissions.
99. An alternative source of waste-specific (per capita) information is Eunomia's new Recycling Carbon Index Tool and report, which is based primarily on WasteDataFlow and is indicative of waste carbon performance by WDA area. The index identifies carbon savings relating to LACW materials and shows a decrease in per capita carbon savings from recycling services in Merseyside and Halton between 2011 and 2013, see Table 11.

**Table 11: Per capita carbon saving from LACW recycling (index score)**

WDA area	2011/12	2012/13
Merseyside	66	61
Halton	59	54

*Source: Eunomia, Recycling Carbon Index Tool*

100. The Eunomia Index measures the environmental performance of Authorities recycling services and demonstrates that having a high or increasing recycling rate does not necessarily translate into high carbon savings. WDAs that collect more materials with a higher embodied carbon (such as food or textiles) will show higher carbon savings and this would be reflected in a higher index score.
101. Eunomia's report ranks Merseyside and Halton as "mid-performers" in terms of per capita carbon saving from recycling, with the highest performers (top 10% WDAs) in England having an index score between 84 and 105 in 2012/13 according to their carbon saving performance. The worst performing WDA had an index rating of 29.
102. Between 2011/12 and 2012/13 the Eunomia report states that there has been a 3% decrease in the CO<sub>2</sub> saved from recycling across England and Wales. This is due to what it describes as a marked decline in collection of materials with higher levels of embodied carbon (e.g. textiles, metals and plastics)<sup>12</sup>. The report does not state why this decline is occurring but it is likely to be influenced by public sector budgetary pressures and the need to make cost savings as well as limitations of waste technology. This may be a factor behind the decrease in carbon index score for Merseyside and Halton. However, with just two years of data it is difficult to make any meaningful assumptions or identify clear trends. In general terms though, the top performing Authorities on the index have implemented food collections and collect higher levels of textiles,

<sup>12</sup> <http://www.eunomia.co.uk/carbonindex/>

metals and plastics yielding greater carbon savings, which could be areas where Merseyside and Halton can improve upon.

103. **Actions:** National waste management trends suggest that waste-related CO<sub>2</sub> emissions are in a state of long term decline<sup>13</sup>. However, at a sub-regional level it is unclear whether targets for year-on-year CO<sub>2</sub> emissions reductions are being met across the whole waste management sector. Eunomia's report suggests that LACW recycling could achieve higher carbon savings by diverting more materials with higher embodied carbon away from landfill, and recent trends indicate a decrease in carbon savings from materials collected. However, the previous indicator Single Data List 067-01 does show a year-on-year CO<sub>2</sub> emissions reduction for LACW recycling operations, which is likely to be indicative of other waste stream CO<sub>2</sub> trends. Without complete data however it is difficult to make any conclusions for the whole waste management sector at a sub-regional level.
104. This indicator will continue to be monitored through to the next Monitoring Report 2014/15 and alternative or additional data sources should be explored through dialogue facilitated by the proposed WLP Monitoring Group.

#### Single data list 024-15 AMR W-1: Capacity of new waste management facilities by waste planning authority

Partners: Local Planning Authority, Merseyside Environmental Advisory Service, Environment Agency, Site Operators

SA indicator: SA25

WFD requirement: Article 4 and 28

NPPW requirement: existing stock and changes in the stock of waste management facilities, and their capacity (including changes to capacity); waste arisings

105. **Target:** Requirements in line with Needs Assessment.
106. **Performance:** In order to fulfil Waste Local Plan, SA, WFD and NPPW monitoring requirements, consented waste management capacity is shown for the current period and retrospectively to 2008. This provides useful context about recent consented capacity across the Plan Area.
107. Table 12 summarises consented waste capacity in Merseyside and Halton. Overall, Halton and Knowsley have consented almost three-quarters (72%) of

<sup>13</sup> DECC (2014) *Updated energy and emissions projects*

new waste management capacity in the sub-region in 2013/14 and almost two thirds (65%) from 2008 and 2013. 3.85 million tonnes have been consented between 2008 and 2013. 80% of this capacity was consented by 2011, which has left a large amount of existing available capacity in the sub-region, particularly for Energy from Waste. In recent years the amount of capacity consented has dropped off and the majority of capacity has been consented for recycling uses, see Tables 13 and 14.

**Table 12: Consented capacity of new waste management facilities by waste planning authority**

District	Jan 2008/Mar 2013		Apr 2013/Mar 2014	
	Consented capacity (000s tonnes per annum)	No. of sites	Consented capacity (000s tonnes per annum)	No. of sites
Halton	1497	6	75	1
Knowsley	1058.5	9	27	2
Liverpool	265	3	15	1
Sefton	207.5	4	0	0
St.Helens	372.6	5	25	1
Wirral	445	4	0	0
Total:	3845.6	31	142	5

Source: Development Management planning application lists and Waste Local Plan sites database

108. Table 12 includes new consented capacity only and does not show capacity included in Table 13 and 14 which is 'not new' i.e. capacity which has come from retrospective, redevelopment or waste applications which do not yield increased capacity. The 'not new' capacity is marked with an asterisk (\*) in Tables 13 and 14.

109. To provide context and satisfy WDF monitoring requirements regarding future capacity (Article 28) details of consented capacity is shown in Tables 13 and 14. The position of each consented facility with regard to the Waste Hierarchy is also shown to satisfy SA monitoring requirements (SA24) and Article 4 of the WFD.



Source: European Waste Framework Directive (2008/98/EC)

**Table 13: Consented capacity of new waste management facilities (Jul 2013 to Mar 2014)**

Planning ref	Facility type	Address	Capacity (000s tonnes per annum)	District	Waste Hierarchy position
13/00274/FUL	Wood Storage & Waste Wood Processing	West Bank dock Site, Riverside, Widnes, WA8 OPE	75	Halton	Preparing for re-use/recycling
13/00384/FUL	Healthcare Waste Treatment and Transfer facility	Vacant Warehouse, Bradman Road	22	Knowsley	Recycling
13/00434/FUL	WEEE recycling facility	Unit 1, 2 And 3, The Lombard Centre, Link Road, Huyton, L36 6AP	10*	Knowsley	Recycling
13/00781/COU	Vehicle Breakers (ELV) Facility	Eclipse Glass The Ashcroft Centre Ashcroft Road Knowsley Industrial Park Kirkby Knowsley L33 7TW	5	Knowsley	Preparing for re-use/recycling
14F/0203	Household Waste Recycling Centre	Land off Cheadle Avenue, Old Swan	15	Liverpool	Recycling
P/2013/0325	Redeveloped Household Waste Recycling Centre	Burtonhead Rd HWRC, St.Helens	15*	St.Helens	Recycling

Planning ref	Facility type	Address	Capacity (000s tonnes per annum)	District	Waste Hierarchy position
P/2013/0569	Autothermophillic Aerobic Digestion (ATAD)	Unit O, Mossbank Industrial Estate, Dairy Farm Rd, Rainford	25	St.Helens	Other Recovery
Total (excluding *):			142		

Source: Development Control planning application lists and Waste Local Plan sites database

\* Not new capacity i.e. capacity from retrospective, redevelopment or replacement planning applications at existing waste facilities

110. Table 13 identifies that the majority of the new waste management capacity is provided by recycling (and preparing for reuse) facilities (82%). The exception being an Autothermophillic Aerobic Digestion (ATAD) facility in St.Helens which is classed as 'other recovery' and will process biodegradable waste. Table 14 provides consented site details and their position within the Waste Hierarchy for 2008 to 2013.

**Table 14: Consented capacity of new waste management facilities (Apr 2008 to Mar 2013)**

Planning ref	Facility type	Address	Capacity (000s tonnes per annum)	District	Waste Hierarchy position
12/00156 /FULEIA	Anaerobic Digestion	Desoto Road, Widnes WA8 0PB	90	Halton	Other Recovery
12/00387 /FUL	Inert and non-inert WTS / MRF	Ditton Road, Widnes	210	Halton	Recycling
12/00458 /FULEIA	Wood-fuelled Biomass Combined Heat and Power Plant	Off Foundry Lane, Ditton, Widnes WA8 0PE	147	Halton	Other Recovery

<b>Planning ref</b>	<b>Facility type</b>	<b>Address</b>	<b>Capacity (000s tonnes per annum)</b>	<b>District</b>	<b>Waste Hierarchy position</b>
10/00446 /EIA	Mechanical Biological Treatment & In- Vessel Composting	Widnes Waterfront, Moss Bank Road, Widnes, Merseyside WA8 0WN.	200	Halton	Preparing for reuse/ Recycling
08/00344 /FULEIA	Single stream fluidized bed combustor to produce renewable energy	Granox Ltd, Desoto Road, Widnes, Cheshire, WA8 0PB	?	Halton	Other Recovery
07/00068 /ELC**	Energy from waste with CHP	Ineos Chlor, South Parade, Runcorn, WA7 4JE	850	Halton	Other Recovery
12/00669 /COU	MBT + SRF production and health care waste WTS	Stretton Way, Huyton Business Park	130	Knowsley	Preparing for Reuse/ Recycling
11/00415 /FUL	Waste Transfer station (bulking and rail transfer)	Knowsley Rail Freight Terminal, North Perimeter Road, Kirkby, Merseyside L33 7UZ	466.5	Knowsley	Recycling
11/00221 /FUL	Chemical treatment of hazardous. waste and reprocessing of non-hazardous waste	Image Business Park, Acornfield Road, Knowsley Industrial Park, Kirkby, Merseyside L33 7UF	123	Knowsley	Preparing for Reuse/ Recycling
11/00067 /COU (08/0024 7/FUL)	Recycling and Recovery Facility for C&I and construction waste	B I C C, Rod Rollers, Carr Lane, Prescot	49	Knowsley	Recycling/ Other Recovery



<b>Planning ref</b>	<b>Facility type</b>	<b>Address</b>	<b>Capacity (000s tonnes per annum)</b>	<b>District</b>	<b>Waste Hierarchy position</b>
10/00153 /FUL	Household Waste Recycling Centre	Civic Amenity Site, Wilson Road, Huyton, Merseyside L36 6AD	5 (15*)	Knowsley	Recycling
10/00691 /FUL	Hazardous Waste Transfer Station	The Tank House, Carr Lane, Prescot, Merseyside L34 1NZ	69	Knowsley	Preparing for Reuse/ Recycling
09/00376 /FUL	Household Waste Recycling Centre	Land Between Depot Road & North Perimeter Road Knowsley Industrial Park Kirkby	15*	Knowsley	Recycling
09/00409 /FUL	Autoclaving Facility, application for increase in capacity (50kpta-120kpta)	Stretton Way, Huyton Business Park	120	Knowsley	Preparing for Reuse/ Recycling
08/00474 /FUL	Gasification with CHP	Penrhyn Road/Villiers Road, Knowsley Business Park	96	Knowsley	Other Recovery
11F/1273	Gasification with CHP	King Street, Liverpool L19 8EG	15	Liverpool	Other Recovery
09F/1012	Resource Recovery Park (Autoclaving)	Dock Road, Garston Dock, Liverpool L19	150	Liverpool	Preparing for Reuse/ Recycling
08F/3196	Materials Recycling Facility	Stonebridge Lane, Gillmoss Industrial Estate	100	Liverpool	Recycling
S/2011/0 377	Non-inert WTS (green waste only)	Leckwith Road, Netherton, Merseyside L30 6UQ	20	Sefton	Recycling

<b>Planning ref</b>	<b>Facility type</b>	<b>Address</b>	<b>Capacity (000s tonnes per annum)</b>	<b>District</b>	<b>Waste Hierarchy position</b>
S/2011/0561	C&I WTS	Heysham Road (former Build Center site), Netherton, Merseyside L30 6YJ	30	Sefton	Recycling
S/2011/0739	Inert WTS	Heysham Road (former T E C Site), Netherton, Merseyside L30 6TU	20	Sefton	Recycling
S/2009/0640	Gasification EfW generating plant (non-CHP)	Alexandra Branch Dock 1, Bootle, Merseyside L20 1ED	137.5	Sefton	Other Recovery
P/2012/0156	Non-inert, non-hazardous landfill	Lyme & Wood Pits Landfill Site, Vista Road, Haydock, Merseyside	202.5	St.Helens	Disposal
P/2010/1062	Drumming operation, hazardous substances consent	Linkway Distribution Park, St.Helens	0.1	St.Helens	Disposal
P/2009/0840	Clinical and Healthcare Waste Transfer Station	Units 1 & 2, Abbotsfield Road, Reginald Industrial Estate	5	St.Helens	Recycling
P/2009/0727	Waste Transfer Station with Aggregates Recycling Facility	Land to rear of Silverdale House, Abbotsfield Road, Reginald Industrial Estate	75	St.Helens	Recycling
P/2008/0225	Materials Recycling Facility	Former Transco Site, Pocket Nook Street	90	St.Helens	Recycling

Planning ref	Facility type	Address	Capacity (000s tonnes per annum)	District	Waste Hierarchy position
APP/12/00595	Aggregates recycling facility	Commercial Road, Bromborough, Cheshire CH62 3NL	100*	Wirral	Recycling
APP/10/00890	Open windrow composting	Station Road, Storeton, Cheshire CH61 1DG	20	Wirral	Recycling
APP/09/05766	Waste Transfer Station	Land North of McTay Boatyard, Magazine Lane, Bromborough, Wirral, CH62 3NJ	25	Wirral	Recycling
APP/2008/6316	Gasification with Autoclaving	North Road, Eastham, Wirral, CH65 1AJ	400	Wirral	Other Recovery
Total (excluding *):			3845.6		

Source: Development Management planning application lists and Waste Local Plan sites database

\* Not new capacity i.e. capacity from retrospective, redevelopment or replacement planning applications at existing waste facilities.

\*\*Major consent in 2007 shown because comprises significant proportion of recent consented capacity (22%)

111. Table 14 shows that just over two-thirds (67%) of waste management facilities consented from 2008 to 2013 were for recycling purposes. A significant number of large scale 'other recovery' facilities (e.g. gasification, anaerobic digestion) were consented over this period making up almost a third (29%) of all consents. This has led to Merseyside and Halton's unique position of having over-capacity for Energy from Waste. Just one landfill disposal facility received consent and this was for a time extension to allow completion and restoration of a site at Haydock, St.Helens.

112. The 3 largest consented facilities were Ineos Chlor/Viridor's EfW with CHP facility at Weston Point, Runcorn (850,000tpa); a rail-connected WTS at Knowsley Industrial Park (466,000tpa) which forms part of MRWA's resource recovery contract solution; and a gasification with autoclaving facility at Hooton Park, Eastham (400,000tpa).

113. Government has made it clear that Waste Local Plans are a necessary part of the implementation of the WFD Article 28 (Waste Management Plans).

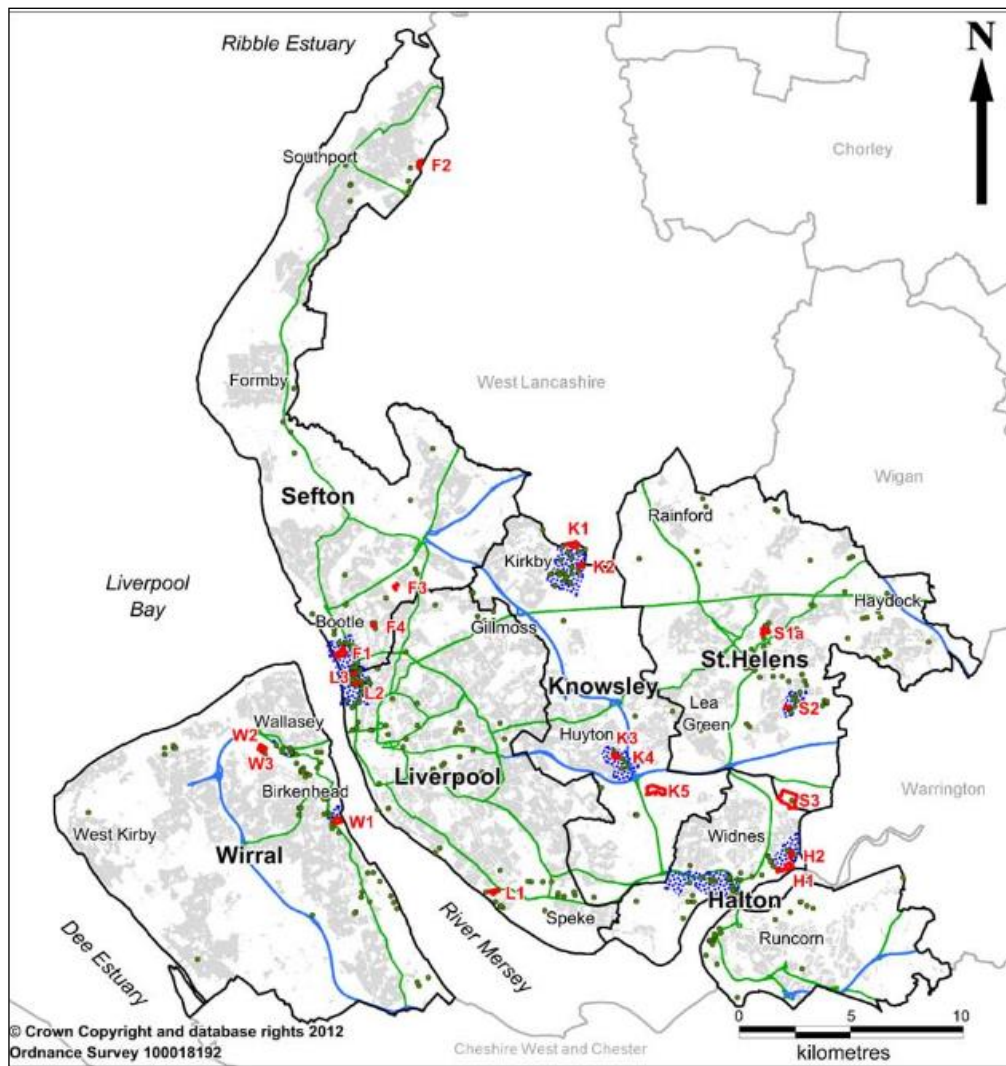
Guidance from DCLG<sup>14</sup> states that the main route for compliance will be through the preparation of up-to-date local plans. However, there is a clear role for Monitoring Reports to complement evidence provided in the local plan and this includes provision of information relating to waste management capacity and this indicator (Single data list 024-15 AMR W-1).

114. The DCLG Guidance sets out what is required under Article 28 and this includes details of size and location of existing major disposal and recovery installations. The WLP allocations map (reproduced in Figure 2) provides locational information for existing sites (green dots). Further details of existing permitted facilities are supplied by the Environment Agency Environmental Permitting Regulations data (April 2014) and this information has been presented, using the example table provided within the DCLG's guidance document<sup>15</sup>, in Appendix C of this Monitoring Report for the period 2008 to 2013.

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<sup>14</sup> DCLG (2012) *Guidance for local planning authorities on implementing planning requirements of the European Union Waste Framework Directive (2008/98/EC)*  
<https://www.gov.uk/government/publications/guidance-for-local-planning-authorities-on-implementing-planning-requirements-of-the-eu-waste-framework-directive-2008-98-ec>

<sup>15</sup> DCLG (2012) *Guidance for local planning authorities on implementing planning requirements of the European Union Waste Framework Directive (2008/98/EC)*  
<https://www.gov.uk/government/publications/guidance-for-local-planning-authorities-on-implementing-planning-requirements-of-the-eu-waste-framework-directive-2008-98-ec>

**Figure 2: Waste Local Plan Site Allocations and Areas of Search**

115. WFD Article 28 also requires an assessment of the need for the closure of existing waste management facilities and the need for additional waste installation infrastructure. The latter is provided by the WLP Needs Assessment (July 2011) which forms a key part of the WLP evidence base.
116. In terms of the need for closure of existing facilities, Lyme and Wood Pit landfill site is scheduled to close on 12<sup>th</sup> June 2016 after which only restoration soils can be brought to the site (P/2012/0156 (condition 1)). Otherwise, the WLP Needs Assessment shows a continued need for various types of facility which is beginning to be met by the consented and recently permitted sites (Tables 11 to 13 and Appendix C).
117. For LACW, the Needs Assessment forecasts a requirement for 1 HWRC in Liverpool. This requirement has been met through the consented facility at Cheadle Avenue, Old Swan in 2014. A bulking and/or pre-treatment facility is also required as part of the resource recovery contract EfW solution which is

currently under construction. This requirement has also been fulfilled with the rail freight Waste Transfer Station (WTS) at Knowsley Industrial Park which was consented in 2011 (11/00415/FUL).

118. The requirement for a LACW Materials Recycling Facility (MRF) was provided as a contingency should collection recycling performance increase and a capacity gap develop. No new facilities of this kind have been consented at this stage. The need for this type of facility will continue to be monitored over the next monitoring period.
119. The WLP Needs Assessment forecasts a need for up to 4 LACW and Commercial & Industrial (C&I) 50,000tpa food waste composting facilities by 2020. One is required immediately, two by 2015 and the remainder by 2020. This need has been met in part with the consent and opening of ReFood's 90,000tpa Anaerobic Digestion (AD) facility at Widnes. This facility is predominantly for commercial food waste but could provide capacity for household food waste. The consent of an Autothermophillic Aerobic Digestion (ATAD) facility (P/2013/0569) near Rainford will also provide capacity for both commercial and household waste streams. However, more capacity is still required to cater for household waste needs and there are signs that the market is responding to meet this need.
120. In terms of pre-treatment of residual C&I waste, no extra capacity is forecast because consents for 300,000tpa and 200,000tpa of treatment capacity at Garston Dock (09F/1012) and Widnes Waterfront (10/00466/EIA) respectively are taken into account. However these two consents occupy sub-regional allocations (L1 and H1) in the WLP therefore the requirement for 2 primary treatment facilities for mixed waste needs to be recognised in case the consents are not built out.
121. Since consent was granted on these allocated sites both developers have withdrawn their interest and permissions have lapsed therefore these allocations are available for other developers to come forward.
122. With the loss of this capacity it is important that it is made up for elsewhere. A recent permission (12/00669/COU) for a 130,000tpa Mechanical Biological Treatment (MBT) and Solid Recovered Fuel (SRF) production facility at Huyton, which is now operational, has partly met this requirement however a further large scale facility is required by 2015 to satisfy identified waste needs.
123. To offset the export of residual waste over the Plan Period, 2 unspecified non-hazardous waste facilities are included in the needs forecast. In 2013/14, five non-hazardous waste facilities have been consented contributing a combined 142,000tpa of capacity available to the waste sector.

124. The requirement for 1 hazardous waste treatment facility is included as a contingency and to add flexibility should a need arise during the Plan Period. No new hazardous waste facilities were consented in 2013/14.

125. **Actions:** Consented capacity is beginning to meet forecast waste needs. This indicator will continue to be monitored to track capacity (and capacity gaps) through to the next Monitoring Report 2014/15. The discussion of any emerging capacity gaps could also be undertaken through the proposed WLP Monitoring Group.

**Single data list 024-16 AMR W-2: Amount of municipal waste arisings managed by waste management type and waste planning authority**

Partners: Local Planning Authority, Merseyside Recycling and Waste Authority, Waste Collections Authority, Merseyside Environmental Advisory Service

SA indicators: SA21, SA22

NPPW requirement: existing stock and changes in the stock of waste management facilities, and their capacity (including changes to capacity); waste arisings

126. **Target:** No target set.

127. **Performance:** WLP indicator Single Data List 082-03 reports on the method of LACW disposal by waste management route (e.g. landfill, incineration). Single Data List 024-16 is similar but reports specifically on waste management type. The data shown in Table 15 is for the current monitoring period July 2013 to March 2014, so cannot be directly compared with SA21 and SA22 since they use data which has been reported on over a 12 month period. However, based on the current 9 month period 40.7%% of Merseyside's and Halton's LACW was collected for recycling, composting and reuse and 43.6% was sent to landfill.

**Table 15: LACW by waste management type and Waste Disposal Authority area**

District	LACW Collected for Recycling, Composting and Reuse	LACW sent directly for Energy Recovery	LACW sent directly to landfill	LACW sent to other disposal routes*	LACW Arisings (based on residual waste sent for disposal)
Halton	16,495.9	0.2	24,612.8	3,106.5	44,215.5
Merseyside	207,619.3	16,921.6	215,193.6	66,035.7	505,770.2

Source: WasteDataFlow, Local Authority Collected Waste by Management Method

\*Residual waste sent to treatment methods which have recycle outputs (e.g. Advanced Thermal Treatment, MBT, and AD) are recorded under the 'other disposal' routes

128. **Actions:** No target set. This indicator will continue to be monitored through to the next Monitoring Report 2014/15.

**Single data list 024-12 AMR E-3: Show the contribution of the waste sector will make to the amount of renewable energy generation by installed capacity (reported in MW to include both heat and electrical energy recovered)**

Partners: Local Planning Authority, Merseyside Environmental Advisory Service, Site Operators

SA indicator: SA13, SA24 and SA30

129. **Target:** No target set as it will vary year-on-year depending on the type of facilities being developed and amount of waste recovered that qualifies for Renewable Obligation Certificates.

130. **Performance:** Table 16 shows that no waste management facilities with renewable energy generation capabilities have been consented in 2013/14. However, from 2008 and 2013 waste facilities generating 570.5MW of energy had been consented. This comprised 363.5MW of thermal energy and 207MW of electricity. The majority of this energy is generated by Ineos Chlor/Viridor's EfW Combined Heat and Power (CHP) facility at Weston Point, Runcorn and is mainly used to power internal operations.



**Table 16: Consented waste-related renewable energy generation**

District	Consented 2008/13			Consented 2013/14		
	Heat MW	Power MW	No. sites	Heat MW	Power MW	No. Sites
Halton	363.5	138	3	0	0	0
Knowsley	0	9	1	0	0	0
Liverpool	0*	0	1*	0	0	0
Sefton	0	30	1	0	0	0
St.Helens	0	0	0	0	0	0
Wirral	0	30	1	0	0	0
Total:	363.5	207	7	0	0	0

\*A CHP at a solvent recovery facility, Garston is designed to produce approx. 7500 kg/hr of steam from 15,000tpa of waste solvent which will be used to provide heat to the facility.

#### Halton

131. In 2012, Stobart Group gained planning consent for a wood-fuelled (over 90% recycled wood) biomass CHP facility at Ditton, Widnes with the capability of generating electricity and heat by the combustion of wood fuel. Once operational, the plant will produce 20MW of electricity for export to the National Grid and 3.5MW of thermal energy which will be available to local industry.
132. PDM Group Ltd gained consent for an Anaerobic Digestion (AD) facility at Desoto Road, Widnes in 2012, see Figure 3. Once fully operational in August 2014, it will generate up to 180KWh as biogas for export to the national grid and local industry.

**Figure 3: Refood Anaerobic Digestion facility, Widnes**



Photo credit: [www.renewableenergyfocus.com](http://www.renewableenergyfocus.com)

133. In 2008, Ineos Chlor Vinyl gained planning consent for an EfW with CHP facility at Weston Point, Runcorn. The CHP element of the facility will produce 360MW heat and 100MW electricity, of which the majority of the heat energy will be fed back into the facility used as part of the EfW process. Phase 1 of the facility is operational with Phase 2 expected later in the year.

*Knowsley*

134. Energos gained planning consent for an EfW facility (gasification) with CHP capabilities in 2008 and a further application for time extension was granted in 2012. Once operational, 9MW of renewable electricity will be available to local industry and/or export to the National Grid. In 2013 the developer was granted an Environmental Permit to operate the facility and a further permission (13/00594/FUL) for necessarily ancillary infrastructure (water tank and pumping house) gained consent. The proposal has been implemented and is expected to come on line in 2016.

*Liverpool*

135. Veolia ES Ltd's solvent recovery with CHP facility at Garston is designed to produce approximately 7500 kg/hr of steam from 15,000tpa of waste solvent. This will be used to provide heat to the facility once fully operational.

*Sefton*

136. In 2009, permission was granted at European Metal Recycling (EMR) Ltd's metal recycling facility for a 30MWh electricity generation facility at Alexandra Dock 1, Bootle. A time extension application for this facility is currently being determined.

*Wirral*

137. Biossense Ltd gained planning consent for an EfW (gasification and autoclaving) with CHP facility at North Road, Eastham in 2008. This consent could produce 30MW electricity which would be fed back into the EfW facility and made available to local industry via the local transmission network. A revised scheme using gasification with MRF technology was consented in September 2014 and will be included in the next Monitoring Report.

138. **Actions:** This indicator will continue to be monitored through to the next Monitoring Report 2014/15.

**Local Indicator WLP 1: Number of sub-regional sites which are taken up for waste management use**

Partners: Local Planning Authority, Merseyside Environmental Advisory Service

NPPW requirement: take-up in allocated sites and areas

139. **Target:** Requirements in line with WLP Needs Assessment.140. **Performance:** No sites taken up.141. **Actions:** This indicator will continue to be monitored through to the next Monitoring Report 2014/15.**Local Indicator WLP 2: Number of district allocated sites which are taken up for waste management use**

Partners: Local Planning Authority, Merseyside Environmental Advisory Service

NPPW requirement: take-up in allocated sites and areas

142. **Target:** Requirements in line with WLP Needs Assessment.143. **Performance:** No sites taken up.144. **Actions:** This indicator will continue to be monitored through to the next Monitoring Report 2014/15.**Local Indicator WLP 3: Number of applications received for waste management facilities on unallocated sites; and number of waste management facilities that are developed on unallocated sites**

Partners: Local Planning Authority, Merseyside Environmental Advisory Service

145. **Target:** <10% of requirement stated for targets WLP1 and 2.

146. Data used to report against this indicator is based upon number of waste applications Merseyside EAS have been consulted on by the districts. This includes both approvals and refusals.

147. In terms of the number of waste management facilities that have been developed on unallocated sites, 'developed' refers to facilities that are built and

operational. Judgement on whether a waste management facility is developed is determined by information provided by the applicants, district planning officers and Merseyside EAS internal sources. Where sites are said to be 'undeveloped' this could mean that construction has yet to begin, is underway but the site is not yet operational, planning permission has expired or that the developer has pulled out.

148. **Performance:** Target for <10% not met. Table 17 shows that all of the waste applications received in 2013/14 were on unallocated sites, although four of these were in Areas of Search, and 14% of these sites have been developed out. The developed out figure is low because some of the applications received are yet to have been determined whilst others are discharging conditions and yet to reach construction stage. Therefore it is likely that several of these sites will be developed in the next 1-2 years. The figures for 2008 to 2013 show a better picture of trends, with over a third (36%) of waste applications received being developed out.

**Table 17: Waste planning applications received and developed out on unallocated sites**

District	2008/2013		Jul 2013/Mar 2014	
	Received	Developed (yes/no/unknown)	Received	Developed (yes/no/unknown)
Halton	7	3/3/1	1	0/0/1
Knowsley	16	7/9/0	3	1/2/0
Liverpool	4	1/3/0	1	0/1/0
Sefton	10	1/7/2	3	0/3/0
St.Helens	9	4/5/0	5	1/4/0
Wirral	4	2/2/0	1	0/1/0
Total:	50	18/29/3	14	2/11/1

Source: Development Management planning application lists, Merseyside EAS and Local Authority planning data

149. **Actions:** Target not met. Policy WM1 (Site Prioritisation) and WM2 and WM3 (Sub-regional and District allocated sites) will continue to be promoted through the pre-application process. This indicator will continue to be monitored through to the next Monitoring Report 2014/15. Merseyside EAS and district council partners will explore ways of improving data on developed sites.

**Local Indicator WLP 4: Number of planning applications for new waste management facility buildings which achieve a 'Very Good' or 'Excellent' BREEAM rating or equivalent standard**

Partners: Local Planning Authority, Merseyside Environmental Advisory Service, Developers

SA Indicator: SA24

150. **Target:** 100%

151. **Performance:** Table 18 shows that of the 14 planning applications received, only 5 (36%) achieved BREEAM excellent/very good rating or equivalent for environmental and sustainability performance, falling significantly short of the 100% target.

**Table 18: Waste applications achieving BREEAM or equivalent 2013/14**

District	BREEAM 'Excellent' or equivalent	BREEAM 'Very Good' or equivalent
Halton	0	0
Knowsley	0	0
Liverpool	1	0
Sefton	0	0
St.Helens	1	2*
Wirral	0	1

*Source: Development Management planning application lists, Merseyside EAS*

Note: equivalent standard includes construction/engineering standards such as CEEQUAL

152. One explanation for these low figures is that for some small scale, open air and less technical applications BREEAM (or equivalent) is not viable or applicable, so is often not applied. Of the 2013/14 waste applications received, the majority were small scale (up to 25,000tpa) and 3 were for open windrow composting.

153. Whilst many applications have not applied a design standard, they have incorporated notable sustainable development principles into their design, layout and environmental performance. For this reason an Autothermophilic Aerobic Digestion (ATAD) facility in St.Helens has been recorded in under the 'BREEAM 'Very Good' or equivalent' column in Table 18. The 4 sites achieving BREEAM or equivalent are discussed briefly below.

## *Liverpool*

154. A Merseyside Recycling and Waste Authority (MRWA) HWRC at Old Swan (permission 14F/0203) used CEEQUAL, the sustainability assessment rating and awards scheme for civil engineering; since it is more appropriate to the nature of the development. The facility is expected to achieve the highest CEEQUAL rating.

## *St. Helens*

155. Redevelopment of MRWA's Ravenhead HWRC at Burtonhead Road (P/2013/0325) used CEEQUAL rather than BREEAM and the facility is expected to achieve the highest rating.
156. A planning application (° in Table 18) for waste-wood fuelled biomass CHP at Sankey Valley Industrial Estate (P/2013/0738) stated that BRREAM standards would be met. However, this application was refused on 12/12/2013.
157. An ATAD facility at Mossbank Industrial Estate (P/2013/0569) near Rainford has incorporated sustainable drainage and green roofing into the proposal design. However, because this proposal is for retrofitting an existing building BREEAM or equivalent is harder to achieve so has not been applied.
158. Complete data for 2008 to 2013 period is not available. However, an overview of major applications achieving BREEAM or equivalent is provided below.

## *Halton*

159. The planning application for Widnes Waterfront Waste Resource Park (10/00446/EIA) at Tan House Lane included a commitment to use BREEAM industrial standard with a view to achieving a 'very good' overall rating.

## *Knowsley*

160. Huyton replacement HWRC at Wilson Road was constructed under the CEEQUAL scheme and was awarded a rating of 'excellent' on completion. A number of environmental considerations were incorporated into the design including: a sustainable urban drainage scheme (SUDs); rainwater harvesting; solar PV and automatic occupancy lighting.
161. Kirkby replacement HWRC at Knowsley Industrial Park achieved a CEEQUAL 'Very Good' award in April 2012. The development included, grey water harvesting, automatic occupancy lighting and a SUDs scheme amongst other environmental considerations and benefits.

## *Liverpool*

162. Gillmoss MRF (08F/3196) at Stonebridge Lane is an exemplar site for sustainable construction, see Figure 4. The planning application included a

commitment to achieve a BRE Green Guide 'A' and BREEAM Industrial 'Excellent' rating.

**Figure 4: Gillmoss Materials Recycling Facility**



*Photo credit: Merseyside Environmental Advisory Service*

163. The design incorporates: re-use of brownfield land; diversion of waste from landfill; high insulation and airtight construction; maximisation of natural light; roof design to accommodate solar PV; a SWMP; creation of new habitats; rainwater harvesting as well as a visitor and education centre.

164. **Actions:** Target not met. Low percentage achieving BREEAM or equivalent appears to be partly due to the type and scale of waste facility applications received which are not always appropriate for these design standards. Consider discussion through the WLP Monitoring Group of significant shortfall against target and possible early review of target to reflect waste applications that are not applicable. This indicator will continue to be monitored through to the next Monitoring Report 2014/15.

**Local Indicator WLP 5: Number of new waste management facilities which utilise an element of sustainable transport as part of their operation**

Partners: Local Planning Authorities, Merseyside Environmental Advisory Service, Developers

SA Indicator: SA13

165. **Target:** 25-30%

166. **Performance:** Table 19 shows that just one consented new waste management facility could utilise sustainable transport (14%) in 2013/14. This falls short of the 25-30% target. This shortfall is likely to be explained by the number of new facilities that are small scale (up to 25,000tpa) which typically use road transport to move waste and by the fact that they are not located near railheads, canals or docks.

**Table 19: Sustainable transport 2013/14**

District	Canal	Conveyor	Rail	Sea	HGV
Halton	0	0	1	0	1
Knowsley	0	0	0	0	3
Liverpool	0	0	0	0	1
Sefton	0	0	0	0	0
St.Helens	0	0	0	0	2
Wirral	0	0	0	0	0

Source: Development Management planning application lists, Merseyside EAS (based on consented sites 2013/14)

167. Complete data for the period 2008 to 2013 is not available. However, an overview of larger scale waste facilities from this period which plan to use sustainable transport is provided below.

*Halton*

168. Ineos Chlor/Viridor's 850,000tpa EfW with CHP facility utilises rail and HGV transport to import waste. Phase 1 of the facility has been operational from spring 2014 and imports 275,000tpa of Solid Recovered Fuel (SRF) by rail from Greater Manchester, see Figure 5.



**Figure 5: Rail transported solid recovered fuel from Greater Manchester**

*Photo credit: Merseyside Environmental Advisory Service*

#### *Knowsley*

169. In 2011 permission was granted (11/00415/FUL) for a 500,000tpa LACW enclosed rail Waste Transfer Station which will utilise Knowsley Rail Freight Terminal and connects with the North West rail network.

#### *Sefton*

170. In 2009 permission was granted for a residual waste gasification facility at an existing metal recycling site at Alexandra Dock 1, Bootle. This facility will utilise a conveyor to move waste between the existing metal recycling facility and proposed treatment facility. By treating the residual waste in situ the proposed facility would therefore result in a net reduction of 3,700 two-way HGV movements to landfill. The existing metal recycling facility (which will provide the feedstock for the new gasification facility) utilises on site rail and sea connections to import and export waste ferrous materials.

#### *Wirral*

171. In 2008, planning permission (APP/2008/6316) was granted for a two-stage waste treatment facility (autoclaving and gasification) at Hooton Park, Eastham. This consent has been implemented, and the operator Biossence has all necessary permits to access the site by road and also an option to lease an operational berth on the Manchester Ship Canal. There is also potential to access the site by rail via a bulkhead located to the south-east of the site. The

site is enhanced by the close proximity of the Queen Elizabeth II Dock and by the opportunity for direct access. However, the recently consented (September 2014) revised scheme does not appear to have maintained this option.

172. **Actions:** Target not met. Previous consented facilities demonstrate the importance of proximity to existing transport infrastructure such as a railhead/sidings or canal to enable successful deployment of sustainable transport solutions. Therefore opportunities are often restricted to those sites with good proximity to existing transport infrastructure. This indicator will continue to be monitored through to the next Monitoring Report 2014/15.

### Local Indicator WLP 6: Recycle and recover value from commercial and industrial wastes in line with regional/national targets

Partners: Local Planning Authorities, Merseyside Environmental Advisory Service

173. **Target:** 65% recycled by 2020; recover value from 90% by 2020 (includes recycling).

174. **Performance:** Regional/national targets are no longer relevant since the regional tier of reporting has been removed, and the publication of the Waste Management Plan for England 2013 removed national targets. Therefore, it is not possible to report against this indicator. However, Table 20 shows that well over two thirds (71%) of consented waste management facilities will recycle and/or recover value from C&I waste with a combined capacity of 137,000 tonnes per annum, all of which will be recycled/recovered. From 2008 to 2013, just over half (58%) of consented waste management facilities were consented for C&I waste uses.

**Table 20: Consented waste facilities recycling/recovering C&I waste**

District	No. Sites 2008/13	No. Sites 2013/14
Halton	6	1
Knowsley	4	3
Liverpool	2	0
Sefton	2	0
St.Helens	2	1
Wirral	2	0
Total	18	5

Source: Development Management planning applications lists, Merseyside EAS (consented facilities capable of handling 100% C&I waste or C&I and other waste streams)

175. **Actions:** Although we cannot report against this indicator because there are no longer any targets set, consideration will be given to discuss this indicator through the WLP Monitoring Group, to identify how reporting on commercial and industrial waste can be achieved in order to present a complete picture of waste management in Merseyside and Halton in the next Monitoring Report 2014/15.

## 8 Sustainability Appraisal Monitoring Indicators

176. The Environmental Assessment of Plans and Programmes Regulations 2004 Regulation 17 requires monitoring of plan implementation. The WLP Environment Report<sup>16</sup> (August 2012) sets out combined SA and SEA baseline indicators which have been reviewed and consolidated in this Report, see Section 4 and Appendix B for those indicators which have been withdrawn.
177. The SA indicators differ from the WLP indicators (Section 7) in that they address potential links between implementation of the WLP and the likely significant economic, social and environmental effects being monitored. Changes in performance against SA indicators can be measured by the baseline position (taken as 2009/10) and comparison with the position in this monitoring period, see Table 21.
178. All WLP Objectives are addressed by at least one indicator. Furthermore, the SA Objectives are consistent with those used by the five Merseyside authorities and Halton for their Local Plans and they therefore cover a much broader range of parameters which may be more relevant to housing policy, etc.
179. Where SA indicator trends show significant issues emerging, the need for action will be considered in future monitoring reports once further data has been collected.

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<sup>16</sup> URS Scott Wilson (2012) *Sustainability Appraisal and Strategic Environmental Assessment*  
[http://www.wasteplanningmerseyside.gov.uk/media/2527/adp-003-modifications\\_wlp\\_sa\\_report\\_final\\_30oct2012.pdf](http://www.wasteplanningmerseyside.gov.uk/media/2527/adp-003-modifications_wlp_sa_report_final_30oct2012.pdf)

**Table 21: Sustainability Appraisal Monitoring Indicators**

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA1	Biodiversity	1	SO6	Number of waste management facilities located within 1km of sites covered by regional, county or local nature and earth science conservation designations	No	Of the 11 new permissions that were granted subsequently, 3 are within 2km of EU sites and a further 6 are within 2km of local designations.	Of 7 new consented waste applications, all 7 are within 1km of Natura 2000, NNR, SSSI, LNR, LWS and Ancient Woodland.
SA2	Biodiversity	1	SO6	Area landfill restored to support improved biodiversity	No	2009/10 data not correct.	78% of Lyme & Wood Pits site restored to country park (86.2ha).
SA3	Human	(2), 9	SO6	Number of pollution incidents	No	Not possible to update at present due to a change in the way information has been provided.	There were 5 environmental pollution incidents, 1 appears to have resulted from an existing waste management facility at Bankhall Lane, Liverpool with significant impact to land.

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA4	Human	4, 9	SO1, SO6	Number and type of fly tipping events	Yes – Single data list 082-01	Currently being updated, though the figures will not be directly comparable as Liverpool has now adopted the reporting process used by the rest of the country.	See indicator Single data list 082-01
SA5	Human	5	SO6	Number and type of reported accidents involving staff of, or visitors to, waste management facilities	No	No formal data source currently. There were 2 fatal accidents involving 3 deaths of contractors working at the Sonae wood reprocessing facility in Kirkby in early 2011.	A flue gas treatment plant incident at Ineos Chlor / Viridor's EfW plant, Runcorn led to 1 worker being hospitalised. 22 others were sent to A&E as a precaution. 1 man injured at Spotmix Ltd, Bootle.

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA6	Water Resources	10	SO6	Water quality (chemical & biological) classification of rivers, canals, estuaries and coastal waters impacted by waste developments (within 250m)	No	As before although comparison is complicated by changes to the way the EA displays the data.	1 site at Mathieson Road, Widnes is within 250m of a Main River, Stewards Brook. Ecology status: poor and chemical status: good.
SA7	Land and Soil	11	SO6, SO7	Area of grade 1, 2 and 3a agricultural land taken by new waste development	No	None	None
SA8	Land and Soil	11, 12	SO6, SO7	Proportion of new waste development on previously developed, derelict or under-utilised land	No	10 recent facilities have been built on brownfield sites or result from intensification of existing waste uses. The other is a landfill site which will backfill a sandstone quarry.	All 7 new consented waste applications are on previously developed, derelict or under-utilised land. 1 site is on previously developed land in the Green Belt.

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA9	Air Quality	9, 13	SO6, SO8	Number of new waste management facilities located within Air Quality Management Areas	No	None	1 new site at Cheadle Avenue, Old Swan is within the Liverpool City AQMA. This AQMA covers the whole district area.
SA10	Climate Change	14	SO6, SO7	Number of new waste management facilities situated in high flood risk areas	No	1 new facility at Widnes has <1% of its area in Flood Risk Zone 3 but the site has been subject to a site-level risk assessment as part of the permitting process.	<0.00ha of 1 site at Mathieson Road, Widnes is in Flood Zone 3 (Stewards Brook)
SA11	Climate Change	13, 15	SO6, SO8	Estimated greenhouse gas emissions from the waste sector	Yes – Single data list 067-01	No new information collected.	See indicator Single data list 067-01
SA12	Climate Change	4, 9, 15	SO6, SO8	Emissions of landfill gas from landfill sites	No	No information source currently.	4 landfill sites releasing methane. In 2013, 1400 tonnes released which is a 51% reduction on 2008 releases.



SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA13	Climate Change	15, 20, 22, 24	SO3, SO4	Quantity of renewable and alternative energy generated from waste management activities	Yes – Single data list 024-12 AMR E-3	31MW – 3MW has been provided by additional landfill gas engines at Lyme & Wood Pits landfill.	See Single data list 024-12 AMR E-3
SA14	Transport	16, 17	SO6, SO8	Proportion of waste transported other than by road by waste stream	Yes – Local Indicator WLP 5	Still not measured but again the quantity is believed to be extremely small.	See Local Indicator WLP 5
SA15	Transport	9, 17	SO8	Number of new waste development sites for which a travel plan has been prepared	No	Required for 5 of the 8 new sites that have been Permitted.	5 of 7 consented waste facilities submitted a transport statement. 1 site had a HGV vehicle statement. The remaining site did not submit a plan.

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA16	Historic Environment	9, 18	SO6	Number of new waste facilities located within 1km of scheduled monuments, registered parks and gardens and other major heritage or cultural assets	No	<p>World Heritage Site (WHS): no further sites</p> <p>Scheduled Ancient Monument (SAM): no further sites</p> <p>Registered Parks and Gardens: 3 more within 1km; 4 more within 2km</p> <p>Position in 2007/08:</p> <p>30 within 1km of the WHS (42 within 2kms); 20 within 1 km of a SAM (63 within 2km); 34 within 1km of park/garden (105 within 2km)</p>	<p>WHS: no further sites</p> <p>SAM: 1 site at Burtonhead Road, St.Helens within 1km</p> <p>Registered Parks and Gardens: 1 site at Cheadle Avenue, Old Swan within 1km</p> <p>Listed buildings: 4 sites at Cheadle Avenue, Burtonhead Road, Mathieson Road and Link Road, Huyton within 1km</p>

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA17	Landscape and Townscape	9, 19	SO6	Area of publicly accessible open space and green space permanently lost as a result of new waste management facilities	No	None of the new permissions has taken designated open or greenspace. Several will result in improvement of under-utilised (and in some cases, contaminated) land	None
SA18	Landscape and Townscape	19	SO6	Number of new waste development in areas of designated landscape value (including Green Belt)	No	1 Green Belt site – this is an open windrow composting facility which is appropriate development in such a location  20 existing sites – no new facilities (Position in 2007/08)	1 site on an industrial estate within the Green Belt (Moss Bank Industrial Estate, Rainford)

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA19	Sustainable Waste Management	20, 21, 22	SO1, SO2, SO3	Total annual volume of waste generated by waste stream	Yes – Single data list 082-01 and 082-01	MSW – 836,000te C&I – 1,110,000te (estimate) CD&E – 2,300,000te (estimate) Hazardous – 160,000te	Merseyside and Halton Waste Partnership Annual Report 2013:  LACW – 696,432 <sup>17</sup> tonnes (2.4% reduction from 2011/12)  Needs Assessment 2011 (pessimistic estimates 2015):  C&I – 999,000 tonnes  CD&E – 2.23 million tonnes  Hazardous – 154,000 tonnes

<sup>17</sup> Total household waste arisings before recycling or treatment

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA20	Sustainable Waste Management	20	SO6, SO7, SO8	Municipal waste collected per household	No	Merseyside and Halton Waste Partnership Annual Report 2011/12:  2010/11 data: Merseyside – 693kg Halton – 682kg	Merseyside and Halton Waste Partnership Annual Report 2013:  Merseyside – 645kg (1.5% reduction from 2011/12 and 6.9% from 2010/11)  Halton – 631kg (0.78% reduction from 2011/12 and 7.5% from 2010/11)

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA21	Sustainable Waste Management	20, 22	SO1, SO2, SO3, SO8	Volume and % of waste disposed to landfill by waste stream	Yes – Single data list 082-03	MSW – 65% C&I – 38% CD&E – 34% Hazardous - 23%	Merseyside and Halton Waste Partnership Annual Report 2013:  LACW – 416,699 tonnes (59.8%)  Needs Assessment 2011 (pessimistic estimates 2015):  C&I – 185,000 tonnes (18.5%).  CD&E – 333,000 tonnes (15%).  Hazardous arisings – 15,000 tonnes (10%).

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA22	Sustainable Waste Management	20, 21, 22	SO2, SO3, SO4, SO5	Volume and % of waste recycled/composted by waste stream and by method of disposal	Yes – Single data list 082-02 and 082-03	MSW – 35% C&I – 59% CD&E – 66% Hazardous – 44%	<p>Merseyside and Halton Waste Partnership Annual Report 2013:</p> <p>LACW – 252,771 tonnes (36.3%)</p> <p>Needs Assessment 2011 (pessimistic estimates 2015):</p> <p>Commercial – 421,000 tonnes (60%) recycled; 52,000 tonnes (7.4%) C&amp;I waste available for composting.</p> <p>Industrial – 191,000 tonnes (65%) recycled.</p> <p>CD&amp;E – 1.48 million tonnes (67%) re-used on site or recycled.</p> <p>Hazardous – 139,000 tonnes (90%) recycled/treated</p>

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA23	Sustainable Waste Management	16, 17, 20, 22, 27	SO1, SO2, SO3, SO6, SO8	Percentage of the four main waste streams which are managed outside Merseyside and Halton	No	MSW – 65%  Position in 2007/2008  C&I: approx. 65% (estimate)  CD&E: not known but likely to be small  Hazardous: 75% (2007 data)	Merseyside and Halton Waste Partnership Annual Report 2013:  LACW: 58.1% residual waste sent to landfill outside of Plan Area  Based on WDI 2013 waste removed data:  C&I – 60-71% <sup>18</sup>  CD&E – 60-64% <sup>19</sup>  Based on HWDI 2013 data:  Hazardous – 77%

<sup>18</sup> Range presented to account for significant not codeable (i.e. where destination is unknown) fraction of C&I waste stream. 50% of this waste is exported outside of the UK for recovery, including significant amounts of ferrous materials from Metal Recycling Facilities

<sup>19</sup> Range derived from inert waste removed category (min) and EWC chapter 17 CD&E waste (max)



SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA24	Sustainable Use of Resources	22, 24	SO7, SO8	Number of waste facilities using renewable or recovered energy	Yes – Single data list 024-12 AMRE-3	One, which also provides heat to an adjoining logistics facility.	See Single data list 024-12 AMRE-3.
SA25	Sustainable Use of Resources	23	SO7, SO8	Proportion of new development meeting appropriate standards (BREEAM)	Yes – Local Indicator WLP 4	BREEAM – 4 out of 7.	See Local Indicator WLP 4.
SA26	Sustainable Economic Growth	20, 22	SO1	Waste planning applications submitted by type and position in the waste hierarchy	Yes – Single data list 024-015 AMR W-1	Recycling / composting: 6 Recovery: 4 (but note comment in the cell above) Disposal: 1	See Single data list 024-015 AMR W-1.
SA27	Sustainable Economic Growth	20, 25	SO1	EA Environmental Permits for waste management issued	Yes – Single data list 024-015 AMR W-1	Not possible to measure at present but assumed be same as above.	See Single data list 024-015 AMR W-1 (WFD Article 28 requirements)

SA ref.	SA Topic	SA Obj.	WLP Obj.	SA Indicator	WLP Indicator?	Position in 2009/10	Position in 2013/14
SA28	Employment	26, 29, 30	SO4	Number and type of personnel employed in waste management sector (new facilities) in Merseyside classified according to waste hierarchy	No	No data source identified at present.	Prevention: 0 Preparing for re-use: 7 Recycling: 72 Other Recovery: 15 Disposal: 0
SA29	Landscape and Townscape	9, 18	SO6	Number of waste management facilities located within 250m of conservation areas	No	None of the new permissions is within this distance of a conservation area	0 new waste facilities within 250m of conservation areas. HWRC at Cheadle Avenue, Liverpool 260m from a conservation area.
SA30	Sustainable Use of Resources	22, 24	SO1, SO3, SO7, SO8	Number of existing renewable energy and energy recovery schemes (by type) in the waste sector and quantity of electricity generated from each	Yes – Single data list 024-12 AMRE-3	2007/08: None operational yet but consented generating capacity is 163MW of which 150MW will be eligible for Renewables Obligation Credits	See Single data list 024-12 AMRE-3.

## 9 Duty to Cooperate

### Duty to Cooperate: minerals and waste movement requests

180. The Duty to Cooperate was introduced by the Localism Act 2011 (Section 33A), and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters<sup>20</sup>.

181. Merseyside EAS on behalf of the 6 WLP partner districts respond to Duty to Cooperate requests from local authorities across England on waste planning matters. Typically these requests are associated with Waste Local Plans and movements into and out of the Plan Area.

182. Between July 2013 and March 2014, the partner districts have been consulted and responded to 7 Duty to Cooperate requests on minerals and waste movements from:

- Cornwall County Council;
- Cumbria County Council;
- Kent County Council;
- Kirklees Council;
- North East Lincolnshire Council;
- North London boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest;
- West Berkshire District Council.

183. In the majority of cases waste movements have been small and were not considered to have a significant strategic impact on Merseyside and Halton in terms of capacity, transport or amenity. However, movements of waste from Cumbria to Lyme and Wood Pits Landfill, Haydock, St.Helens were considered to constitute a strategic cross-boundary issue. Our response (30<sup>th</sup> January 2014) advised Cumbria County Council (CCC) that this landfill is due to close in June 2016, at which point waste from Cumbria (or anywhere else) can no longer be received. This has been acknowledged by CCC and will be taken into account through their Local Plan preparation process.

### Net self-sufficiency

184. In terms of overall waste movements to and from Merseyside and Halton, Table 22 shows that the Plan Area appears to be achieving net self-sufficiency in

<sup>20</sup> <http://planningguidance.planningportal.gov.uk/blog/guidance/duty-to-cooperate/what-is-the-duty-to-cooperate-and-what-does-it-require/>

terms of waste management, which is in line with the WLP Vision and Strategic Objectives. These figures should be considered with regard to their limitations (Section 5 refers) but nevertheless provide a good overview and suggest a trend towards net self-sufficiency over the last two years (2012 and 2013). This emerging trend will continue to be monitored over the next 12 months to understand whether this is representative of the Plan Area waste management sector.

**Table 22: WLP net self-sufficiency (million tonnes)**

Waste Stream	2012	2013
All waste streams (LACW, C&I, CD&E, Hazardous) exported (removed)	1395	1434
All waste streams (LACW, C&I, CD&E, Hazardous) imported (received)	1373	1578

*Data source: Environment Agency Waste Data Interrogator 2013 (excludes movements that are classed as "WPA Not Codeable (Not Codeable)" which are waste movements where neither a WPA, sub region or region origin/destination are assigned)*

### North West Waste Network

185. The North West Waste Network (NWWN) was formed following the cessation of the North West Regional Technical Advisory Board (RTAB) in 2012. The NWWN is a voluntary group of representative Waste Planning Authority Officers from across North West England, and Merseyside EAS represents the WLP partner districts at this group.
186. The aim of the NWWN is to provide (in the absence of Technical Advisory Boards, previously established under Annex D of Planning Policy Statement 10) Waste Planning Authorities and the Environment Agency with a mechanism to engage with a body of technical expertise in waste planning that can discuss and advise on the implications of waste planning policy and guidance and assist with awareness raising and sharing best practice on waste planning issues<sup>21</sup>.
187. An important role of the Network is to facilitate members working together to assist in meeting the requirement of the Duty to Cooperate provisions in the Localism Act in respect of waste matters.
188. During the current monitoring period the NWWN met twice and no significant cross boundary waste issues regarding Merseyside and Halton were raised.

<sup>21</sup> North West Waste Network *Terms of Reference 14052014*  
Version 5

The Network typically meets 3 times per year and any Duty to Cooperate issues will therefore continue to be monitored through this process.

## **Consultation responses of neighbouring authorities plans**

189. Merseyside EAS on behalf of the partner districts has also submitted a consultation response to Cheshire West and Chester's (CWaC) Publication Local Plan Part One in November 2013. The response raised issues in terms of their waste policy, site provision, the need for a review mechanism and the Duty to Cooperate. Following successful dialogue between both parties, a series of main modifications to CWaC's waste policy were proposed by the Inspector (September 2014) to address the issues raised.

## 10 Data sources and reference list

- Ricardo-AEA for DECC (2012) *Local and Regional CO2 Emissions Estimates for 2005-2012* <https://www.gov.uk/government/publications/local-authority-emissions-estimates>
- English Heritage (2014) *Designation Data Download Area* <http://services.english-heritage.org.uk/NMRDataDownload/Default.aspx>
- Environment Agency (2014) *Environmental Permitting Regulations – Waste Sites*
- Environment Agency (2014) *Environmental Pollution Incidents*
- Environment Agency (2014) *Flood Map*
- Environment Agency (2013) *Hazardous Waste Data Interrogator*
- Environment Agency (2014) *Main Rivers*
- Environment Agency (2013) *Pollution Inventory*
- Environment Agency (2013) *Waste Data Interrogator*
- ENVIROS for Defra (2014) *WasteDataFlow* <http://www.wastedataflow.org/>
- Eunomia (2014) *Recycling Carbon Index Tool* <http://www.eunomia.co.uk/carbonindex/>
- Merseyside and Halton Local Planning Authorities (2012) *Air Quality Management Areas*
- Merseyside and Halton Local Planning Authorities (2014) *Greenhouse Gas Emissions report*
- Merseyside and Halton Local Planning Authorities (various) *Unitary Development Plan Proposals Maps*
- Merseyside and Halton Local Planning Authorities (2011/13) *National Land Use Database*
- Merseyside EAS (2014) *Development Management planning lists*
- Merseyside EAS (2014) *Waste Local Plan sites database*
- Merseyside and Halton Waste Partnership (2013) *Annual Report*
- Merseyside Recycling and Waste Authority (2014) *Summary of District Kerbside Collection Systems and Policy Changes*
- Natural England (2014) *GIS Digital Boundary Datasets* [http://www.gis.naturalengland.org.uk/pubs/gis/GIS\\_register.asp](http://www.gis.naturalengland.org.uk/pubs/gis/GIS_register.asp)
- Veolia ES Ltd (2013) *LACW WRATE modelling*

## 11 Appendices

### Appendix A: Waste Local Plan Monitoring Group – Proposed Terms of Reference

- The group will be chaired and coordinated by Merseyside Environmental Advisory Service;
- Membership of the group will be from those partner organisations / individuals set out in Figure 1 and below:
  - Local Planning Authorities;
  - Merseyside Environmental Advisory Service;
  - Merseyside Recycling and Waste Authority;
  - Waste Collection Authorities;
  - Site owners / developers;
  - Site operators;
  - Environment Agency.
- The remit of the group will be to:
  - Meet at least annually;
  - Discuss issues relating to the Waste Local Plan Monitoring Report including the Implementation Plan, Monitoring Indicators, Sustainability Appraisal indicators and Duty to Cooperate;
  - Address any actions raised in the previous Monitoring Report, where possible;
  - Address any issues arising from changes to national policy and guidance;
  - Share information and address data limitations, where possible;
  - Facilitate any future review of the Joint Merseyside and Halton Waste Local Plan.

## Appendix B: Withdrawn Sustainability Indicators

SA Topic	SA Obj.	WLP Obj.	SA Indicator	Reason for withdrawal
Biodiversity	1	SO6	Number of waste developments that have impacted BAP priority habitats and/or species	Information on this indicator not readily available.
Human	4	SO1, SO2, SO3, SO4	Percent of residents living within 3 km of HWRC	3km buffer not used in Policy WM6. No longer a specific search requirement for MRWA.
Human	5	SO6	Numbers of people killed/seriously injured in traffic accidents involving waste management vehicles	Not directly relevant to waste planning and reported through other mechanisms i.e. the Environment Agency and Health and Safety Executive.
Quality of Surroundings	9	SO6, SO7	Proportion of residents living near waste facilities who are dissatisfied with their immediate environment	Information on this indicator not readily available.
Quality of Surroundings	9	SO6, SO7	Number of new waste facilities constructed to high quality design Principles	Duplicate of indicator SA25 and WLP4.
Amenity	9	SO6, SO7	Number of complaints about disturbance (noise, dust, light, vermin, odour) due to waste management facilities	Reported through other mechanisms (district Environmental Protection departments) and not all likely to be substantiated.
Air Quality	13	SO6, SO7, SO8	Annual quantity of emissions from waste management facilities	Information on this indicator not readily available.



SA Topic	SA Obj.	WLP Obj.	SA Indicator	Reason for withdrawal
Air Quality	13	SO6, SO8	Waste-related traffic volumes (annual average daily and peak hour) on roads	Information on this indicator not readily available.
Climate Change	14	SO6, SO8	Number of waste planning permissions proceeding against EA advice to avoid flood risk areas	Reported through other mechanisms (Environment Agency).
Transport	16, 17	SO1, SO2, SO6, SO8	Kilometres travelled by waste a) during collection, and b) from bulking to treatment and/or disposal	Information on this indicator not readily available.
Landscape and Townscape	19	SO6	Number of waste facilities situated in tranquil areas as designated by the Local Authority or Natural England	No known tranquil areas in Merseyside and Halton.
Sustainable Waste Management	20	SO1, SO2, SO3	Cost of MSW collection per household	Reported through other mechanisms (Merseyside Recycling and Waste Authority).
Sustainable Use of Resources	23	SO7	Percent of secondary aggregates used in new waste facilities	Information on this indicator not readily available.

<b>SA Topic</b>	<b>SA Obj.</b>	<b>WLP Obj.</b>	<b>SA Indicator</b>	<b>Reason for withdrawal</b>
Sustainable Economic Growth	20, 25, 26	SO1, SO4, SO5	Number of new businesses involved in waste management at different levels of the waste management hierarchy	Information on this indicator not readily available.
Sustainable Economic Growth	20, 22	SO1, SO2	Cost of LATS penalties	Reported through other mechanisms (Merseyside Recycling and Waste Partnership)
Sustainable Economic Growth	12	SO6	Proportion of new waste development on previously developed, derelict or under-utilised land	Duplicate of indicator SA8.
Access to Services	4	SO1, SO4	Number of users of HWRCs	Reported through other mechanisms (Merseyside Recycling and Waste Authority).
Public Involvement	33	SO5	Level of involvement in consultation process by medium	Plan preparation period complete. No longer applicable.
Public Involvement	34	-	Awareness of waste hierarchy	Information on this indicator not readily available. Waste hierarchy promoted through the Waste Local Plan.

### Appendix C: Environment Agency Environmental Permitted sites (2008/2013)

190. The table template below is derived from DCLG's guidance document Guidance for local planning authorities on implementing planning requirements of the European Union Waste Framework Directive (2008/98/EC) and populated using the Environment Agency's Environmental Permitting Regulations – Waste Sites data (April 2014)<sup>22</sup>.

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
Fallon Brothers Ltd	Fallon Brothers Limited	Fallon Brothers Ltd Ditton Road Widnes Cheshire WA8 0QW	S1214	24999	WAS167	104765	20130422	Issued	Halton
Land Adj To Millhouse Garage	Mill House Metals Limited	Millhouse Garage Hale Road Widnes Cheshire WA8 0TL	S0823	74999	MIL106	400051	20130206	Issued	Halton
Jackson Electrical Recycling Ltd	Jackson Electrical Recycling Limited	3, 4, 7, 8 & 9 Percival Lane Runcorn Docks Runcorn Cheshire WA7 4UX	S0823	74999	JAC093	104933	20130102	Issued	Halton
Whitley Brook Crematorium For Pets Ltd	Whitley Brook Crematorium For Pets Ltd	Whitley Brook Crematorium For Pets Davy Road Astmoor Industrial Estate Runcorn Cheshire WA7 1PZ	S0824	74999	WHI262	104432	20120712	Issued	Halton
Centrol Recycling Group Ltd	Centrol Recycling Group Ltd	Centrol Recycling Group Ltd Everite Road Widnes Cheshire WA8 8PT	S0814	74999	CEN043	103069	20110823	Issued	Halton

<sup>22</sup> [http://www.geostore.com/environment-agency/WebStore?xml=staticweb/xml/dataLayers\\_EPRWS.xml](http://www.geostore.com/environment-agency/WebStore?xml=staticweb/xml/dataLayers_EPRWS.xml)

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
M S J	Maguire Paula	M S J Pickerings Road Widnes Cheshire WA8 8XW	SR/21	4999	MSJ002	101473	20100607	Modified	Halton
Ecocycle Waste	J L Sorting Ltd	Ecocycle Waste Johnsons Lane Widnes Cheshire WA8 0SJ	A15	150000	JLS001	100337	20080814	Transferred	Halton
Statham Tyres & Co ( U K) Ltd	Statham Tyres & Co ( U K) Ltd	Astmoor Ind Est Goddard Road Astmoor Ind Est Runcorn Cheshire WA7 1QF	A11	24999	STC003	100367	20080724	Modified	Halton
Knowsley Healthcare Waste Treatment And Transfer Station	S R C L Limited	Knowsley Healthcare Waste Treatment And Transfer Station Bradman Road Knowsley Ind Park Liverpool Merseyside L33 7UR	A12	8760	SRC013	400611	20131216	Issued	Knowsley
Restart Recycling Ltd	Restart Recycling Limited	Unit 1 2 & 3 The Lombard Centre Link Road Huyton Liverpool Merseyside L36 6AP	S0823	74999	RRL004	400736	20131104	Issued	Knowsley
William Brothers Industrial Estate	Kealshore Limited	William Bros Ind Est Pingwood Lane Simonswood Lancashire L33 4XZ	SR/12	74999	KEA117	400278	20130729	Issued	Knowsley
Arpley 2	F C C Recycling ( U K ) Limited	Stretton Way Huyton Ind Est Huyton Merseyside L36	A11	120000	FCC004	104504	20120723	Modified	Knowsley

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
		6JF							
Carr Lane Recycling & Treatment Facility	Remondis U K Ltd	Carr Lane Recycling & Treatment Facility Carr Lane Prescot Knowsley Merseyside L34 1PD	A09	69000	REM045	103346	20120327	Issued	Knowsley
Knowsley Rail Transfer Loading Station	Sita U K Ltd	Knowsley Rail T L S Woodward Road Knowsley Industrial Park Liverpool Merseyside L33 7UZ	A11	500000	SIT734	102932	20120312	Issued	Knowsley
Dixon Road Waste Transfer Station	Elixir Foundations C I C	Elixir Enterprise Park Dixon Road Kirkby Liverpool Merseyside L33 7XP	S0803	74999	ELI010	102471	20120309	Revoked	Knowsley
Fazakerley Playing Fields	U K Sports Parks Ltd	Fazakerley Playing Fields Aintree Lane Fazakerley Liverpool Merseyside L10 1LT	A25	256500	COT029	103301	20120221	Issued	Knowsley
1st Choice Aggregate Recycling Yard	1st Choice Concrete & Skip Hire Ltd	Arbour Works Arbour Lane Liverpool Merseyside L33 7XB	S0906	250000	CCS006	103870	20120216	Issued	Knowsley
Huyton H W R C	Veolia E S Merseyside & Halton Ltd	Huyton Ind Est Wilson Road Huyton Knowsley Merseyside L36 6AD	S0813	74999	VEO167	103677	20111212	Issued	Knowsley

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
P D Logistics	P D Port Services Ltd	Williams Bros Ind Park Pingwood Lane Kirkby Liverpool Merseyside L33 4XZ	S0814	0	PDP007	101154	20100519	Surrendered	Knowsley
Acornfield Road Waste Management Center	Future Industrial Services Ltd	Acornfield Road Knowsley Ind Est Kirkby Merseyside L33 7UF	A11	24999	FUT012	101607	20100414	Issued	Knowsley
Stretton Way Bulking Station	Knowsley Metropolitan Borough Council	Stretton Way Depot Stretton Way Huyton Knowsley Merseyside L36 6JF	S0801	74999	KNO020	101122	20091103	Issued	Knowsley
Minerals Resource Management	Tradebe Minerals Recycling Ltd	The Image Business Park Acornfield Road Knowsley Ind Est Liverpool Merseyside L33 7UF	A17	140000	MRM019	100668	20090409	Modified	Knowsley
Laurel House M R F	Environmental Waste Controls Plc	Laurel House Kitling Road Knowsley Business Park Prescot Merseyside L34 9JA	S0814	24999	EWC028	100684	20081030	Modified	Knowsley
North West Tyre Collections Ltd	North West Tyre Collections Ltd	Unit 5 3 Webber Road Knowsley Ind Est Knowsley Merseyside L33 7SW	A15	4999	NWT001	100363	20080922	Issued	Knowsley
Avanti	Avanti	Avanti Treatment And	A09	15000	NTC002	100341	20080805	Modified	Knowsley

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
Treatment And Transfer Station	Environmental Group Ltd	Transfer Station Charleywood Road Knowsley Liverpool Merseyside L33 7SG							
Huyton Wastewater Treatment Works - Sludge Installation	United Utilities Water Plc	Huyton Wastewater Treatment Works Coney Lane Off Tarbock Road Huyton Merseyside L36 0SS	A23	92000	HUY001	50532	20080104	IPPC	Knowsley
D W Classic Car Spares	Wilson Danny	D W Classic Car Spares Redfern Street Liverpool Merseyside L20 8JB	SR/21	4999	WIL382	104726	20121108	Issued	Liverpool
Unit 12 The Viscount Centre	Lockbox Storage.com Ltd	Unit 12 The Viscount Centre Gaskill Road Speke Liverpool Merseyside L24 9GS	S0823	74999	LOC031	104524	20120806	Modified	Liverpool
Unit 30 Weaver Ind Est	Brown Kristopher	Unit 30 Weaver Ind Est Blackburn Street Liverpool Merseyside L19 8JA	SR/21	4999	BRO199	104302	20120620	Issued	Liverpool
Palm Recycling Ltd	Palm Recycling Ltd	Unit 4 Nelson Business Park Long Lane Walton Liverpool Merseyside L9 7BN	A15	40000	PAL047	103897	20120503	Modified	Liverpool
Liverpool	Lafarge Tarmac	Liverpool Recycling Newton	S0906	250000	TAR152	104093	20120424	Modified	Liverpool

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
Recycling	Trading Limited	Road Liverpool Merseyside L13 3HS							
Smith Waste And Recycling Ltd	Smith Waste And Recycling Limited	Unit 1 Bankhall Lane Liverpool Merseyside L20 8EW	S0803	74999	SWR003	102994	20110624	Transferred	Liverpool
National Grid Properties Grafton Street	Bam Nuttall Ltd	National Grid Grafton Street Toxteth Liverpool L8 4YB	SR/07	0	BAM036	102847	20110614	Surrendered	Liverpool
Speke Clinical Waste Transfer Station	S R C L Ltd	M C S House Shaw Road Speke Liverpool Merseyside L24 9JT	S0824	74999	SRC005	102384	20110311	Modified	Liverpool
Redfern Waste Management Facility	Greenway Environmental Ltd	Redfern Street Bootle Liverpool Merseyside L20 8JB	A16	24999	GRE384	102527	20110302	Modified	Liverpool
G & G Waste Recycling Ltd	G & G Waste Recycling Ltd	Unit 3 Garston Ind Est Blackburne Street Speke Liverpool Merseyside L19 8JA	S0801	74999	GGW002	101621	20101101	Issued	Liverpool
Gillmoss	Veolia	Gillmoss Materials Recovery	A15	0	VEO132	101533	20100728	Modified	Liverpool



Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
Materials Recovery Facility	Environmental Services Merseyside & Halton Ltd	Facility Bridgehouse Lane Liverpool Merseyside L10 5HA							
Waste Away Skip Hire	R Jackson Services ( N W ) Ltd	13-17 Upper William Street Liverpool Merseyside L3 7EE	S0801	74999	RJA006	101810	20100726	Transferred	Liverpool
Top Skips ( Liverpool) Ltd	Top Skips ( Liverpool) Ltd	Rear Yard 33 Cheadle Avenue Old Swan Liverpool Merseyside L13 8AE	S0801	74999	CRA060	101478	20100518	Issued	Liverpool
Steve Kewin Trucks	Mr Stephen Kewin & Mrs Eileen Kewin	Land / Premises At Redfern Street Bootle Merseyside L20 8JB	S0820	0	KEW002	101041	20090908	Surrendered	Liverpool
S Norton & Co Ltd	S Norton & Co Ltd	South Canada Dock 3 Off Regent Road Liverpool Merseyside L20 8RQ	A20	74999	NOR279	100918	20090907	Issued	Liverpool
City Skips Liverpool	Mr John Short And Mr John Lee Timmings	97-101 Soho Street Islington Liverpool Merseyside L3 8AS	A11	24999	CSL001	100280	20080922	Issued	Liverpool
South Liverpool Recycling Ltd	South Liverpool Recycling Ltd	Venture Point Ind Est Evans Road Speke Liverpool Merseyside L14 9PB	S0803	24999	KCS001	100471	20080912	Issued	Liverpool
J T	J T Leavesley (	Canada Dock Regent Road	A20	74999	JTL002	100197	20080630	Issued	Liverpool

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
Leavesley ( Alrewas) Ltd	Alrewas) Ltd	Bootle Liverpool Merseyside L20 8DQ							
Canada Dock Waste Transfer Station	Regent Recycling Limited	Canada Dock Goods Sidings Regent Road Kirkdale Liverpool Merseyside L20 8DF	A11	24999	REG024	100117	20080212	Transferred	Liverpool
Yard 3 Pier Head Works	Allfords Recycling Centre Ltd	Yard 3 Pier Hard Works Evans Road Speke Merseyside L24 9HZ	SR/21	4999	ALL042	100199	20080124	Modified	Liverpool
Liverpool Wastewater Treatment Works	United Utilities Water Plc	Liverpool Wastewater Treatment Works Sandon Dock Regent Road Liverpool Merseyside L3 0BE	A23	975000	LWT001	50531	20080104	IPPC	Liverpool
Dowhigh Recycling Depot	Dowhigh Ltd	486 Hawthorne Road Bootle Liverpool Merseyside L20 9PR	SR/12	74999	DOW069	400347	20130703	Issued	Sefton
Former Build Site	Carroll Waste Ltd	Former Build Site Heysham Road Aintree Liverpool Merseyside L30 6UR	S0803	74999	WCA002	101832	20111220	Issued	Sefton
Foul Lane Landfill Site	Lynx Euro ( Management) Co Llp	Four Lane Landfill Site Foul Lane Southport Merseyside PR9 7RG	A25	122500	LYN023	103033	20111209	Expired	Sefton
Blue Skip Hire Ltd	Blue Skip Hire Ltd	Blue Skip Hire Ltd Heysham Road Aintree	S0803	74999	BLU117	102271	20110929	Issued	Sefton

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
		Liverpool Merseyside L30 6TU							
E M R Liverpool West Gladstone	European Metal Recycling Ltd	Liverpool Quay West Gladstone Bootle Liverpool Merseyside L20 1BX	S0907	1000000	EUR069	101766	20100903	Issued	Sefton
E M R Liverpool Alexandra	European Metal Recycling Ltd	Alexander Building Alexandra Dock Bootle Liverpool Merseyside L20 1BX	S0907	1000000	EUR070	101767	20100903	Issued	Sefton
Bootle Oil Recovery	Oil Salvage Ltd	1 Lyster Road Bootle Merseyside L20 1AS	A23	120000	BOR010	50512	20080117	IPPC	Sefton
Willows Construction Services Ltd	Willows Construction Services Limited	Willows Construction Services Ltd Junction Lane Sankey Valley Ind Est Newton Le Willows Merseyside WA12 8DJ	S0811	0	WIL387	400360	20130611	Issued	St Helens
Mersey Valley Golf & Country Club	Mersey Valley Golf & Country Club Ltd	Mersey Valley Golf & Country Club Bold Heath Widnes Cheshire WA8 3XL	A25	210000	MER061	102454	20130212	Issued	St Helens
Former Vulcan Works Foundry	Buckingham Group Contracting Ltd	Former Vulcan Works Foundry Wargrave Road Newton Le Willows Merseyside WA12 8RN	SR/10	99999	BUC037	104519	20120831	Issued	St Helens

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
The Recycling Centre	St Helens Waste Recycling Ltd	The Recycling Centre Abbotsfield Road Reginald Road Ind Est St Helens Merseyside WA9 4HU	S0803	74999	HEL024	103651	20111118	Issued	St Helens
Bold Heath Quarry	D Morgan Plc	Bold Heath Quarry Mill Green Lane Bold Heath St. Helens Merseyside WA8 3UP	SR/08	99999	DMO006	103350	20111111	Issued	St Helens
Lyme And Wood Pits Landfill	Cory Environmental ( Central ) Ltd	Vista Road Haydock Merseyside WA11 0RN	A25	100000	COR135	101752	20100813	Issued	St Helens
Intercare Distribution Services Ltd	Intercare Distribution Services Ltd	Units 1&2 Reginald Industrial Estate Abbotsfield Road St Helens Merseyside WA9 4HU	S0825	0	IDS002	101345	20100107	Surrendered	St Helens
Pocket Nook Resource Management Centre	Biffa Waste Services Ltd	Pocket Nook Resource Management Centre Pocket Nook Street St Helens Warrington Cheshire WA9 1NQ	A11	199999	BIF077	100466	20090722	Modified	St Helens
Bodymech Repair Centre Ltd	Bodymech Repair Centre Ltd	Land / Premises At Arch Lane Garswood Wigan Lancashire WN4 0XL	A19a	2499	BOD009	100387	20080630	Issued	St Helens
Universal	Universal Tanker	Bold Industrial Park Unit 12a	A17	24999	UNI560	100284	20080410	Transferred	St Helens

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
Tanker Solutions Ltd	Solutions Ltd	Neills Road St Helens Merseyside WA9 4TU							
Bolds Skips, Recycling & Reclamation	Bold Skips Recycling & Reclamation Ltd	Unit 11 Neills Road Bold Ind Est St Helens Merseyside WA9 4TU	A11	24999	BOL011	100285	20080325	Issued	St Helens
Holiday Moss Landfill	Biffa Waste Services Ltd	Holiday Moss Landfill Reeds Brow Rainford St Helens Merseyside WA11 8PG	A23	0	HML001	50515	20080110	IPPC	St Helens
Billinge Hill Quarry Landfill Leachate Treatment Plant	Merseyside Waste Disposal Authority	Billinge Hill Quarry Rainford Road Billinge St Helens Merseyside WN7 7PF	A17	73000	BHQ001	50514	20080110	IPPC	St Helens
St Helens Wastewater Treatment Works	United Utilities Water Plc	St Helen Wastewater Treatment Works Delta Road St Helens Merseyside WA11 9DX	A23	140000	STH004	50529	20080104	IPPC	St Helens
280 - 290 Cleveland Street	Wirral Car Breakers Limited	280 - 290 Cleveland Street Birkenhead Merseyside CH41 4JN	S0820	74999	WIR009	400564	20131031	Issued	Wirral
Itrimex R & D Facility	Itrimex Ltd	Unit 3 Mosedale Road Croft Business Park Bromborough	S0823	74999	ITR003	104603	20120926	Issued	Wirral

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
		Wirral Merseyside CH62 3QZ							
Site 1 Commercial Road	A & P Melvin Plant Hire Ltd	Site 1 Commercial Road Bromborough Merseyside CH62 3NL	A11	99000	MEL050	104530	20120919	Issued	Wirral
Casey Ltd	Casey Limited	4 Tarran Way South Moreton Wirral Merseyside CH46 4TP	S0807	74999	CAS053	104169	20120621	Modified	Wirral
Wirral Metals Ltd Waste Transfer Site	Wirral Metals Limited	Bromborough Road Port Sunlight Wirral C63 9FH	S0814	74999	WIR007	102267	20110330	Issued	Wirral
Land North Of Mctay Boatyard	North West Construction U K Ltd	Land North Of Mctay Boatyard Magazine Lane Bromborough Wirral Merseyside CH62 3NJ	A11	24999	NOR342	101094	20100623	Issued	Wirral
Vauxhall Spares U K	Mr Michael Hellon & Mr Lee Rawlinson	106a Church Street Priory Industrial Estate Birkenhead Merseyside CH42 3YA	S0820	74999	L&M001	101488	20100413	Modified	Wirral
Wirral Car Salvage Ltd	Wirral Car Salvage Ltd	280-290 Cleveland Street Birkenhead Merseyside CH41 4JN	S0820	74999	WIR006	101411	20100219	Issued	Wirral
Auto Recovery And Salvage	Drake Jopseph	25-29 Neptune Street Birkenhead Wirral Merseyside CH41 3QT	S0820	74999	DRA024	101099	20091013	Issued	Wirral

Site Name	Operator	Site Address	Facility Type	Annual Permitted Capacity (tpa)	EA licence no	EA WML licence	First year of operation (licence issued date)	Current (permit) status	District
Moreton Waste Transfer And Treatment Centre	Angel Skips Ltd	Plot 4 Tarran Way South Tarran Industrial Estate Wirral Merseyside CH46 4TP	S0803	74999	ANG000	100929	20090911	Issued	Wirral
Offerton Sand And Gravel Landfill	Offerton Sand And Gravel Ltd	Offerton Sand And Gravel Landfill Marple Road Offerton Stockport Cheshire SK2 5EU	L05	0	OFF013	210070	20080411	Modified	Wirral

Source: Environment Agency, Environmental Permit Regulations – Waste Sites data (April 2014)

<b>REPORT TO:</b>	Environment & Urban Renewal Policy & Performance Board
<b>DATE:</b>	25th March 2015
<b>REPORTING OFFICER:</b>	Strategic Director Children and Economy
<b>PORTFOLIO:</b>	Physical Environment
<b>SUBJECT:</b>	Policy Implications of recent trends in the high street/retail sector
<b>WARD(S)</b>	Borough wide

## 1.0 PURPOSE OF THE REPORT

- 1.1 To provide Members with a summary of the report 'High street and retail sector: recent trends and policy implications' and the policy recommendations for improving town centres.

## 2.0 RECOMMENDATION: That

1. **Members note the report; and**
2. **Give consideration to how the report can support the borough's town centre policies.**

## 3.0 INTRODUCTION

- 3.1 The report 'High street and retail sector: recent trends and policy implications' was commissioned by Department for Business, Innovation and Skills (BIS) and published in December 2014. The aim of the report is to understand how town centres are responding to broader trends in consumer behaviour and preferences, and to recommend policy responses to these trends tailored to various 'types' of town centres.
- 3.2 The report is divided into two main parts:
- Part 1 of this study uses data-analysis to identify town centre types. It analyses historical trends in things such as:
- high street vacancy



- centre size
- the prevalence of and number of charity shop chains.

This is in order to understand how different types of centre have fared over the past decade. The analysis was undertaken at a national level and served to set out 'first principles' which might be applied in similar locations. The town centres in Halton were not part of the study although some of the report's findings may help to inform future policy decisions regarding the borough's town centres.

3.3 In part 2 of the report, this typology of town centres is then applied to 10 case study town centres in 2 Local Enterprise Partnerships (LEPs). This part of the research looks in detail at how local policies and strategies are trying to deal with changes in the high street.

3.4 The 10 case study analyses relate to Leeds, Harrogate, Croydon, Dewsbury, Billingshurst, Newhaven, Lewes, Wombwell, and Hebden Bridge.

3.5 The report's conclusions suggest a growing polarisation between thriving centres operating as hubs within sub-regional economies and 'struggling' centres often catering to limited local markets.

3.6 Policy recommendations stress the importance of focusing on distinctive local assets and circumstances, creative and flexible approaches to declining demand for retail usage, strong public-private partnerships and of co-ordination among centres within a sub-regional economy with distinct offers and performing different functions.

#### 4.0 **SUMMARY**

4.1 High streets and town centres have figured prominently as a subject for research and policy prescription for many years, including The Portas Review; The Grimsey Review 'The Vanishing High Street'; and the Centre for Cities report, 'Beyond the High Street'. As a result the key trends impacting on the UK's high streets have been dealt with at length. They are summarised as follows:

- Changing consumer expectations, and a preference for a combined retail and leisure experience;
- Consumer demand for convenience, manifest by 'mega' supermarkets with a large non-food offer and more recently a move towards smaller format 'convenience' supermarkets in

town centres;

- Online shopping and multi-channel shopping (including in-store, online, click and collect);
- A rise in the popularity of out-of-town retail, particularly for larger purchases such as furniture and garden equipment;
- An ageing demographic;
- Increasing homogeneity within and between centres;
- Difficult economic conditions, with consumers increasingly turning to discount stores.

4.2 In this report's conclusions, it is argued that at the heart of the debate about the future of the high street, is the question of how more people can be encouraged to use the high street more frequently.

4.3 Recent data indicates that town centres returned to growth in 2013, driven particularly by the food sector. There is also evidence that high streets have out-performed out-of-town shopping centres in terms of vacancy levels, driven by discount stores and smaller-format supermarkets. There is a general anticipation of a new era of retailing focusing on convenience, value for money, and a demand for authenticity.

4.4 Forecasters expect the resurgence of town centres to continue. However, they also expect that space and store numbers will decline along with the growth of online shopping and that discount retailers will continue to thrive. The implications for high streets include a reduction in the number of high street retailers, a change in the composition and offer of the high street, reduced spending in town centres, and a polarisation of centres, where the successful continue to thrive and the weak continue to struggle.

4.5 Policy recommendations within the report are made for four 'types' of centres, derived from data analysis on trends over time for vacancy rates, charity shop floor-space, independent floor-space, the number of units and floor-space. These four types of centres also frame the ten detailed case studies. The different town centre types set out within the report are as follows:

**Type 1 centres:** Large homogenous, thriving.

These are centres where retail accounts for the majority of the offer

and shoppers visit for the choice of comparison goods. The immediate economic context i.e. economic performance measures such as gross disposable household income, % working age population unemployed etc. is less relevant. They have low, stable vacancy rates and are increasing in size over time as their popularity with shoppers attracts new investment.

**Type 2:** Medium sized to large, diverse, and struggling.

Such town centres have a smaller catchment size, and economic context has more of a bearing. High vacancy rates the norm. They tend to be more diverse with non-retail, such as leisure spend, a larger proportion of total spend, though this is likely to be a reflection of the low-value nature of the goods on offer, rather than high spending on other activities. There is a greater emphasis on convenience goods.

**Type 3:** These town centres are small to medium sized, weak local economic context, struggling. They have had high vacancy rates for years and are convenience goods driven. They have a relatively small number of comparison goods and serve a local community.

**Type 4:** These town centres are small, local and have a strong local economic context. According to the study, they punch above their weight in comparison goods terms in respect of their catchment but are more reliant on local custom for convenience revenue. They are characterised as “destinations” for leisure (restaurants, bowling, cinemas etc.) and retail spend is important.

## 5.0 Conclusions

5.1 The conclusions of this report ‘High street and retail sector: recent trends and policy implications’ re-state many of the recommendations made previously in reports such as The Grimsey Review: ‘The Vanishing High Street’; The Portas Review and the Centre for Cities report, ‘Beyond the High Street’. Examples include:

- Make improvements to parking, public transport accessibility.
- Promote flexible planning to allow for adaptation to local conditions, for example by making conversion of retail space to residential easier where appropriate and the use of vacant units for temporary and community uses.
- Mixed use and encouraging a night time economy as well as

evening and day use.

- Make selective use of Compulsory Purchase Orders to bring together potentially successful sites and provide premises that are commercially attractive.
- Dealing with negligent landlords by using the various powers available to councils to try and get landlords that have allowed their buildings to fall into disrepair to at least make them more presentable in order they are not having a negative impact on the area.
- High street neighbourhood plans, which are Plans developed with local businesses and communities and should include consideration of what social and retail mix local people would like to see and what kind of shops and services they value.
- Community use of empty properties.
- Making libraries digital hubs, and promoting digital technology.
- Concentrating retail in core retail areas.
- Encouraging the formation of town centre management decision-making, such as town centre partnerships that include informal set-ups (e.g. Town Teams) as well as private sector-led partnership-based initiatives such as Business Improvement Districts (BIDs), where there is a clear business plan with a strategic vision for the area.
- 'Sense of place' measures, for example, develop local policies that build on the unique character of the area.; smaller town centres can create a niche shopping and leisure experience to complement larger neighbouring towns and out-of-town retail.
- Place marketing and branding.
- New forms of public/private investment, for example in Leeds and Croydon where private sector investment in new and redeveloped town centre shopping malls has taken place.
- Ensuring retail diversity and complementary retail offer.
- Local authorities working together and sharing best practice

- 5.2 However, it is argued that town centre policies are essentially defensive in seeking to protect town centre activities rather than promoting new activity. Town centres are still viewed largely in terms of retail by decision makers, and retail is seen in terms of catchment areas and competition with other town centres outside the local authority area. It is argued that there is currently little collaboration between town centres, particularly at the local authority level, although most local authorities think about town centres as part of a hierarchy for planning purposes. There could be more focus on the importance of town centres to the economy and a role (perhaps for LEPs) in coordinating town centre practitioners to work together to achieve mutually beneficial improvements. Re-stated is the importance of interactions between towns in a wider economic area which is crucial to the decision making process relating to town centres.
- 5.3 The recent 'Centre for Cities' report is highlighted in the context of the importance of office space as a driver of daytime footfall. However, it is also noted that demand for office space has been falling in some of the case study areas, which is being addressed by encouraging the conversion and redevelopment of surplus office space to other uses and by improving and updating the stock of remaining office space.
- 5.4 Among 'new' instruments that could be considered is neighbourhood planning, seen as potentially an effective way of bringing about change in high streets. As an example, Neighbourhood Planning seeks to give local people the opportunity to shape and inform local policies and in a town centre context can lead to greater ownership of activities and initiatives and services provided in the town centre. However, evidence suggests that few communities are making high streets their primary focus, with housing being the priority for the most part. Re-stated is the importance of shaping policy around the unique characteristics of each town centre and high street.

- 5.5 Towns that have focused on diversifying their offer and introducing more leisure activities, increasing the attractiveness of the town centre, have seen good results. A number of the case study areas have been assisted by the new permitted development rights in encouraging the temporary use of vacant shop units such as pop-up shops or artists' galleries and even health facilities. In these cases this has contributed to the vitality of the high street by increasing footfall, enlivening the area and reducing unsightly boarded up windows as well as helping landlords meet property costs.
- 5.6 Markets can be a popular town centre facility for local people and can significantly add to the retail presence and diversity in a town centre. Two of the case study areas have dedicated market days which significantly add to footfall. Small scale initiatives such as shop front.
- 5.7 The emergence of a number of Business Improvement Districts (BIDs) and Town Centre Partnerships has had tangible effects on high street performance hence the Halton BC's support for a retail BID in Runcorn.
- 5.8 The case for the decentralisation of decision making powers for particular town centres types is considered. The case study research showed that permitted development rights were welcomed in some improvements can make a difference to the attractiveness of a town centre areas, where planning authorities were keen to let the market dictate the pace of conversion, but in other areas this change was resisted due to fears of loss of office space and harm to businesses, and several local authorities have applied for exemptions from the policy. It is argued that for each town centre local authorities and neighbourhood groups should take the lead in supporting the high street and in promoting collaboration with businesses and other stakeholders in the town centre, as well as with other town centres both within the local authority area and beyond. This, it is claimed, will help encourage greater innovation and confidence in exploring new policies.

## 6.0 **POLICY IMPLICATIONS**

- 6.1 The report presents a number of remarks and observations which could be considered in the context of improving town centre vitality in Halton. This is because such remarks and observations might offer a different approach to how we manage our town centres in the

future, because they challenge previously held assumptions concerning what makes a town successful/unsuccessful.

A summary of these observations and their suggested relevance to Halton is set out below:

1. Town Centres are not static. This reaffirms the trend in Halton of the location and focus of our town centres changing over time. Perhaps this is something to be embraced rather than resisted.
2. Vacancy rates have been rising both in thriving, and struggling centres. This refutes the perception that it is only lesser town centres that have struggled during the recession
3. Charity shops floor space is an increasing trend across all areas but particularly in medium sized centres. This trend is prevalent in Widnes and Runcorn.
4. Overall, independent retail space has risen. This counters the perception that town centres are dominated by chain stores. In fact, taking Runcorn as an example, there has been a greater focus on local niche shops.
5. Most centres have not seen drastic expansion or contraction over the last decade. This appears to be the case in Halton's town centres.
6. Regardless of performance or popularity there has been little change in the quantum of floor space. In fact, thriving centres in a strong economic context have seen continued low vacancy rates but reductions in the same number of retail units. In such areas, freeholders and investors have been quick to renew the town centre offer which could have helped to keep vacancy rates down and footfall up. This could be a policy consideration for Halton BC i.e. a reduction in retail floor space may not be to the detriment of the town centre, if it is replaced by other demand-led provision. For example, in successful centres, if retail demand is down vacant buildings will be converted into residential or other uses.
7. An interesting conclusion from the report is that "size is neither a necessary nor a sufficient condition for town centre success". This presents an interesting challenge for our

borough given that the perception locally is that our town centres are either too small or in too close a proximity to competing areas.

8. The report sets out different town centre types. As a result, this will help us to better understand the type of town centres we have in Halton and develop strategies that ensure that we develop them as type 4 centres described above and, therefore we will be able to develop policies that better serve the needs of these town centres.

## 7.0 OTHER/FINANCIAL IMPLICATIONS

- 7.1 At this time, the report is for information only so there are no financial implications. However, should any of the report's recommendations be considered for implementation, then financial implications would need to be addressed at that time.

## 8.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

### 8.1 Children & Young People in Halton

There are no direct policy implications for Children and Young People in Halton. However, improving town centres is likely to benefit all of the community of Halton.

### 8.2 Employment, Learning & Skills in Halton

There are no direct policy implications from the report; however policy implementation that improves town centres is likely to offer an increase in employment opportunities within the retail and leisure sector.

### 8.3 A Healthy Halton

There are no direct policy implications on health from the report.

### 8.4 A Safer Halton

There are no direct policy implications from the report; however policy implementation that improves town centres would also need to address community safety issues.

### 8.5 Halton's Urban Renewal

There are no direct policy implications from the report; however policy implementation that improves town centres would impact positively on urban renewal.

## 9.0 RISK ANALYSIS

- 9.1 As this report is for information only, there are no risks at this time.



**10.0 EQUALITY AND DIVERSITY ISSUES**10.1 **None****11.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
High street and retail sector: recent trends and policy implications	Rutland House, Runcorn	Debbie houghton
<a href="https://www.gov.uk/government/publications/high-street-and-retail-sector-recent-trends-and-policy-implications">https://www.gov.uk/government/publications/high-street-and-retail-sector-recent-trends-and-policy-implications</a>		