

## **APPENDIX 1**

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

#### **EXECUTIVE BOARD MEETING HELD ON 7<sup>th</sup> DECEMBER 2007**

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

##### **EXB63 North West Homelessness Strategy**

The Board considered a report of the Strategic Director – Health and Community regarding a Regional Homelessness Strategy that had been produced by the North West Regional Housing Board for consultation. The appendix to the report outlined the legislative and policy context. Statistical evidence was also presented to highlight the regional position in comparison to the position in England as a whole.

The North West Regional Housing Board advocated that prevention was better than a reactive response to homelessness. The Housing Board believed that a Regional Homelessness Strategy should focus on the main causes of homelessness in the North West where local authorities and the voluntary sector could make a difference by adopting changes in policies and practices. The Housing Board suggested that the issue of homelessness could be addressed partly by looking at the processes adopted to administer housing stock and partly by looking at the needs of groups who were vulnerable to homelessness.

Members considered:

- the difficulty of establishing an accurate number of people homeless in Halton;
- the many reasons for homelessness;
- the success of Blackpool in eradicating the need to house families in bed and breakfast accommodation as a result of the preventative work being undertaken;
- repeat homelessness, in particular with respect to young people;
- mediation work that could be carried out between young people and their parents to prevent long-term homelessness, subject to the home place being a safe environment;

- the offer from Halton Housing Trust (HHT) to work with the Council on this issue and the possibility of HHT contributing financially.

RESOLVED: That the report be noted and the response detailed in Appendix B be agreed.

## **EXECUTIVE BOARD MEETING HELD ON 21 DECEMBER 2006**

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

#### **EXB73 Approval of the Formal Adoption of the House Extensions Supplementary Planning Document (Forward Plan Item)**

The Board considered a report of the Strategic Director – Environment seeking approval for the formal adoption of “Supplementary Planning Document (SPD): House Extensions” as part of the Halton Local Development Framework.

It was noted that the production of this SPD was included within the Local Development Scheme (LDS), which set out the spatial planning policy priorities for the Council for the next three years. The purpose of the SPD was to complement the Halton Unitary Development Plan (UDP) by providing additional guidance for anyone intending to extend or alter their house or erect a garage or other outbuilding to ensure that all developments met the standards described.

The report set out the process and the consultation procedure undertaken.

#### Reasons for Decision

The SPD had been produced to ensure that, through its function as a Local Planning Authority, the Council:-

- (a) was in accordance with national and regional planning policy and advice; and
- (b) wherever possible, met the priorities of the community it served, as set out in the Halton Community Strategy and Corporate Plan.

#### Alternative Options Considered and Rejected

The alternative options considered and rejected with regard to the preparation of the document were set out within the Sustainability Appraisal report.

#### Implementation Date

With immediate effect.

RESOLVED: That

- 1) the Supplementary Planning Document (SPD): House Extensions be formally adopted as a Supplementary Planning Document and part of the Halton Local Development Framework;
- 2) the responses to the representations received at the public participation stage, as set out in the statement of consultation, be agreed; and
- 3) further editorial and technical changes that do not affect the content or intended purpose of the SPD be agreed by the Operational Director – Environmental and Regulatory Services in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal, if necessary, before the document is published.

#### **EXB74 Highway Skidding Resistance Policy**

The Board considered a report of the Strategic Director – Environment outlining the current position regarding the measurement and treatment of highway skidding resistance and proposing the introduction of a policy for analysing skid resistance data to produce programmes of treatment. A copy of the policy was attached to the report for information.

It was noted that the Council had approved an overall policy document in relation to Highway Maintenance Strategy in 1998, incorporating the method by which the measurement of skidding resistance of highway surfacing was to be carried out. However, national guidance on skidding resistance had changed significantly since then and a specific policy was now required.

The Board was advised that the new policy had been prepared to take account of developments, meeting current requirements and recognising the contribution of accident analysis to the assessment process. The policy had been presented to the Urban Renewal Policy and Performance Board on 15<sup>th</sup> November 2006 where it had

been agreed that the policy should be recommended for approval.

RESOLVED: That the Skidding Resistance Policy, submitted as an appendix to the report, be adopted.

## **EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 7 DECEMBER 2006**

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

#### **ES58 Acceptance of tender for Widnes Waterfront EDZ Link Road**

The Sub-Committee was advised that 8 tenders had been received for the construction of an access road at Widnes Waterfront EDZ. The tenders were assessed both on a price/quality basis in a ratio of 60/40 in accordance with the instructions for tendering. The most economically advantageous tender, taking into consideration both the quality and price submissions, for the construction of the access road was that submitted by Birse Civils Limited at a tendered cost of £298,129, which was not the lowest tender received.

RESOLVED: That the report be noted.

#### **ES59 Proposed Zebra Crossing – Cronton Lane, Widnes**

The Area Forum for Birchfield, Farnworth and Halton View had previously received a request from the residents of the new houses recently built and being constructed off Norlands Lane to install a pedestrian crossing on Cronton Lane outside the shops. Following informal discussions, it was decided to investigate a zebra crossing. A possible location was found and the proposal was advertised in the local press and on site for a period of four weeks leading up to 31<sup>st</sup> May 2006.

Subsequently, comments were received from the Post Office about the difficulties a pedestrian crossing would cause to the operation of their business. In addition, a number of comments were received both in favour and against the proposal from residents in the area, and also from the owner of Cronton Fish Bar, No. 2 and Bargain Booze. A petition in favour of the crossing was also submitted via Councillor Cross. The number of people who had written supporting the crossing was 8, plus 88 people included in the petition. The number objecting was 102 including the 3 businesses

above.

It was reported that a pedestrian/traffic survey was carried out on 12<sup>th</sup> September 2006. Although a controlled crossing was not justified under the former national criteria, there were a significant number of pedestrians crossing Cronton Lane. This indicated that the busiest time for pedestrians was between 18.00 and 19.00, which was unusual and the surveyors indicated that it was people using the chip shop and off-licence.

At present, there were double yellow lines on Cronton Lane outside the shops, which prohibited parking, but there was an exemption for the delivery of goods to the adjacent shops, and this was particularly important for deliveries to the Post Office. The installation requirements of a zebra crossing included zig-zag lines which would prohibit parking, loading and unloading. Contravention results in the driver being prosecuted for an endorsable offence and therefore delivery drivers would not stop on them to deliver to the shops. This would cause operational problems for the shops.

It was reported that in the last five years there had been two reported injury accidents in the vicinity and neither of them involved pedestrians. Both the accidents involved parked cars. Therefore in view of the comments received, it was clear that the zebra crossing proposal, however desirable, would be divisive.

An alternative improvement for pedestrians had therefore been developed. This would widen the refuge island and provide an additional length of footway outside the barbers shop. This would help to reduce the conflict between pedestrians and vehicles and provided, it was hoped, an acceptable compromise.

The Committee heard representations from the ward councillor, Councillor Cross, who addressed Members in support of the zebra crossing proposals.

**RESOLVED:** That the report be referred back to the Highways Department for further information on the original proposal to install a zebra crossing, the possibility of installing an additional refuge island and the alternative proposal of widening the refuge island and providing an additional length of footway outside the barbers shop.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 21  
DECEMBER 2006**

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

**ES63 Provision of Open Space Supplementary Planning  
Document - 2nd Revised Draft Public Consultation**

The Sub-Committee considered a report which sought approval for the publication of paragraphs 5.8 and 5.9 of revised draft Supplementary Planning Document (SPD); Provision of Open Space, for the purposes of an additional four-week public consultation to accommodate material changes to the document in light of responses received at the previous consultation stage.

Paragraphs 5.8 and 5.9 in the draft version of the SPD related to a very specific set of development circumstances for the repayment of commuted sums. This was not an issue that was highlighted during the first internal partnerships consultation period by any of those consulted. As a result of the comments made at the public consultation stage this policy had been simplified and may be perceived as a material change to the text.

Following consultation with the Government Office and the Council's Legal Services Division it was agreed to take forward the proposed changes by undertaking an additional four-week public consultation on the two paragraphs.

RESOLVED: That

- (1) the relevant section of draft Supplementary Planning Document (SPD); Provision of Open Space be approved for the purposes of Statutory Public Consultation for a period of four weeks;
- (2) the comments received at the public consultation stage, as set out in the statement of consultation and responses to them are noted; and
- (3) the results of the public consultation exercise and consequent recommended modifications to the draft SPD be reported back to the Executive Board for resolution to adopt as a Supplementary Planning Document.

**EXECUTIVE BOARD SUB COMMITTEE MEETING HELD ON 11  
JANUARY 2007**

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

**Approval of publication of Draft Town Centre Strategies for  
Halton Lea and Runcorn Old Town for Public Consultation**

The Sub-Committee considered a report which sought approval for the publication of the draft Town Centre Strategies for Halton Lea and Runcorn Old Town as Supplementary Planning Documents (SPD's) for the purposes of statutory public consultation. The purpose of the SPD's was to complement the Halton Unitary Development Plan (UDP), by providing additional guidance for those involved in the planning of new developments within Halton to:

- (i) enable the Town Centres to prosper without adversely affecting the health of any other;
- (ii) safeguard and strengthen the individual role of each town centre as a safe and accessible place to shop, work and enjoy;
- (iii) co-ordinate public and private investment decisions;
- (iv) improve the economic prosperity of the Borough through the creation of employment opportunities; and
- (v) ensure the highest standard of design and architecture within each town centre.

Consultation which had taken place regarding the SPD and was outlined for consideration.

In addition, a scoping exercise had been undertaken to determine whether or not a strategic environment assessment (SEA) was required to assess the environmental effect of the SPD. The conclusion was that an SEA was not required.

The Sub-Committee was also advised that a Sustainability Appraisal (SA) was in the process of being produced and would be consulted upon at the same time as the respective Town Centre Strategies. Both the Halton Lea and Runcorn Town Centre Strategy SPD's would also be subject to an appropriate assessment screening assessment.

A further report would be submitted to the Executive Board

seeking formal adoption of the Halton Lea and Runcorn Town Centre Strategy Supplementary Planning Documents. However, if comments were received during the public consultation process, which required alterations to be made to one or both of the SPD's that materially affected the contents of the documents, a further period of public consultation may be required regarding those proposed alterations.

It was suggested that authority be delegated to the Operational Director Environmental and Regulatory Services to approve any further statutory periods of consultation, on the SPD's should they be required.

RESOLVED: That

- (1) the two draft Supplementary Planning Documents (SPD's): Halton Lea Town Centre Strategy and Runcorn Old Town Centre Strategy be approved (subject to being amended to reflect this Boards comments in relation to climate change) for the purposes of Statutory Public Consultation;
- (2) authority be delegated to the Operational Director – Environmental and Regulatory Services to determine all matters relating to the method, extent and content of the public consultation;
- (3) the comments received at the partnership consultation stage are noted;
- (4) further editorial and technical amendments that do not materially affect the content of the two SPD's be determined by the Operational Director Environmental and Regulatory Services in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal, if necessary before the document is published for public consultation;
- (5) authority be delegated to the Operational Director Environmental and Regulatory Services to approve any further period of statutory public consultation, on the Halton Lea and Runcorn Old Town SPD's should they be needed as a consequence of material changes being required to the documents as a result of comments received during the period of public consultation approved under recommendation 1;
- (6) the results of the public consultation exercises and consequent recommended modifications to the draft SPDs be reported



back to the Executive Board for resolution to adopt as Supplementary Planning Documents; and

- (7) particular attention was brought to the need to include climate change issues as part of the SPD's.