

Public Document Pack



3MG Executive Sub Board

Monday, 16 July 2007 4.00 p.m.
Conference Room 2, Municipal Building

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

Chief Executive

BOARD MEMBERSHIP

Councillor Tony McDermott
Councillor Rob Polhill
Councillor Marie Wright

*Please contact Lynn Derbyshire for further information.
The next meeting of the Committee is on Date Not Specified*

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

Part I

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3. 3MG HIGHWAY WESTERN ACCESS	6 - 12

PART II

**ITEMS CONTAINING "EXEMPT" INFORMATION FALLING
WITHIN SCHEDULE 12A OF THE LOCAL GOVERNMENT ACT
1972 AND THE LOCAL GOVERNMENT (ACCESS TO
INFORMATION) ACT 1985**

In this case the Board has a discretion to exclude the press and public but, in view of the nature of the business to be transacted, it is RECOMMENDED that under Section 100(A)(4) of the Local Government Act 1972, having been satisfied that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A to the Act.

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5. ESTABLISHMENT OF A MANAGEMENT COMPANY FOR 3MG - MERSEY MULTIMODAL GATEWAY	25 - 104

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: 3MG Executive Sub Board

DATE: 16th July 2007

REPORTING OFFICER: Strategic Director – Environment

SUBJECT: Masterplan Boundary Review – 3MG
Mersey Multimodal Gateway

WARDS: Ditton and Riverside

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to describe the opportunity to review the Masterplan and to seek members' approval to make the changes as outlined in the report.

2.0 RECOMMENDATION: That

- (1) The Masterplan be reviewed to incorporate the entire site currently owned by Tessengerlo.**
- (2) The Masterplan be reviewed to incorporate the areas of land referred to in Plan 6 of the Masterplan as 'Designated Landscape Corridor', which are identified within Supplementary Planning Document for 3MG and currently lie outside the physical boundary of the freight park.**
- (3) The revised Masterplan boundary be agreed as a basis for consultation.**

3.0 SUPPORTING INFORMATION

- 3.1 The Executive Board on 9th December 2004 (EXB162) agreed to adopt the Draft Masterplan for the 3MG - Mersey Multimodal Gateway (formerly Ditton Strategic Rail Freight Park).
- 3.2 At the time the Masterplan was developed Tessengerlo had given no indication that they would close during the lifetime of the Masterplan. As a result, the operational area of the Tessengerlo ownership was omitted from the Masterplan (see Appendix 1). In the light of recent events a revision to the Masterplan is necessary to include the entire area of Tessengerlo. The Supplementary Planning Document for 3MG, approved for adoption by Executive Board on 21 September 2006 (EXB43), includes the full extent of Tessengerlo ownership and identifies it as 'key development opportunities F and J' (see appendix 2).
- 3.3 Land to the south of Eddarbridge which contains industrial premises, also was excluded from the Masterplan. However, if we are to bring

forward redevelopment on Eddarbridge and Tessengerlo, this area should be included to maximise the potential of the adjoining sites. The Supplementary Planning Document for 3MG, approved for adoption by Executive Board on 21 September 2006 (EXB43), includes the area and identifies it as a 'key development opportunity G' (see appendix 2).

- 3.4 The revisions to the masterplan contained within this report, will align the Masterplan boundary to the Supplementary Planning Document for 3MG and therefore offer a consistent message to landowners and developers alike.

4.0 POLICY IMPLICATIONS

- 4.1 The Council adopted the DSRFP Masterplan in December 2004. The DSRFP is heralded in the Council's Corporate Plan and LSP and HBC Urban Renewal Strategy and Action Plan, and supports the Council's Urban Renewal corporate priority.

5.0 OTHER IMPLICATIONS

- 5.1 Resource implications are to be considered as part of the Delivery Strategy Revision dated 16th July 2007.

6.0 RISK ANALYSIS

- 6.1 By incorporating the areas described we reduce the risk of being challenged in the event a CPO is necessary. As the land we need to assemble will be contained within the Masterplan area.

7.0 EQUALITY AND DIVERSITY ISSUES

Any Equality and Diversity implications arising as a result of the proposed action should be included.

8.0 REASON(S) FOR DECISION

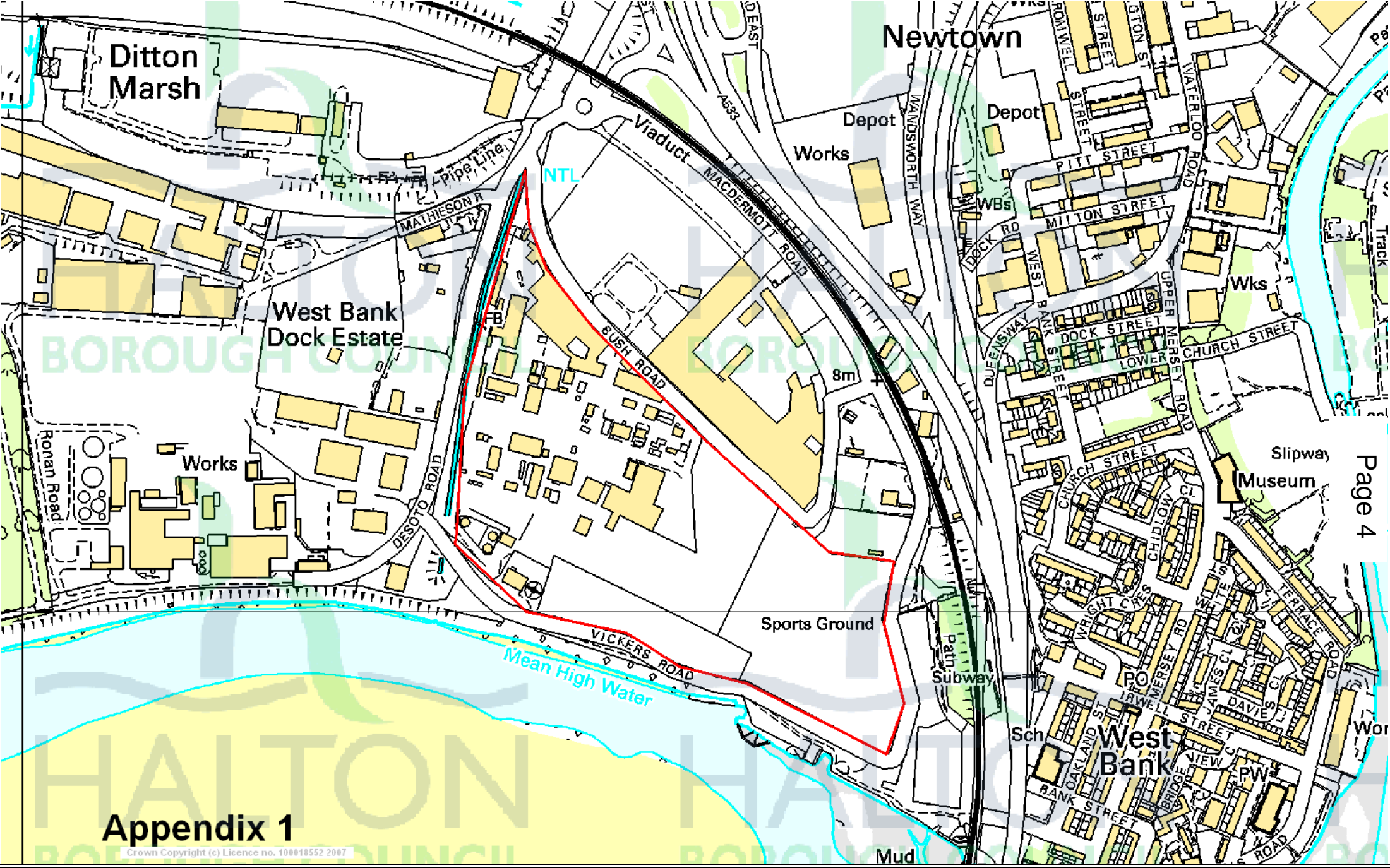
9.0 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

10.0 IMPLEMENTATION DATE

(NB 8.0, 9.0 AND 10.0 ONLY IF KEY DECISION)

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

Document	Place of Inspection	Contact Officer
Ditton Strategic Rail Freight Park Masterplan October 2004	Major Projects	Sally McDonald
Supplementary Planning Document for 3MG (Ditton Strategic Rail Freight Park)	Planning	Andrew Pannell



Appendix 1

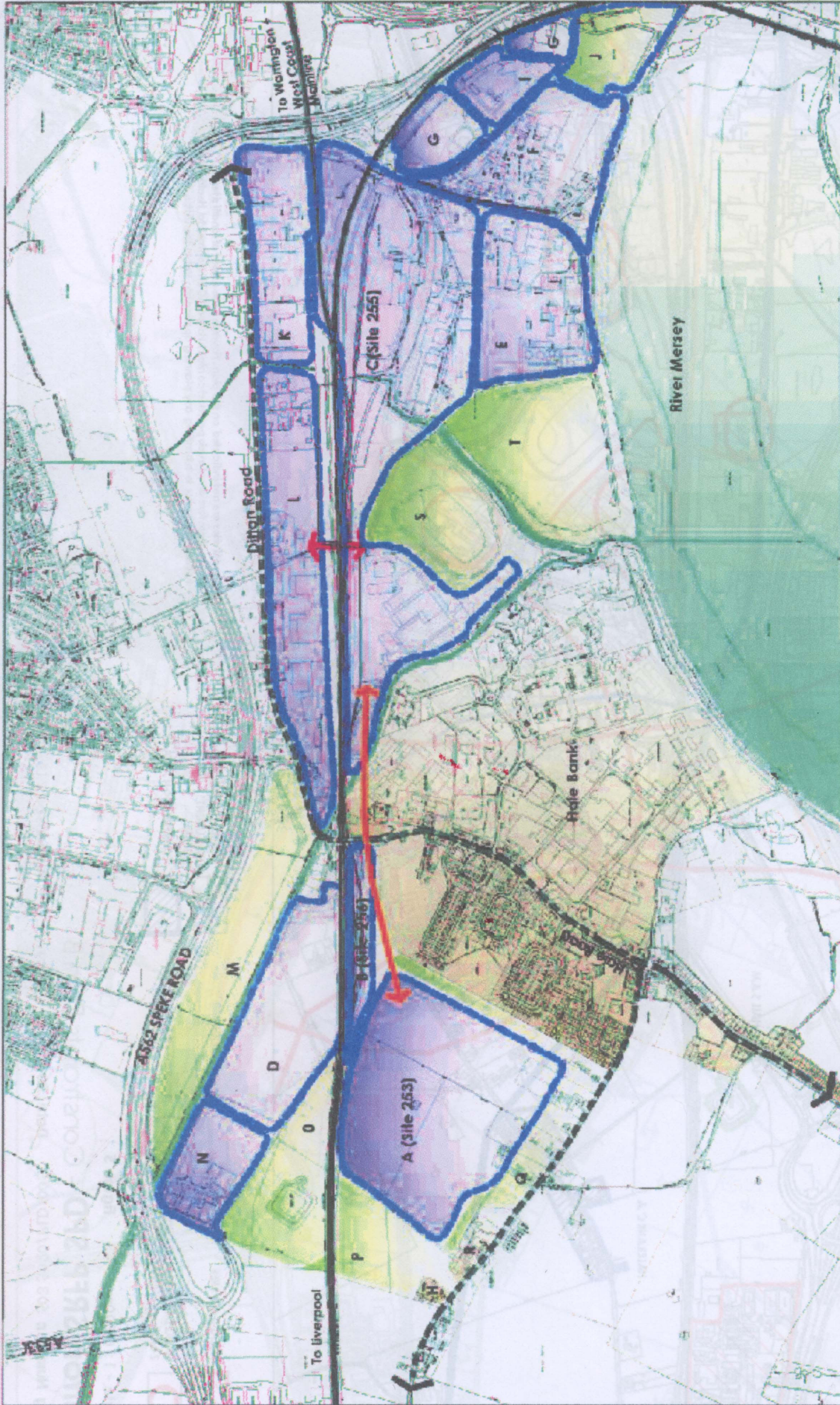
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Scale 1/5000

Date 26/6/2007



KEY

-  Employment led opportunities
-  Greenspace opportunities
-  Built Environment
-  Potential DSRP Road link
-  Public Footpath Link

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REPORT TO: 3MG EXECUTIVE SUB BOARD

DATE: 16 JULY 2007

REPORTING OFFICER: STRATEGIC DIRECTOR ENVIRONMENT

SUBJECT: 3MG HIGHWAY WESTERN ACCESS

WARDS: DITTON

1.0 PURPOSE OF THE REPORT

- 1.1 To inform the board of the progress made to date in providing highway access to the HBC Fields Site in connection with the 3MG project and to recommend approval of this route.

2.0 RECOMMENDATION:

- (1) That the preliminary design for highway access to 'Halton Fields' from the A562 Speke Road / A5300 Knowsley Expressway junction as shown on Drawing No. 5013684/HW/AA/GA/017A be approved and that detailed design be progressed.
- (2) That planning approval be sought for the development of the highway western access to 3MG as described above.

3.0 SUPPORTING INFORMATION

3.1 Highway Infrastructure General

3.1.1 The Ditton Strategic Rail Freight Park (now branded 3MG) Masterplan was published in October 2004 and set out the policy context and vision for the development of a rail freight interchange facility at Ditton and detailed the various associated projects and tasks that would need to be implemented within a phased delivery programme.

3.1.2 A key Component of the DSRFP Vision is "*The development of the road infrastructure within the DSRFP and connecting it to the strategic road network to provide efficient and effective connections between the commercial and operational interests within the site and mitigate any impacts of the scheme on local communities.*"

3.1.3 There is currently no direct road access into HBC Fields (sites 253 & 256 Halton UDP). Feasibility and preliminary design work has been carried out on the provision of highway access infrastructure to serve the site in accordance with the Masterplan.

- 3.1.4 In order to progress the scheme design and delivery in accordance with the overall 3MG project Plan and programme it is now necessary to formally approve the scheme layout in principle and to secure planning approval from the relevant planning authorities, HBC and Knowsley MBC. This will then enable
- Scheme detail design and technical approvals;
 - Acquisition of third party land required for implementation;
 - Application to be made for public sector funding support.

3.2 Highway Access to A562 / A5300

- 3.2.1 The Masterplan reiterated the Merseyside Freight Study in recognising the opportunity for creating a new link road to the strategic road network via the A5300 Knowsley Expressway, as a key advantage of the Ditton site. The development of 3MG is referred to specifically within Halton's Local Transport Plan which describes how *"careful land assembly and a spine road between the A562 / A5300 junction....would capitalise on existing rail and road infrastructure."*
- 3.2.2 Masterplan drawing - Plan 6 illustrates this highway access route which was described within the project listing as *"a road link and bridge to A562 / A5300 junction which crosses third party owned / occupied land and is within an adjoining Local planning Authority"* (KMBC).
- 3.2.3 A preliminary alignment design has been prepared as shown on the schematic layout Drawing No. 5013684/HW/AA/GA/017A. Key features of this scheme are:
- Connection to existing A562 Speke Road / A5300 Knowsley Expressway grade separated junction via Newstead Road;
 - New roundabout junction and realignment of Newstead Road;
 - Substantial highway embankments carrying a 7.3 metre wide carriageway across open farmland into Halton Fields site;
 - Single span road bridge over railway lines.
- 3.2.4 Topographical surveys and intrusive ground investigation works have been carried out on the line of the proposed alignment.
- 3.2.5 More than 50% of the road infrastructure, including the junctions and rail overbridge, lies within Knowsley MBC and therefore both highway and planning approvals will be required from them for the development of this scheme.
- 3.2.6 Land to the north of the railway is owned by Cheshire County Council and is subject to an agricultural tenancy. The acquisition of this land either through negotiation or by CPO is necessary for the construction of the road and bridge infrastructure.
- 3.2.7 The cost of providing highway access to A562 / A5300 junction is estimated at £18.1M (including inflation and optimism bias, but excluding land acquisition).

4.0 POLICY IMPLICATIONS

- 4.1 The development of the highway western access route is in accordance with current Council policies set out in the Urban Development Plan, the Local Transport Plan and the Ditton Strategic Rail Freight Park Masterplan.

5.0 OTHER IMPLICATIONS

5.1 Resource Implications

The estimated costs of the highway access infrastructure are described in the text above. In order to meet the critical timescales dictated by planned railway possessions, it is currently envisaged that the design and procurement of the bridge and link road to A562 / A5300 would be handled by Atkins consulting engineers and a contract tendered for its construction during Spring 2008.

5.2 Social Inclusion Implications

The Masterplan states that the development of the rail freight park will deliver a number of significant and positive outcomes that will promote and improve social inclusion in the area:

- Creation of jobs, both directly in relation to the facility and indirectly at a local and sub regional level;
- Significant improvements to road and public transport routes for the benefit of residential and business communities;
- Stimulation of further property and business investment throughout Ditton and Widnes.

5.3 Sustainability Checklist

- 5.3.1 In addition to the positive economic and social outcomes described above, provision of highway access to HBC fields allows the site to be fully developed, enabling the delivery of following environmental benefits:

- 26 hectares of additional land serviced for development
- 11 hectares of derelict land brought into productive use
- 50 hectares of contaminated land which is cleaned and remediated
- Significant environmental improvements through the creation of formal and informal environments

- 5.3.2 The highway infrastructure will be designed and built in accordance with current best practice ensuring a sustainable approach to delivery of the project at all stages.

5.4 Best Value

- 5.4.1 The development of highway access to Halton Fields will follow Best Value principles in terms of the procurement of services and works

associated with scheme design. The design itself and the specification for the implementation of the schemes will be developed within a thorough cost effective approach.

5.4.2 The method of delivery of the schemes by the Council (as land-owner / developer), or by private developer will continue to be assessed at appropriate stages to ensure the most effective outcome. The wider benefits that might accrue from the provision of highway access to the 3MG sites will be considered throughout the scheme development process to maximise benefit for the community.

5.5 Legal Implications

5.5.1 With highway schemes of this magnitude and complexity there are inevitably a wide range of legal implications to its delivery. These are described below. The list is not exhaustive and other legal implications can be expected to arise as the development of the scheme proposals progresses:

5.5.2 There will be legal issues relating to the acquisition of land north of the railway line. This land is currently Owned by Cheshire County Council and leased to a private occupier as farmland. Whilst we would seek to purchase the land required and acquire rights through negotiation, a Compulsory Purchase Order will be drafted and made to ensure the availability of land required for the roads construction.

5.5.3 Part 1 of The Land Compensation Act 1973 will apply to properties adversely affected by the development of the roads. We should expect to receive and be prepared to manage claims from owners of properties in Halebank Road.

5.5.4 Agreements may be necessary to detail the conditions and management of public sector funding grants (NWDA and ERDF Transitional Fund) where the use of such funds falls outside the administrative boundaries of Halton.

5.5.5 Formal agreements will need to be in place to permit the development of the highway access and its construction within Knowsley MBC and as it passes over Network Rail land .

6.0 RISK ANALYSIS

6.1 The key risks associated with the proposed action relate primarily to increasing project cost and programme overruns that may be attributed to a variety of factors during the development and delivery of this scheme. Again this list is not exhaustive and further risks can be expected to arise as the project develops:

6.2 Initial scheme costs have been estimated using current improvement scheme rates and typical unit costs. The base estimates have been factored up for inflation (assuming a delivery date of 2010) and to include a % qualitative risk (optimism bias) to arrive at a total scheme estimate. The inclusion of this factoring should serve to mitigate project cost escalation as the design and detailing of the scheme progresses and as unknown / unforeseen issues at this early stage of the project become evident. It is proposed to manage this during the scheme development stage through the adoption of risk assessment and management techniques and by thorough investigation and design procedures.

6.3 Other risks to increased cost that are outside the control of HBC include:

- Land purchase and compensation costs;
- Land Compensation Act Part 1 Claims;
- Costs associated with compliance with conditions imposed by planning authorities and Network Rail / train operating company;
- Unforeseen significant diversionary works costs.

We will seek to mitigate the effects of these through the adequate resourcing of the project and by appointment of agents and consultants where appropriate.

6.4 There are several factors that may influence adherence to the project programme (and consequently project cost) that lie outside the control of HBC:

- The availability of land required to implement the schemes – acquisition by negotiation or by CPO;
- The availability of railway possessions to construct the link road bridge (currently planned for December 2008);
- Time taken for planning approvals, technical approvals by Knowsley MBC and Network rail and the incorporation into the scheme of measures to comply with conditions;
- The processing and making of statutory orders in connection with the implementation of the scheme.

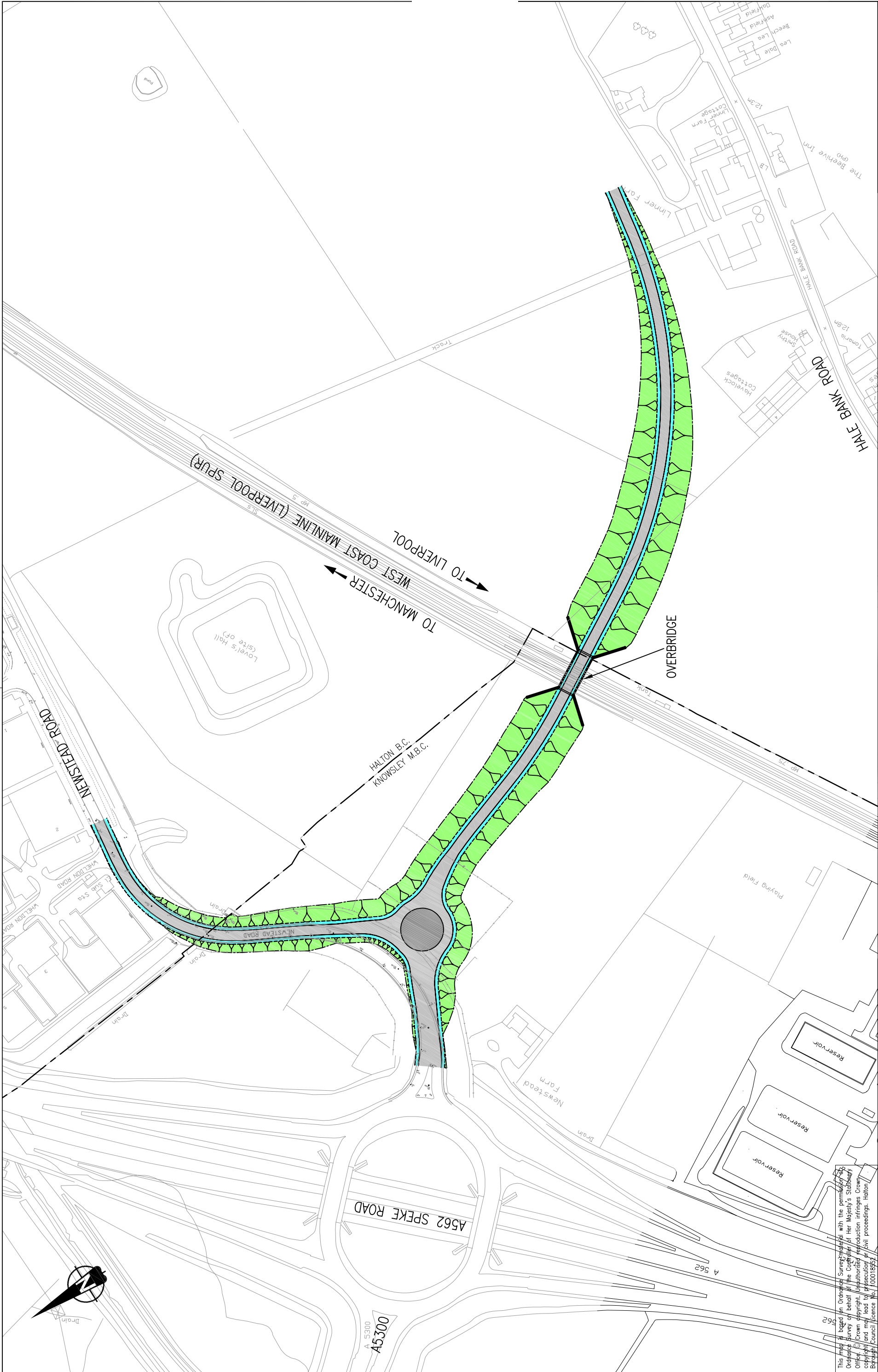
We will seek to mitigate the effects of these risk through careful project management and by continuous programme monitoring.

7.0 EQUALITY AND DIVERSITY ISSUES

There are no equality and diversity issues in relation to the proposed course of action at the present time.

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

Document	Place of Inspection	Contact Officer
Ditton Strategic Rail Freight Park – Master Plan	3MG Major Projects Dept. Municipal Building, Widnes	S. McDonald
Feasibility of Highway Access to 3MG Site Project Assessment Report and Technical Appraisal Report	Highways Capital Section Rutland House, Runcorn	N. Case
A5300 Link Option 1 Schematic Layout Drawing 5013684/HW/AA/GA/017A	Highways Capital Section Rutland House, Runcorn	N. Case



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KEY

- CARRIAGEWAY
- FOOTWAY
- EARTHWORKS

Rev	Description	By	Date	Chk'd	Auth	Rev	Date	Auth
A	ISSUE FOR CLIENT	KAH	06.07	AA	SH	A	06.07	SH

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HALTON
MG
 MERSEY MULTIMODAL GATEWAY
 HIGHWAY ACCESS ARRANGEMENTS

Title		A5300 LINK OPTION 1 SCHEMATIC LAYOUT	
Original Scale	1:2500	Designed/Drawn/Checked	KAH/AA/AA
Date	26.06.07	Date	26.06.07
Status	P	Drawing Number	5013684/HW/AA/GA017
Authorised	SH	Rev	A

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