



Executive Board

**Thursday, 8 February 2007 2.00 p.m.
Marketing Suite, Municipal Building**

A handwritten signature in black ink, appearing to read 'David W R'.

Chief Executive

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

PART 1

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

REPORT TO: Executive Board

DATE: 8th February 2007

REPORTING OFFICER: Strategic Director – Corporate & Policy

SUBJECT: North West Operational Programme

WARDS: Borough-wide

1.0 PURPOSE OF REPORT

1.1 To update the Executive Board on the development of the North West Operational programme for 2007-2013 (ERDF) and identify issues for Halton

2.0 RECOMMENDED THAT:

- (1) The report be noted and that:**
- (2) (i) Executive Board approves the proposed actions outlines in this report; and**
 - (ii) Dialogue is maintained with colleagues in the Objective 1 area, and other areas across the North West Region.**

3.0 BACKGROUND ON NORTH WEST OPERATIONAL PROGRAMME

- 3.1 The North West Operational Programme (NWOP) presents key priorities and actions in regard to how European Funding will be allocated and spent in the Region during the period 2007-2013.
- 3.2 The National Strategic Reference Framework (the structure used to allocate European Funding nationally) was approved at the end of 2006 and regional allocations have been set. As expected, there is a 60:40 ERDF:ESF split, with Merseyside gaining £213m over the 7-year period, the rest of the North West being allocated £310m.
- 3.3 Consultation for the NWOP has been ongoing since September 2006 and the 3rd draft is currently being finalised. Consultants from Regeneris have been employed to write the Operational Programme and Halton Borough Council have been active in lobbying for a fair share of resources. Cllr Dave Cargill and the Head of External Funding have provided input at North West, Merseyside and Cheshire consultation events in October and December 2006. This lobbying has highlighted Halton's unique position as well as supporting the wider Merseyside view. Representation was made at the NWRA Executive Board in December and there was a further lobbying opportunity at the Regional European Partnership

meeting in January 2007, where Cllr Cargill represented both Halton and Merseyside.

- 3.4 The official response from the North West region is being collated by the North West Regional Assembly and will be submitted to the UK government by the 19th February 2007 deadline. The form attached (Appendix 1) is the questionnaire circulated by the NWRA and Regeneris to be completed.
- 3.5 The NWDA are facilitating a Governance and Management working group where both governance and all issues surrounding reporting arrangement are being discussed. Concerns have been expressed as to the role of the NWDA as managing authority in terms of both transparency in project selection and support and in terms of capacity to manage a highly complicated programme. Local Authorities across the UK have expressed the same reservations and the LGA have taken up this issue on their behalf. However, the decision as to who manages the Programme lies at Member State level across the EU and it is unlikely that the European Commission will become involved in UK decisions.
- 3.6 On Merseyside, there is a proposal for the TMP board to assume the “phasing in” board role and the Sub-Regional Partnership to assume a “mini-executive” role. This arrangement would allow Halton to be involved in discussions at a sub-regional programme level but would not alter the fact that, as matters stand at the moment, Halton cannot access the “ring-fenced” Merseyside allocation.
- 3.7 Discussions have taken place with colleagues from the Vale of Glamorgan and from South Yorkshire who find themselves in a similar position but there seems to be very little support for joint lobbying. Lobbying has also taken place for a ring-fenced allocation of the Merseyside pot for Halton, but there is little support from the region due to the precedent it might set. However, Halton is referenced in the RES and at a sub-regional level in the CRDP and the Merseyside Action Plan. This gives the opportunities for Halton to produce a portfolio/mini programme of interventions “Euro-plated” in accordance with the NWOP priorities and endorsed by the governance arrangements described above.

4.0 IMPACT ON HALTON

- 4.1 The end of the 2000-2006 funding programme will mean that Halton can no longer access ERDF monies in the same way as before. However, the Head of External Funding has arranged a series of meetings across the Council to pull together a portfolio of projects which fit in with the NWOP, for endorsement by the Merseyside Governance Arrangements.
- 4.2 The Head of External Funding has been working with colleagues from Research and Intelligence to pull together Halton specific statistics on, for example, worklessness and GVA/GDP which will strengthen the lobbying case for support. It is further proposed that the Leader of the Council and European Affairs Portfolio holder will be required to follow up the discussions which took place at

a study visit in Brussels in Spring 2006, not least in regard to exploring the plethora of future European Funding opportunities available to the Council.

- 4.3 Future funding opportunities from European sources are currently being investigated by the Head of External Funding to identify ways to deliver efficient and cost effective services at a local level. For example, the Council is developing an audit of 'transnational'¹ opportunities and activities in the borough. Recently the external funding division worked with colleagues in Transport to develop a bid through the STEER EU programme focusing on use of alternative fuels for public transport in the borough. It has also been a key partner in securing EU funding to deliver the 'enabling choices' agenda in the sub-region in preparation for the Gender Equality Duty (GED).

5.0 FINANCIAL IMPLICATIONS

- 5.1 Consideration will therefore need to be given as to the impact of the loss of these monies on the Halton area, and how they might be replaced by other sources of funding, and how this would impact on the forward planning process. There is recognition that Halton no longer has Assisted Area status although this loss is being minimised through the application of exemptions known as horizontal measures specific to support to economic regeneration, SMEs, research and development, environmental sustainability and bespoke/non-bespoke development.

6.0 POLICY IMPLICATIONS

- 6.1 None.

7.0 RISK ANALYSIS

- 7.1 The end of the ERDF funding period will mean that Halton Borough Council will need to be aware of all other opportunities to support the work necessary in the Borough. The Head of External Funding meets regularly with the Chief Executive and the Portfolio holder to discuss a range of issues and explore risks.

8.0 EQUALITY AND DIVERSITY ISSUES

None.

9. TIMESCALES

- 9.1 The response to the Operational Programme consultation will be submitted to the Government in February 2007 with an expected implementation date of 1st October 2007

¹ Transnational literally means working across nations, in a funding context refers to EU funding for work with European partners

10. BACKGROUND PAPERS

Appendix 1 – North West Competitiveness Operational Programme 2007-13
Consultation Questions.

NORTH WEST COMPETITIVENESS OPERATIONAL PROGRAMME 2007-13

CONSULTATION QUESTIONS

No	Question
1.	<p>Do the socio-economic and SWOT analyses accurately identify the region's key strengths, weaknesses, opportunities and threats? <i>(Pages 7-45)</i></p> <p>Yes – but strengths in some parts of the region could be seen as opportunities in other parts e.g. South Manchester. What are the lessons learned?</p>
2.	<p>Does the Strategy Chapter (Section 3) provide a strong logic for the NWOP Priorities? <i>(Pages 46-66)</i></p> <p>Yes – but emphasis should be on added value. There seems to be a long shopping list but a small budget available.</p> <p>It is good that employment opportunities are not just about physical access.</p>
3.	<p>What is your preferred option for the balance of resources across the four NWOP (in Section 6) for: <i>(Pages 113-118)</i></p> <ul style="list-style-type: none"> • The Merseyside phasing-in area <i>(A, B,C or a variation – see P117)</i> • The rest of the North West <i>(1, 2,3 or a variation – see P116)</i> <p>Technical assistance should be applied across the 4 priorities equally. Question: how has the 2% been calculated.</p> <p>The dilemma should be acknowledged between the 4 priorities – delivering Lisbon agenda but enterprise and connectivity are also key drivers.</p>

<p>4.</p>	<p>For each of the NWOP Priorities (Pages 67-103)</p> <ul style="list-style-type: none"> • OP1 (Enterprise and Business Growth) (Pages 69-78) • OP2 (Knowledge Transfer and Innovation) (Pages 69 and 78-85) • OP3 (Conditions for Sustainable Growth) (Pages 85-92) • OP4 (Growing and Accessing Employment) (Pages 93-101) <p>➤ Do you agree with Action Areas that have been identified?</p>
	<p>➤ What relative weight in resource allocation terms should be given to the Action Areas?</p> <p>It should be up to regional partners to decide what and who is funding what/where etc.</p>
	<p>➤ Do you agree with the indicative activities proposed under each of the Action Area?</p> <p>Yes</p>
	<p>➤ What are the most appropriate implementation/delivery arrangements?</p> <p>Sub-regional autonomy in the Merseyside area will ensure that lessons learnt already will not be lost.</p> <p>The role of the NWDA needs to be defined to ensure transparency in project selections and support and also in terms of capacity to manage the highly complicated programme.</p>

	<p>➤ What outputs, results and impact indicators should be included?</p> <p>All outputs and indicators should be in line with LAA targets for P4 at least. Similarly, they should all be supportive of the actions that can be funded via LEGI.</p>
	<p>➤ Any other comments?</p>
5.	<p>What are your views on the treatment of CCTs in the NWOP? <i>(Pages 104-112)</i></p> <p>Climate change is picked up in AA1-3 but sustainable consumption needs some form of exemplar projects/reference tool for the focus to become clear.</p> <p>Equality and Diversity need to be picked up in the same way as Environmental Sustainability under each AA.</p>
6.	<p>How can the NWOP ensure appropriate integration and alignment with other European Structural Funds, in particular ESF and EARDF? <i>(Pages 119-122)</i></p> <p>Through the appraisal processes – this was an issue in the last Programme period where ESF and ERDF were not easily aligned.</p> <p>Relevant governance structures will need to take into account funding from other Structural Funds sources.</p>

7.	<p>Does the NWOP adequately address the key Programme issues for:</p> <ul style="list-style-type: none"> ➤ The Merseyside Phasing-In Area? Key Programme issues are addressed to some extent, but more needs to be included to ensure that current good practice is maintained.
	<ul style="list-style-type: none"> ➤ The North West's other sub-regions?
8.	<p>What are your views on the most appropriate governance and management arrangements for the NWOP? (Page 128)</p> <p>The organisation which manages the monies available must have sufficient structures in place to ensure transparency in project selection and support and also have sufficient capacity to manage a highly complicated programme.</p> <p>Governance at a sub-regional basis, involving all relevant partner organisations would be useful to ensure that existing structures are used to their full potential.</p>
9.	<p>Any Other Comments?</p>

Name Position Organisation

Contact Tel. No. Email address

Please return your responses either by email to margaret.reid@nwra.gov.uk or by post to Margaret Reid, European Policy Manager, North West Regional Assembly, Wigan Investment Centre, Waterside Drive, Wigan WN3 5BA

REPORT TO: Executive Board

DATE: 8th February 2007

REPORTING OFFICER: Strategic Director, Environment

SUBJECT: Local Transport Expenditure Settlement
2007/08 and Local Transport Plan
Implementation Programme 2007/08

WARDS: Borough-wide

1.0 PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to advise the Executive Board of the announcement made by the Secretary of State for Transport on 18th December 2006 that gave details of the 2007/08 Local Transport Capital Expenditure Settlement and the classifications awarded to the Council's second Local Transport Plan 2006/07-2010/11(LTP2) and first Local Transport Plan 2001/02-2005/06 (LTP1) Delivery Report.
- 1.2 The settlement includes an additional £392,000 awarded for the high performance achieved in both LTP2 and the LTP1 Delivery Report. The DfT performance assessments place Halton in the top quartile of the 82 local transport authorities in England.
- 1.3 Appendix A to the report provides details of the proposed LTP2 capital expenditure programme for 2007/08. The Executive Board is asked to endorse the expenditure programme and recommend it to the Council for approval and inclusion in the Council's Capital Programme.

2.0 RECOMMENDATION: That

- a) **the 2007/08 Local Transport Capital Expenditure Settlement and the classifications awarded to the Council's second Local Transport Plan and Delivery Report of the first Local Transport Plan be welcomed;**
- b) **the implementation programme for 2007/08 at Appendix A, be recommended to Council for inclusion in the Council's Capital programme.**

3.0 SUPPORTING INFORMATION

- 3.1 In March 2006 Halton submitted its second Local Transport Plan (LTP2), covering the years 2006/07 to 2010/11. DfT has classified each of the final second local transport plans as excellent, good, fair or weak. Halton's final local transport plan has been assessed as being **Excellent**.

- 3.2 Halton's first Local Transport Plan (LTP1) covered the years 2001/02 to 2005/06. As part of the LTP process local transport authorities were required to produce Annual Progress Reports (APRs) for each financial year. In 2006 DfT required local transport authorities to produce a five year Delivery Report that covered all five years of LTP1 as well as the previously unreported 2005/06 financial year
- 3.3 Each of the LTP1 Delivery Reports has also been classified as being excellent, very good, good or satisfactory. In Halton's case, delivery was assessed as being **Excellent**.
- 3.4 The LTP Guidance indicated that as last year up to 25% of an authority's 2007/08 integrated transport block allocation might be varied for performance on delivery and the quality of the second LTPs. For Halton an additional 12.5% allocation for 2007/08 is to be received due to an **Excellent** LTP2 and similarly a further 12.5% will be received due to an **Excellent** LTP1 Delivery Report. This 25% uplift is to be applied to the remaining four years of the LTP2 period. See table below.
- 3.5 It should be noted that Halton was one of only thirteen local authorities in the country to achieve a top grading for both LTP2 and the LTP1 Delivery Report. In the North West, only the Halton and Merseyside LTPs achieved Excellent in both categories.
- 3.6 Halton's total settlement for 2007/087 is £4.15 million. This covers all items of transport capital expenditure apart from major schemes. The settlement includes no funding for Mersey Gateway nor for Halton's £31m major scheme bid for major maintenance on the Silver Jubilee Bridge. Although the SJB scheme is included in the DfT approved 3 year programme with expenditure starting in 2008/09, final approval of the bid is still awaited from DfT.
- 3.9 The integrated transport minor works guideline announced last year for 2007/08 was £1.566m and with the performance enhancement of an additional 25% the final allocation for integrated transport is **£1.958m**. The Government has announced that this performance enhancement will continue through the remaining three years of the LTP2 period, although figures at this stage have to remain indicative. See table below.
- 3.10 The capital highway maintenance funding allocation for 2007/08 is **£2.192m** and includes £594,000 for major structural maintenance on the Silver Jubilee Bridge complex. Following the spending review the Government plans to make a three-year settlement for maintenance for the remainder of the LTP2 period. Therefore no maintenance figures beyond 2007/08 are shown in the table below:

LTP2 Capital Funding Allocation			
Year	Integrated Transport	Maintenance	Total
	£ms	£ms	£ms

2006/07	2.111	2.274	4.385
2007/08	1.958	2.192	4.150
2008/09	1.885	N/a	N/a
2009/10	1.831	N/a	N/a
2010/11	1.767	N/a	N/a

- 3.11 The settlement is in response to the Council's LTP2 submission and therefore the schemes to be implemented have been drawn from the detailed programmes included in the LTP2 submission in line with the capital budget agreed by the Council. The proposed schemes to be implemented in 2007/08 are detailed in Appendix A. The individual schemes within the highway maintenance groups will be those prioritised through the established technical appraisal processes.
- 3.12 Discussions are currently underway with Merseyside partners over funding for a joint Transport Innovation Fund bid following DfT turning down the bid for pump priming monies. Access to the Mersey Gateway Variable Demand Traffic Model should more than comfortably cover the extent of the Council's contribution but should additional funding be required it will be top sliced from the LTP allocation with schemes reduced accordingly.
- 3.13 The Urban Renewal Policy and Performance Board of 24th January 2007 considered a similar report on the Local Transport Expenditure Settlement.

4.0 POLICY IMPLICATIONS

- 4.1 The capital expenditure settlement is to deliver the strategies contained in the Council's second Local Transport Plan. The final LTP2 and the LTP1 Delivery Report were the subject of extensive consultation and approved by the Executive Board at its meetings of 2 March and 22 June 2006 respectively.

5.0 OTHER IMPLICATIONS

- 5.1 The report details the indicative levels of funding to be allocated during the life of LTP2, which will be used to deliver the proposed interventions, described within the LTP2 capital programme.
- 5.2 The Local Transport Plan is targeted at improving transport opportunities for those without access to private cars and has therefore positive impacts on Social Inclusion and Sustainability issues.

6.0 RISK ANALYSIS

The additional 25% performance funding allocated to the integrated transport block was achieved by gaining 12.5% for an **Excellent** LTP2 grading and 12.5% for an **Excellent** LTP1 Delivery Report. Whilst the 25% enhancement is carried forward into the indicative allocations for

the succeeding three years, it will be essential to maintain performance levels to avoid any risk of losing the enhancement when the final allocations are made after the spending review.

7.0 EQUALITY AND DIVERSITY ISSUES

Accessibility and connectivity are essential issues for equality and diversity. Hence every effort is made to ensure that there is no obstruction to movement around the Borough. Particular emphasis is given to improving access to educational facilities and employment opportunities.

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

Document	Place of Inspection	Contact Officer
Letter from DfT 18 th December 2006	Highways and Transportation Department Rutland House, Runcorn	Alan West Ext. 3003

LTP2 IMPLEMENTATION PROGRAMME 2007/08 (£000's)

Local Transport Plan	£000
Bridge and Highway Maintenance	
Bridge Strengthening - Calvers	150
Silver Jubilee Bridge Complex	
• A533 Desoto Road Railway Bridge	120
• A533 Widnes Pedestrian Subway	30
• A533 Widnes Approach Viaduct	284
• A533 Brook Place Bridge	67
• Associated structures	68
Other Bridges	60
HBC Staff Costs for Bridges	147
Seconded Framework Staff for Bridges	72
Retentions on contracts from 2005/06	20
Carriageway Reconstruction Major – PRN Minor	250
Carriageway Reconstruction MLI	150
Carriageway Reconstruction - other roads	110
Carriageway Major Drainage	45
Footway Reconstruction PRN	80
Independent Footpath Network	75
Footway Reconstruction MLI	100
Footway Reconstruction - other roads	45
Cycleways	30
Street Lighting Improvements	150
HBC Staff Costs for Highway Maintenance	100
Seconded Framework Staff for Highway Maintenance	39
<u>Total Bridge and Highway Maintenance</u>	<u>2192</u>
Integrated Transport Highway Management	
LSS PR Safety Schemes – Barriers	17
LSS – Watkinson Way	89
Walking (Quality Corridor)	158
Walking (Outside Corridor)	33
Cycling (Quality Corridor)	161
Cycling (Outside Corridor)	49
Bus Improvements – Quality Corridor and Halton Lea North	170
Direct Contribution to Regeneration	40
A56 Eastern Expressway Improvements	130
Upton Lane Distributor Match Funding	60
HBC Staff Costs for Highway Management	199
Seconded Framework Staff for Highway Management	75
<u>Total Highway Management</u>	<u>1181</u>
Integrated Transport Traffic Manager and Street Lighting	
Variable Message Signing	167
Traffic Signal Upgrades	27
HBC Staff Costs for Traffic Manager and Street Lighting	18
<u>Total Traffic Manager and Street Lighting</u>	<u>212</u>

Integrated Transport Transportation	
Local Safety Schemes – Minor Works	65
School Travel Plan Support	19
Bus Shelter Improvements	33
Integrated Transport Improvements	70
Accessibility Buses	145
Access Improvements	33
Public Rights of Way	63
Greenways	40
HBC Staff Costs for Transportation	97
<u>Total Transportation</u>	<u>565</u>
Total Local Transport Plan	4,150

REPORT TO: Executive Board

DATE: 8th February 2007

REPORTING OFFICER: Strategic Director, Environment and Strategic Director, Corporate and Policy

SUBJECT: Halton Borough Council (Widnes Waterfront Economic Development Zone) Compulsory Purchase Order 2006

WARDS: Riverside and Halton View (however, as a result of the subsequent development the employment creation could have a major impact on the rest of the borough)

1.0 PURPOSE OF THE REPORT

- 1.1 To seek approval to use Halton Borough Council's ("the Council") statutory powers of compulsory purchase to assist with the comprehensive land assembly needed to achieve the successful development of the Widnes Waterfront Economic Development Zone in order to benefit the wider community as soon as possible.

2.0 RECOMMENDATIONS

It is recommended that: -

- 2.1 **The Council makes a Compulsory Purchase Order under Section 226(1)(a) of the Town and Country Planning Act 1990 for the acquisition of all interests in the land (the Order Land) shown edged red on the attached plan Appendix E for the purposes of facilitating its development, redevelopment or improvement to secure a comprehensive and integrated scheme thereby achieving the promotion and improvement of the economic social and environmental well-being of the area;**
- 2.2 **The Council makes a Compulsory Purchase Order under section 13 of the Local Government (Miscellaneous Provisions) Act 1976 to acquire new rights over the land shown edged blue on the attached plan Appendix E in order to secure the comprehensive redevelopment of this run down zone (further details will be reported to members at the Executive Board meeting);**
- 2.3 **Authority is given to the Strategic Director, Environment and the Strategic Director, Corporate and Policy, in consultation with the Portfolio holders for Planning, Transportation, Regeneration and Renewal and for Corporate Services, and with the Council Solicitor, to take all necessary steps to secure the making and confirmation of the Compulsory Purchase Order and for any other**

actions necessary to give effect to the land acquisition and the implementation whether on a voluntary basis or otherwise;

- 2.4 **The Strategic Director, Environment, and the Strategic Director, Corporate and Policy, in consultation with the Council Solicitor, be authorised to enter into an Indemnity Agreement with Widnes Regeneration Limited (WRL) which will indemnify the Council in respect of all external expenditure concerned with the making and implementation of the Compulsory Purchase Order and thereafter provide for WRL to develop those sites to implement the Widnes Waterfront Economic Zone in accordance with the principles of the Masterplan;**
- 2.5 **The CPO will not be entered into until the Indemnity Agreement has been completed to the satisfaction of the Council Solicitor and the Strategic Director, Environment and Strategic Director, Corporate and Policy.**
- 2.6 **Authority is given to the Strategic Director, Environment and the Strategic Director, Corporate and Policy, in consultation with the Portfolio holders for Planning, Transportation, Regeneration and Renewal and for Corporate Services, to implement the Widnes Waterfront Relocation Strategy (Appendix A);**
- 2.7 **Authority is given to the Strategic Director, Environment and the Strategic Director, Corporate and Policy subsequent to the approval of the Executive Board but prior to making the Compulsory Purchase Order, to make such changes as might be necessary to the Order in the light of varying circumstances and information relating to properties/businesses which might be affected by the CPO including if necessary the authority to expand the Schedule 2 rights.**

3.0 SUPPORTING INFORMATION

Background

- 3.1 Widnes Waterfront Economic Development Zone (“the EDZ”) comprises 80 hectares of low quality former industrial land located on the banks of the River Mersey to the south of Widnes Town Centre. The site currently includes 44 hectares of vacant and derelict land, the legacy of the area’s declining chemical industry sector. Large quantities of chemical wastes were dumped indiscriminately in the area and this still blights the area today.
- 3.2 The EU, Central Government, North West Regional Development Agency (NWDA) and Halton Borough Council have designated the EDZ as a regeneration site of high priority. Funding to bring this land back into full economic use is available until March 31st 2009 using European Funding under Priority 3 of the North West England Objective

2 Programme, Northwest Development Agency Funds plus Halton Borough Council monies.

- 3.3 The redevelopment proposals are to assemble and secure land for a mixed-use development suitable for new uses, primarily the construction of new commercial floor space to create significant employment generation in the industrial, commercial, technological and tourism/leisure sectors without undue delay. It will also enable the reclamation and improvement of rundown land, provide substantial infrastructure improvements to service the area with roads, cycle and pathways, new utilities, new auxiliary facilities, improved landscaping, provision of a linear park and general enhancements to the public realm ("The Scheme"). The scheme outline plans are contained in Appendix D.
- 3.4 In order to address these problems the Widnes Waterfront Masterplan, which was approved by Executive Board on 22nd May 2003, set out the vision and objectives for the EDZ.

Finance

- 3.5 The necessary resources for delivering the infrastructure proposals are currently available until December 2008. These projects are funded jointly by approved funding applications from ERDF and NWDA. The required land acquisitions will also be partly funded by HBC monies from within existing allocations from the capital allocations.
- 3.6 The maintenance cost of areas acquired will be met by future Section 106 contributions.
- 3.7 The Council intends to enter into a CPO Indemnity Agreement with Widnes Regeneration Ltd. (WRL), which will provide for WRL to indemnify the Council in respect of all external costs arising out of the compulsory purchase process and site acquisition. Any subsequent development/redevelopment of the sites will be funded by WRL. The CPO will be made only after the Indemnity Agreement is in place.

Details of the Scheme

- 3.8 There is a compelling case for making the Order in the public interest. The current owners of the remaining sites covered in the Compulsory Purchase Order have either been unable or unwilling to bring the land back into economic use since the EDZ was designated in 2001 and/or the uses do not conform to the Widnes Waterfront EDZ Masterplan and/or Supplementary Planning Document (SPD) and/or the uses affect the comprehensive redevelopment of the site.
- 3.9 The Order Land has been divided into 27 different plots within the Schedule to the Order and on the Order Plan, Appendix C. The Order seeks the acquisition of all interests in the Order Land.

- 3.10 The order is subdivided into eight discrete areas. Development proposals for each area are outlined in Section 3 of the Statement of Reasons, Appendix F and the Overlay Plans, Appendix D.

4.0 LAND REQUIRED AND NEGOTIATIONS TO DATE

- 4.1 Detailed land referencing has already taken place, and is currently being reviewed by Terraquest to ensure it is completely up-to-date, to identify the interests to be acquired and the full schedule of owners, lessees, tenants and occupiers is currently being finalised. This schedule, which identifies all of the interests to be acquired for the development, will form part of the CPO.
- 4.2 The Council and/or its joint venture partners, WRL, have contacted and sought to commence negotiations with all the known freeholders and leaseholders in the land.
- 4.3 A significant proportion of the land is in third party ownership, which is required to enable the development to proceed.
- 4.4 To date progress has been made in discussions with the some of the landowners and occupiers of the land required for infrastructure improvements and the Council is confident that terms will be agreed with the majority.
- 4.5 However, it is unlikely that agreement will be reached with all interested parties within a reasonable timescale despite some lengthy discussions. Therefore, the Acquiring Authority has legitimate, deep-seated concerns that it will be unable to comply with the timetable set for the delivery of the Scheme unless it pursues a compulsory purchase order to assemble the land required.
- 4.6 Evidence of these discussions and negotiations are contained in the Proof of Evidence files for each site, which are held in the Major Projects Department.

5.0 THE NEED FOR THE CPO TO ACHIEVE THE REQUIRED LAND ASSEMBLY

- 5.1 As previously stated, having carried out preliminary negotiations with the affected parties the Council are of the opinion that it is unlikely that all of the sites can be assembled by agreement. The CPO will not only help to achieve the comprehensive land assembly required within a realistic timescale, but also help to make clear the Council's intentions to secure ownership of all the sites. However, negotiations will continue with a view to acquiring the properties voluntarily even after the CPO has been made.

- 5.2 National Policy Guidance supports the use of CPO powers, where they are necessary to assemble sites for new development.
- 5.3 Section 226(1)(a) of the Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004) enables the compulsory acquisition of land where the Council thinks that “the acquisition will facilitate the carrying out of development, redevelopment or improvement in relation to the land, and that its development, redevelopment or improvement will contribute to the achievement of the objective of the promotion or improvement of the economic, social or environmental well-being of the area”. Further details of the case for the CPO are provided below.

6.0 DELIVERY AND FUNDING

- 6.1 The development/redevelopment of the sites is intended to be carried out by and at the cost of WRL under the terms of the Joint Venture.
- 6.2 WRL is proposing to tender the construction contracts required to deliver the leisure and economic elements of the Scheme.
- 6.3 WRL has immediately available internal resources and full Board Approval in place to fund the CPO and land acquisition in accordance with the terms of the indemnity agreement.
- 6.4 The anticipated development programme is dependant on resolving contamination and service issues. It should, however commence within 6 months of the CPO order being successful. This timetable is allowed for in the Relocation Strategy (Appendix A).
- 6.5 The Scheme’s landscaping and infrastructure projects are to be carried out by Halton Borough Council. All projects will be tendered under the Council’s Standing Orders. Resources have been secured from ERDF and NWDA to complete these projects.

7.0 A SUMMARY OF THE CASE FOR THE CPO

- 7.1 Section 226(1)(a) of the Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004) provides that a local authority shall, on being authorised to do so by the Secretary of State, have power to acquire compulsorily any land in their area if they think that the acquisition will facilitate the carrying out of development, redevelopment or improvement in relation to the land. The power should only be exercised if the authority thinks that its development, redevelopment or improvement will contribute to the achievement of the object of the promotion or improvement of the economic, social or environmental well being of the area.
- 7.2 ODPM Circular 06/04 Compulsory Purchase provides guidance to authorities on the use of their CPO powers. It emphasises that CPO

powers are an important tool for local authorities and that authorities should consider using their powers proactively to ensure that real gains are brought to the residents and the business community without delay. Appendix A to Circular 06/04 provides more detailed guidance on the use of CPO powers under s. 226 of the Town and Country Planning Act 1990.

- 7.3 The following documents are attached as Appendices to this report:
- (1) Relocation Strategy; (APPENDIX A)
 - (2) Draft CPO (in the Form numbered One in the Prescribed Forms (Ministers) Regulations 2004); (APPENDIX B)
 - (3) Draft Order Schedule; (APPENDIX C)
 - (4) CPO Overlay Plans; (APPENDIX D)
 - (5) Indicative Land Ownership Drawing; (APPENDIX E) and
 - (6) Draft Statement of Reasons. (APPENDIX F)

8.0 POLICY IMPLICATIONS

- 8.1 The Council formally adopted the Widnes Waterfront Masterplan, on the 22nd May 2003. The Masterplan was subsequently translated into a Supplementary Planning Document (SPD), which was adopted by the Council on the 21st April 2005.
- 8.2 The Widnes Waterfront SPD is linked to the policy RG3, 'Widnes Waterfront', within the Halton Unitary Development Plan, which identifies Widnes Waterfront as a priority Action Area. The Halton Unitary Development Plan was formally adopted on 7 April 2005 as the new statutory development plan, replacing the Halton Local Plan.
- 8.3 All of the aforementioned policy documents align with the guiding principles of Halton's Corporate Plan 2006-11, Halton's Community Strategy 2002/06, Urban Renewal, Economic and Tourism, Waterfront and all other related Halton Strategies.

9.0 THE COMPULSORY PURCHASE PROCESS

- 9.1 If the Council decides to proceed with the making of the CPO, the Council will seal the Order. Once the Order is made, the Council must serve statutory notices on those included in the Order informing them that it has been made and setting out the procedure for making the Order. The Council must also serve the Statement of Reasons setting out the case for making the Order on all those included in it.
- 9.2 The Council must also publish statutory notices in the local press on two consecutive weeks and formally submit the Order and related documentation to the Secretary of State for confirmation. If there are no objections, the Secretary of State may return the CPO to the Council for confirmation.

- 9.3 If there are objections to the CPO these will be sent to the Secretary of State. If these cannot be resolved by agreement a Public Inquiry will be ordered to consider the case for confirming the Order in light of the objections. It is estimated that such an Inquiry will take place as soon as possible after receipt of the papers by Government Office North West. In certain circumstances objections may be considered by written representations, which would require the agreement of all the objectors.
- 9.4 After considering the Report of the Inspector conducting the Inquiry or considering the written representations, the Secretary of State will consider whether to confirm the Order. If the Order is confirmed, the Council must publish notice of its confirmation in the local press and serve notice of confirmation on each person entitled to receive a notice of making the Order.
- 9.5 Statute provides a period of 6 weeks from the publication of the notice of confirmation for an interested person to challenge the validity of the CPO, as confirmed by the Secretary of State. If the CPO is confirmed, the Council may then exercise the CPO powers either by serving a “notice to treat” and a “notice of entry” on those included in the CPO, or by executing a “General Vesting Declaration” in respect of the land.

10.0 HUMAN RIGHTS

- 10.1 Section 6 of the Human Rights Act 1998 prohibits public authorities from acting in a way, which is incompatible with the European Convention of Human Rights. Various Convention rights may be engaged in the process of making and considering a CPO, including Articles 1, 6 and 8.
- 10.2 The European Court of Human Rights has recognised in the context of Article 1 of the First Protocol that “regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole”. Both public and private interests are to be taken into account in the exercise of the Council’s powers and duties as a local planning authority. Similarly, any interference with Article 8 rights must be “necessary in a democratic society” i.e. proportionate.
- 10.3 The Council is of the view that in pursuing this CPO, it has carefully considered the balance to be struck between the effect of acquisition on individual rights and the wider public interest in the redevelopment of the Widnes Waterfront. Interference with Convention Rights, if there are any, is considered to be justified in order to secure the economic regeneration and public benefits which, the redevelopment proposals will bring.
- 10.4 The Convention Rights applicable to the making of the CPO are Articles 6 and 8 and Article 1 of the First Protocol.

10.5 Article 6 provides that:

“In determining his civil rights and obligations...everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law.”

10.6 The proposals have been extensively publicised and consultation has taken place with owners/occupiers who will be affected by the CPO.

10.7 As stated above, all those affected by the CPO will be informed and will have the right to make representations to the Secretary of State and be heard at a Public Inquiry. Those directly affected by the CPO will also be entitled to compensation proportionate to any losses that they may incur as a result of the acquisition. The statutory procedures, taken with the right to object and judicial review, satisfy the requirements of Article 6.

10.8 Article 8 states that:

“Everyone has the right to respect for his private and family life, his home and his correspondence...interference is justified however, if it is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well being of the country, for its prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedom of others.”

10.9 It is considered that such interferences as may occur with the pursuance of the CPO are in accordance with the law, pursue a legitimate aim and are proportionate having regard to the public interest in the proposals referred to in this Report.

10.10 Article 1 of the First Protocol states that:

“Every natural or legal person is entitled to peaceful enjoyment of his possessions” and “(N)o one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by the law and by the general principles of international law...”

10.11 Whilst occupiers and owners will be deprived of their property if the CPO is confirmed, this will be done in accordance with the law. It is being made in the public interest as required by Article 8 and Article 1 of the First Protocol. The reasons for this are set out in this Report. It is considered that the CPO will strike a fair balance between the public interest in the implementation of the redevelopment proposals and those private rights, which will be affected by the CPO.

10.12 Article 2 of the First Protocol states that:

“Everyone’s right to life shall be protected by law.”

10.13 The Council is satisfied that the redevelopment proposals will have a positive impact on the social, environmental and economic well being of the local residents of Widnes Waterfront as redevelopment will provide an improvement in the social, economic and environmental conditions as is explained in detail in this Report. Compulsory acquisition of individual's property situated within the Order Land is necessary to allow this comprehensive redevelopment to proceed and for these benefits to be delivered.

11.0 RISK ANALYSIS

11.1 A risk analysis has been completed and will be included on the Council's Risk Register.

12.0 EQUALITY AND DIVERSITY ISSUES

12.1 The recommendations within this report will not have any identifiable equality and diversity implications.

13.0 REASON(S) FOR DECISION

13.1 The draft Statement of Reasons (APPENDIX F) outlines the case and details the reasons for making the Widnes Waterfront Economic Development Zone Compulsory Purchase Order. In summary this is to facilitate the comprehensive redevelopment of the area. More specifically the Order is being made to: -

- Tidy up the covenant and title clarification on Venture Fields in order to dispose of the site for the proposed leisure development.
- Bring derelict vacant land back into beneficial use including new commercial floor space.
- To redevelop semi-derelict and non conforming sites.
- To implement landscaping enhancements.
- To improve and upgrade infrastructure.

14.0 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

14.1 The Council and/or its joint venture partner have contacted and sought to commence negotiations with all the known freeholders and leaseholders to purchase land covered in the Order by agreement. These discussions are continuing however, it is unlikely that agreement will be reached with all parties within a reasonable timescale unless a compulsory purchase order to assemble the land required is made.

15.0 IMPLEMENTATION DATE

15.1 It is likely that the Compulsory Purchase Order will be made within 3 months of the Executive Board decision.

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

Document	Place of Inspection	Contact Officer
Widnes Waterfront , Supplementary Planning Document, Consultation Draft;	Planning Department, Rutland House Runcorn	Andrew Pannell Planning 0151 9078381
Widnes Waterfront Action Area, Supplementary Planning Document;	Planning Department, Rutland House Runcorn	Andrew Pannell Planning 0151 9078381
Widnes Waterfront Masterplan	Major Projects Department, Municipal Building, Widnes	Sara Munikwa Widnes Waterfront Programme Team, 0151 907 8381
Indemnity Agreement (Documents in the process of being finalised)	Property Services Department, Municipal Building, Widnes	Rob Barnett Legal Services 0151 9078381
Development Agreement (Documents in the process of being finalised)	Property Services, Municipal Building, Widnes	Rob Barnett Legal Services 0151 9078381

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Relocation Strategy Widnes Waterfront

1. Introduction

- 1.1. The aim of Halton Borough Council (HBC) together with its development partners is the successful delivery of the project that leaves a legacy of sustainable regeneration in the Widnes Waterfront area.
- 1.2. The need to relocate certain activities and occupiers from the area to enable it to realise its full regeneration potential has been recognised as a fundamental component of the project. As a result this Relocation Strategy has been prepared to detail the approach to relocation that will be undertaken by HBC.
- 1.3. The primary objective of this strategy is to ensure that the benefits of the Widnes Waterfront can be delivered whilst minimising the extent of the impact upon those businesses that are subject to relocation. To achieve this existing businesses will need to be transferred to locations that are appropriate to the present and future needs of the businesses concerned.
- 1.4. This strategy details the approach required to understand and address the relocation needs of the businesses, it will demonstrate that;
 - HBC recognises the scale, character and diversity of the businesses and their associated need to relocate
 - There is adequate capacity to accommodate the needs of businesses from the Widnes Waterfront area to alternative locations that are appropriate to their requirements
 - A policy exists to support businesses throughout the relocation period, from pre-relocation support and identifying requirements through the actual process and appropriate aftercare to ensure that the effects of relocating are minimised
- 1.5. Business relocations: to address the needs of a range of existing commercial occupiers, an assessment will need to include:
 - Level of demand - The overall demand for alternative commercial premises and sites, this will be based upon an emerging understanding of the current business requirements
 - Level of supply – An overview of the current supply of premises within the borough and if appropriate the neighbouring authorities
 - Matching supply and demand – Initial assessment of supply against demand and identification of shortfalls

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2. Business Relocation

- 2.1. The most effective method for achieving a successful business relocation is through a detailed assessment of the needs of each individual business. This assessment is achieved through direct, proactive face-to-face meetings with the individual businesses. Before undertaking the assessment it is important to establish an initial baseline study.
- 2.2. Widnes Waterfront is today characterised as an area once dominated by the chemical industry, but more recent given over to a number of more varied commercial occupiers, together with areas of dereliction.
- 2.3. The master plan for the area shows a sustainable regeneration of the area that will deliver a mixed-use development that meets the needs of 21st century businesses and residents of the borough.

3. Initial Level of Demand

- 3.1. Although detailed discussions are required to understand the exact requirements of individual businesses and clarify needs. It is necessary at a early stage to establish an initial baseline of the potential scale of demand.
- 3.2. To undertake this initial study information has been drawn for the following sources.
 - HBC Economic Regeneration Service
 - HBC Major Projects Department
 - Valuation Office
- 3.3. This review of existing businesses likely to be effected by relocation reveals the following;
 - Existing physical size of occupied sites and premises
 - Market knowledge of current supply of sites and premises
- 3.4. At present six businesses require relocation, employing less than 100 staff with an existing land take of 5.4 acres
- 3.5. The table below gives a breakdown of the businesses existing property requirements

Size Range	Number of Businesses	% of Total requirement
0 – 5,000 ft ²	0	
5,000 – 20,000 ft ²	2	33.3%
20,000 ft ² +	1	16.7%
Site only	3	50.0%
Total	6	100.0%

- 3.6. The above table does not take into consideration any future expansion requirements of the businesses

Draft

4. Current Supply of Sites and Premises

- 4.1. The Economic Regeneration Service maintains a comprehensive database of all commercial premises and sites in Halton, regardless of ownership.
- 4.2. The table below indicates the availability of commercial premises in Widnes and Runcorn as at 30 June 2006. It does not include premises which are proposed but not yet under construction

Size Range	Widnes	Runcorn
0 – 5,000 ft ²	20	22
5,000 – 10,000 ft ²	6	8
10,000 ft ² +	19	40
Site only	6	8

- 4.3. A proactive approach to ensuring an adequate supply of suitable relocation sites is being undertaken through the partnership between HBC and St Modwen Properties where funding is available to advance purchase sites that can be used for the relocation of businesses affected by the CPO process.

5. Ability to Meet Demand

- 5.1. Combining the findings on relocation demand and the potential premises supply indicates that a range of opportunities exist to meet the locational requirements of those businesses that require premises rather than sites. At present there is a shortage of sites that are suitable for use as open storage with a relatively small building.
- 5.2. The study does not take into consideration the cost between the business's existing premises and those currently on the market. This factor needs to be considered as part of the relocation procedure
- 5.3. Should a business affected by the CPO be unable to identify a suitable site within Halton, then HBC will work with adjacent Local Authorities to identify suitable sites provided that the local workforce is retained.

6. Business and Relocation Support Process

- 6.1. The key elements of the process are;
- 6.1.1. Setting up a team with clear lines of communication with the businesses
- 6.1.2. Delivering proactive one-to-one support to the businesses to;
- Establish a working relationship between the team and business
 - Understand the characteristics and requirements of the individual businesses
 - Identify through discussions with businesses support measures and property options available

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6.2. HBC is committed to minimising the impact on businesses adversely affected by the Widnes Waterfront project. A key element of this objective is to ensure that proactive assistance to businesses is available, helping them to find alternative premises that are suitable to their needs.

6.3. The Team will be headed by Sara Munikwa of HBC Major Projects (0151 471 7347) and draw upon the following expertise as required;

- HBC Property Services, Angela Gore 0151 471 7488
- HBC Economic Regeneration, David Lyon 01928 516125
- St Modwen Properties, Richard Bakes 01925 825950

6.4. It is recognised that the process of relocation must be managed both carefully and sensitively so that the disturbance to the businesses is kept to a minimum.

7. Understanding the needs of individual businesses

7.1. The initial task for the team will be to hold discussions with each business in the Widnes Waterfront area in order to understand the more detailed characteristics of each and their potential needs.

7.2. This process has already begun and will continue into the future. In order to balance the various demands of the businesses, the following factors are considered to be relevant in identifying a suitable site;

- Location of business customers
- Contribution to the local economy in terms of employment
- Transport requirements
- Intensity of land use on current site
- Scope for integration on a business park
- Individual business and investment plans

8. Identifying relocation options

8.1. The outcome of the business engagement process will be to identify suitable relocation sites for each of the businesses.

8.2. Following initial contact between the team and the business a support package will be developed from a number of different elements to aid the business concerned.

8.3. The elements will include

- Assistance in finding space / premises within the Halton area
- Assistance in finding space other locations, were this is the preferred choice of the business.
- Access to support through the Business Link were appropriate
- Access to training through the Learning and Skills Council.

APPENDIX B

DRAFT

**THE HALTON BOROUGH COUNCIL
(ECONOMIC DEVELOPMENT ZONE, WIDNES)
COMPULSORY PURCHASE ORDER 2006**

The Town and Country Planning Act 1990 and the Acquisition of Land Act 1981

Halton Borough Council (in this Order called the "Acquiring Authority") makes the following Order:-

1. Subject to the provisions of this Order, the Acquiring Authority is under section 226(1)(a) of the Town and Country Planning Act 1990 hereby authorised to purchase compulsorily the land described in paragraph 2 for the purposes of facilitating its development, redevelopment or improvement to secure a comprehensive and integrated scheme thereby achieving the promotion and improvement of the economic social and environmental well-being of the area.
2. The land authorised to be purchased compulsorily under this Order (hereinafter referred to as The Order Land') is the land described in the Schedule and delineated and shown coloured pink and edged red on the map prepared in duplicate, sealed with the common seal of the Acquiring Authority and marked "Map referred to in the Halton Borough Council (Economic Development Zone, Widnes) Compulsory Purchase Order 2006".
3. The detailed purposes of acquisition for each of the twenty-seven numbered sites are as follows:-

Site Number	Site Description	Purpose of Acquisition
-------------	------------------	------------------------

1		
2		
3		
4		

4. One duplicate of the Order and map is deposited in the offices of: -

4.1 Halton Borough Council, Municipal Buildings, Kingsway, Widnes, WA8 7QF;

4.2 Halton Borough Council, Runcorn Town Hall, Heath Road, Runcorn WA7 5TD;

The Common Seal of HALTON BOROUGH COUNCIL was hereunto affixed in the presence of:-

JOHN TRADEWELL

COUNCIL SOLICITOR

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
1	All interests in 37,966 square metres, or thereabouts, of land between Ashley Way and Earle Road, except interests already owned by the acquiring authority	Halton Borough Council Municipal Building Kingsway Widnes Cheshire WA8 7QF	-	-	Halton Borough Council Municipal Building Kingsway Widnes Cheshire WA8 7QF
2	All interests in 1,275 square metres, or thereabouts, of land on the south side of the junction of Ashley Way and Earle Road	UK Land Estates Limited Picture House Queens Park Queensway Team Valley Gateshead NE11 0NX	Focus (DIY) Limited Gawsworth House Westmere Drive Crewe Cheshire CW1 6XB	-	Focus DIY Limited Gawsworth House Westmere Drive Crewe Cheshire CW1 6XB
3	All interests in 13 square metres, or thereabouts, of land on the south side of the junction of Ashley Way and Earle Road	UK Land Estates Limited Picture House Queens Park Queensway Team Valley Gateshead NE11 0NX	-	Anduff Car Wash Limited 35-37 Amersham Hill High Wycombe Buckinghamshire HP13 6NU	Anduff Car Wash Limited 35-37 Amersham Hill High Wycombe Buckinghamshire HP13 6NU (trading as Arc Car Wash)
4	All interests in 248 square metres, or thereabouts, of land on the north-east side of Earle Road, except interests already owned by the acquiring authority	Halton Borough Council Municipal Building Kingsway Widnes Cheshire WA8 7QF	Mitchells & Butlers Retail (No 2) Limited 27 Fleet Street Birmingham B3 1JP	-	Mitchells & Butlers Leisure Retail Limited 27 Fleet Street Birmingham B3 1JP

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
5	All interests in 2,097 square metres, or thereabouts, of land and building to the south of Dennis Road	British Gypsum Isover Limited Whitehouse Industrial Estate Runcorn Cheshire WA7 3DP	-	Wade Building Services Limited Groveland Road Tipton West Midlands DY4 7TN	Wade Building Services Limited Groveland Road Tipton West Midlands DY4 7TN
6	All interests in 14,083 square metres, or thereabouts, of land and buildings on the south side of Dennis Road	British Gypsum Isover Limited Whitehouse Industrial Estate Runcorn Cheshire WA7 3DP	-	-	British Gypsum Isover Limited Whitehouse Industrial Estate Runcorn Cheshire WA7 3DP
7	All interests in 770 square metres, or thereabouts, of land to the south of Dennis Road	British Gypsum Isover Limited Whitehouse Industrial Estate Runcorn Cheshire WA7 3DP	-	-	Unoccupied
8	All interests in 6,928 square metres, or thereabouts, of land and buildings at the west end of Cornubia Road	Clark Transport Limited 8 West Orchard Lane Liverpool L9 9EF	-	-	Clark Transport Limited 8 West Orchard Lane Liverpool L9 9EF

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
9	All interests in 4,265 square metres, or thereabouts, of land and buildings, including half width of highway, on the north side of Cornubia Road	Steven Alun Jones 31 Harrison Hey Huyton Liverpool L36 5YR (as trustee of the estate of Isabella Morrison Jones, John Stuart Jones and Steven Alun Jones)	-	-	A M Jones Cornubia Road Widnes Cheshire WA8 0SD
10	All interests in 5,129 square metres, or thereabouts, of land, offices and workshops on the west side of Tan House Lane	Project Properties Limited Gorsey Lane Widnes Cheshire WA8 0GG	Biffa Waste Services Limited c/o Severn Trent Water Limited Park Lane Minworth Birmingham B76 9BL	UK Waste Management Limited c/o Biffa Waste Services Limited Coronation Road Cressex High Wycombe Buckinghamshire HP12 3TZ	Biffa Waste Services Limited Coronation Road Cressex High Wycombe Buckinghamshire HP12 3TZ

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
11	All interests in 3,024 square metres, or thereabouts, of land and buildings, including half width of highway, on the north side of Cornubia Road	Steven Alun Jones c/o 31 Harrison Hey Huyton Liverpool L36 5YR (as trustee of the estate of Isabella Morrison Jones, John Stuart Jones and Steven Alun Jones)	Waste Recycling Limited Ground Floor West 900 Pavilion Drive Northampton Business Park Northampton NN4 7RG	Jonathan Joseph Schapira DTE Leonard Curtis DTE House Hollins Mount Hollins Lane Bury BL9 8AT (as joint administrator of Alco Waste Management Limited) Andrew Poxon DTE Leonard Curtis DTE House Hollins Mount Hollins Lane Bury BL9 8AT (as joint administrator of Alco Waste Management Limited) John Malcolm Titley DTE Leonard Curtis DTE House Hollins Mount Hollins Lane Bury BL9 8AT (as joint administrator of Alco Waste Management Limited)	Jonathan Joseph Schapira DTE Leonard Curtis DTE House Hollins Mount Hollins Lane Bury BL9 8AT (as joint administrator of Alco Waste Management Limited) Andrew Poxon DTE Leonard Curtis DTE House Hollins Mount Hollins Lane Bury BL9 8AT (as joint administrator of Alco Waste Management Limited) John Malcolm Titley DTE Leonard Curtis DTE House Hollins Mount Hollins Lane Bury BL9 8AT (as joint administrator of Alco Waste Management Limited)

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
12	All interests in 2,658 square metres, or thereabouts, of land and building, including half width of highway known as Cornubia Road, on the west side of Tan House Lane and the north side of Cornubia Road	UK Waste Management Limited c/o Biffa Waste Services Limited Coronation Road Cressex High Wycombe Buckinghamshire HP12 3TZ	-	-	Unoccupied
13	All interests in 143 square metres, or thereabouts, of land including half width of highway known as Cornubia Road, on the west side of Tan House Lane and the south side of Cornubia Road	Halton Borough Council Municipal Building Kingsway Widnes Cheshire WA8 7QF	-	-	Unoccupied
14	All interests in 4,780 square metres, or thereabouts, of land, including half width of highway, on the south side of Cornubia Road	Steven Alun Jones c/o 31 Harrison Hey Huyton Liverpool L36 5YR (as trustee of the estate of Isabella Morrison Jones, John Stuart Jones and Steven Alun Jones)	-	-	A M Jones Cornubia Road Widnes Cheshire WA8 0SD

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
15	All interests in 1,349 square metres, or thereabouts, of land, to the south west of Cornubia Road	Steven Alun Jones c/o 31 Harrison Hey Huyton Liverpool L36 5YR (as trustee of the estate of Isabella Morrison Jones, John Stuart Jones and Steven Alun Jones)	-	-	Unoccupied
16	All interests in 10,062 square metres, or thereabouts, of disused railway, land and works, including half width of the highway known as Cornubia Road, on the west side of Tan House Lane and to the south of Cornubia Road	Network Rail Infrastructure Limited 40 Melton Street London NW1 2EE	-	-	Network Rail Infrastructure Limited 40 Melton Street London NW1 2EE
17	All interests in 39,323 square metres, or thereabouts, of land to the south east of Earle Road and on the south side of the Ditton and Fiddler's Ferry railway	Cheshire Land Limited Holland House 1-5 Oakfield Sale Cheshire M33 6TT Broadthorn Construction Limited Hodge Lane Hartford Cheshire CW8 3AG	-	-	Unoccupied

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
18	All interests in 70,105 square metres, or thereabouts, of land and buildings on the west side of Tan House Lane and on the north side of the Ditton and Fiddler's Ferry railway	<p>Philip Peter Routledge The Arches Tower Road Bradda Port Erin Isle of Man IM9 6PP (as trustee of the RGL Pension Scheme)</p> <p>Robert Steven Routledge 15 Harrod Drive Southport Merseyside PR8 2HA (as trustee of the RGL Pension Scheme)</p> <p>James Hay Pension Trustees Limited Rowanmoor House Casle Street Salisbury SP1 3TS (as trustee of the RGL Pension Scheme)</p>	-	-	Unoccupied

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
19	All interests in 5,441 square metres, or thereabouts, of land and buildings known as Routledge Building on the west side of Tan House Lane	<p>Philip Peter Routledge The Arches Tower Road Bradda Port Erin Isle of Man IM9 6PP (as trustee of the RGL Pension Scheme)</p> <p>Robert Steven Routledge 15 Harrod Drive Southport Merseyside PR8 2HA (as trustee of the RGL Pension Scheme)</p> <p>James Hay Pension Trustees Limited Rowanmoor House Castle Street Salisbury SP1 3TS (as trustee of the RGL Pension Scheme)</p>	-	<p>Saffil Limited Tan House Lane Widnes Cheshire WA8 0RY</p>	<p>Saffil Limited Tan House Lane Widnes Cheshire WA8 0RY</p>

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
20	All interests in 6 square metres, or thereabouts, of land on the west side of Tan House Lane fronting the building known as the Routledge Building	<p>Philip Peter Routledge The Arches Tower Road Bradda Port Erin Isle of Man IM9 6PP (as trustee of the RGL Pension Scheme)</p> <p>Robert Steven Routledge 15 Harrod Drive Southport Merseyside PR8 2HA (as trustee of the RGL Pension Scheme)</p> <p>James Hay Pension Trustees Limited Rowanmoor House Castle Street Salisbury SP1 3TS (as trustee of the RGL Pension Scheme)</p>	-	-	Unoccupied

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
21	All interests in 40 square metres, or thereabouts, of land on the west side of Tan House Lane	<p>Philip Peter Routledge The Arches Tower Road Bradda Port Erin Isle of Man IM9 6PP (as trustee of the RGL Pension Scheme)</p> <p>Robert Steven Routledge 15 Harrod Drive Southport Merseyside PR8 2HA (as trustee of the RGL Pension Scheme)</p> <p>James Hay Pension Trustees Limited Rowanmoor House Castle Street Salisbury SP1 3TS (as trustee of the RGL Pension Scheme)</p>	-	-	Unoccupied

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
22	All interests in 649 square metres, or thereabouts, of land at the south side of Tan House Lane	Unknown	-	-	Unoccupied
23	All interests in 75,986 square metres, or thereabouts, of land on the south side of Moss Bank Road and on the east side of Tan House Lane	Broadthorn Developments Limited Hodge Lane Hartford Cheshire CW8 3AG	-	-	Unoccupied
24	All interests in 37,145 square metres, or thereabouts, of land to the south-east of Moss Bank Road	Cuerdley Estates Limited c/o Carter Jonas Black Birches Hadnall Shrewsbury SY4 3DH	Broadthorn Developments Limited Hodge Lane Hartford Cheshire CW8 3AG	-	Unoccupied
25	All interests in 450 square metres, or thereabouts, of land on the north-east side of Tan House Lane	Forward Chemicals Limited PO Box 12 Tan House Lane Widnes Cheshire WA8 0RD	-	-	Forward Chemicals Limited PO Box 12 Tan House Lane Widnes Cheshire WA8 0RD

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
26	All interests in 4,042 square metres, or thereabouts, of land and buildings, known as Tanhouse Garage, on the east side of Tan House Road	<p>Robert Charles McLachlan 2 Poplar Road Woolton Liverpool L25 6LE</p> <p>Brenda Frances McLachlan 2 Poplar Road Woolton Liverpool L25 6LE</p>	<p>Tanhouse Garage Limited Tan House Lane Widnes Cheshire WA8 0SW</p> <p>H & P Freightways Limited c/o Tanhouse Garage Limited Tan House Lane Widnes Cheshire WA8 0SW</p> <p>D Mason Haulage Limited c/o Tanhouse Garage Limited Tan House Lane Widnes Cheshire WA8 0SW</p> <p>DRH Transport Limited c/o Tanhouse Garage Limited Tan House Lane Widnes Cheshire WA8 0SW</p> <p>H Evans Haulage c/o Tanhouse Garage Limited Tan House Lane Widnes Cheshire WA8 0SW</p>	-	<p>Tanhouse Garage Limited Tan House Lane Widnes Cheshire WA8 0SW</p> <p>H & P Freightways Limited c/o Tanhouse Garage Limited Tan House Lane Widnes Cheshire WA8 0SW</p> <p>D Mason Haulage Limited c/o Tanhouse Garage Limited Tan House Lane Widnes Cheshire WA8 0SW</p> <p>DRH Transport Limited c/o Tanhouse Garage Limited Tan House Lane Widnes Cheshire WA8 0SW</p> <p>H Evans Haulage c/o Tanhouse Garage Limited Tan House Lane Widnes Cheshire WA8 0SW</p>

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 1 (cont'd)

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 - Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
27	All interests in 96 square metres, or thereabouts, of private road and land, at the south end of Earle Road, beneath the railway bridge which carries the Ditton and Fiddlers Ferry railway	Network Rail Infrastructure Limited 40 Melton Street London NW1 2EE	-	-	Unoccupied

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 2

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 - not otherwise shown in Tables 1 & 2 (6)	
	Name and Address	Description of interest to be acquired	Name and Address	Description of the land for which the person in adjoining column is likely to make a claim
1	-	-	Church Commissioners for England	Covenants
2	The Governor and Company of the Bank of Scotland The Mound Edinburgh EH1 1YZ Ing Bank NV 60 London Wall London EC2M 5TQ	as mortgagee to UK Land Estates Limited in respect of a legal charge dated registered under title number as mortgagee to Focus (DIY) Limited in respect of a legal charge dated registered under title number	-	-
3	-	-	-	-
4	-	-	-	-
5	-	-	-	-
6	-	-	-	-

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 2 (cont'd)

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 - not otherwise shown in Tables 1 & 2 (6)	
	Name and Address	Description of interest to be acquired	Name and Address	Description of the land for which the person in adjoining column is likely to make a claim
7	-	-	-	-
8	-	-	-	-
9	-	-	-	-
10	-	-	-	-
11	National Westminster Bank Plc 146 Widnes Road Widnes Cheshire WA8 6BB	as mortgagee to Alco Management Limited in respect of a legal charge dated registered under title number	-	-
12	-	-	-	-

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 2 (cont'd)

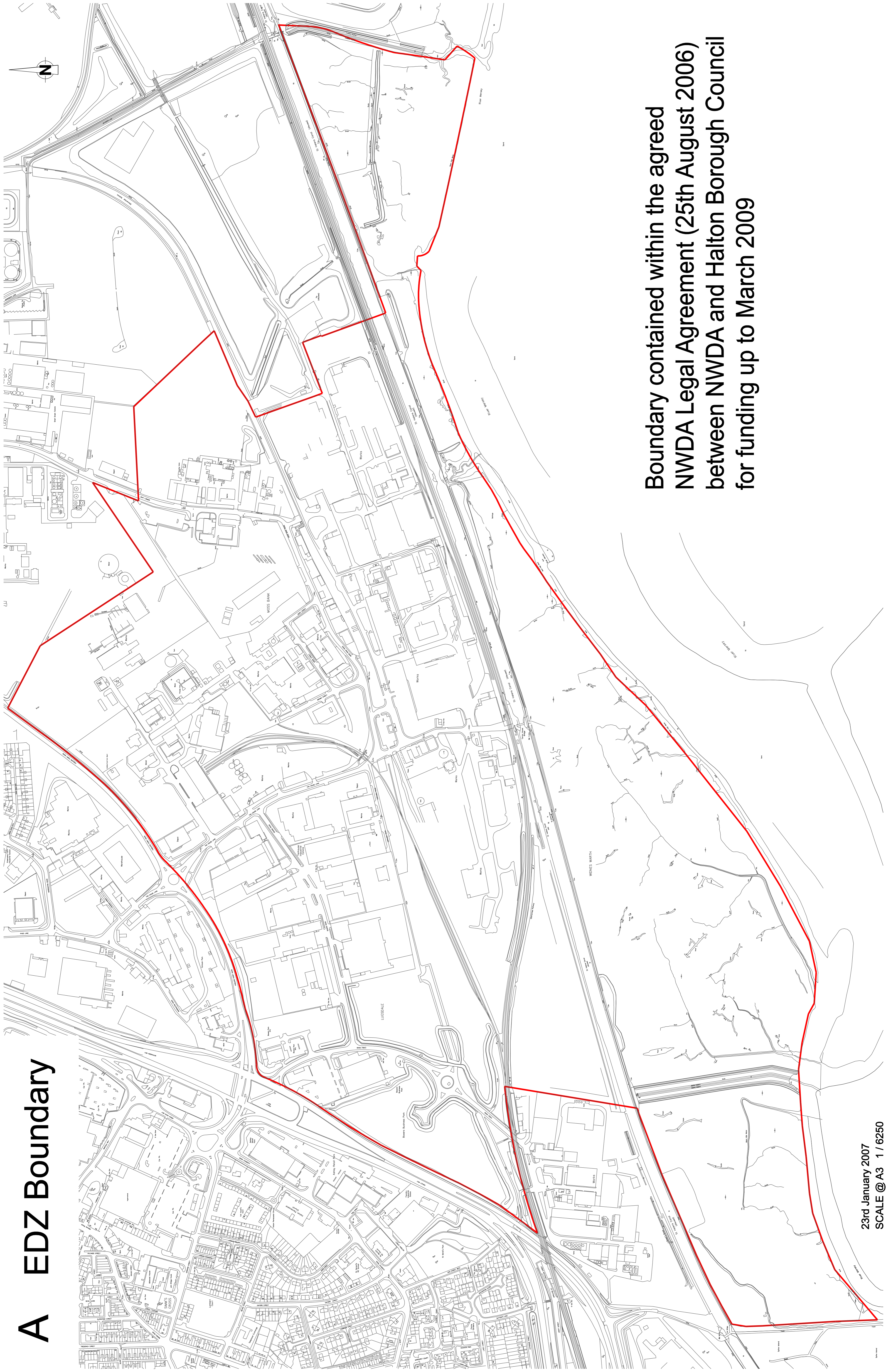
Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 - not otherwise shown in Tables 1 & 2 (6)	
	Name and Address	Description of interest to be acquired	Name and Address	Description of the land for which the person in adjoining column is likely to make a claim
13	-	-	-	-
14	-	-	North West Water	Sludge pipeline
15	-	-	North West Water	Sludge pipeline
16	-	-	-	-
17	-	-	Thermphos UK Limited Narrow Quay House Narrow Quay Bristol BS1 4AH	Right of way
18	-	-	-	-
19	-	-	-	-
20	-	-	-	-
21	-	-	-	-
22	-	-	-	-

APPENDIX C DRAFT The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

Table 2 (cont'd)

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 - not otherwise shown in Tables 1 & 2 (6)	
	Name and Address	Description of interest to be acquired	Name and Address	Description of the land for which the person in adjoining column is likely to make a claim
23	-	-	-	-
24	-	-	Transco	High pressure gas pipeline
25	-	-	-	-
26	-	-	-	-
27	-	-	Thermphos UK Limited Narrow Quay House Narrow Quay Bristol BS1 4AH	Right of way

A EDZ Boundary



**Boundary contained within the agreed
NWDA Legal Agreement (25th August 2006)
between NWDA and Halton Borough Council
for funding up to March 2009**

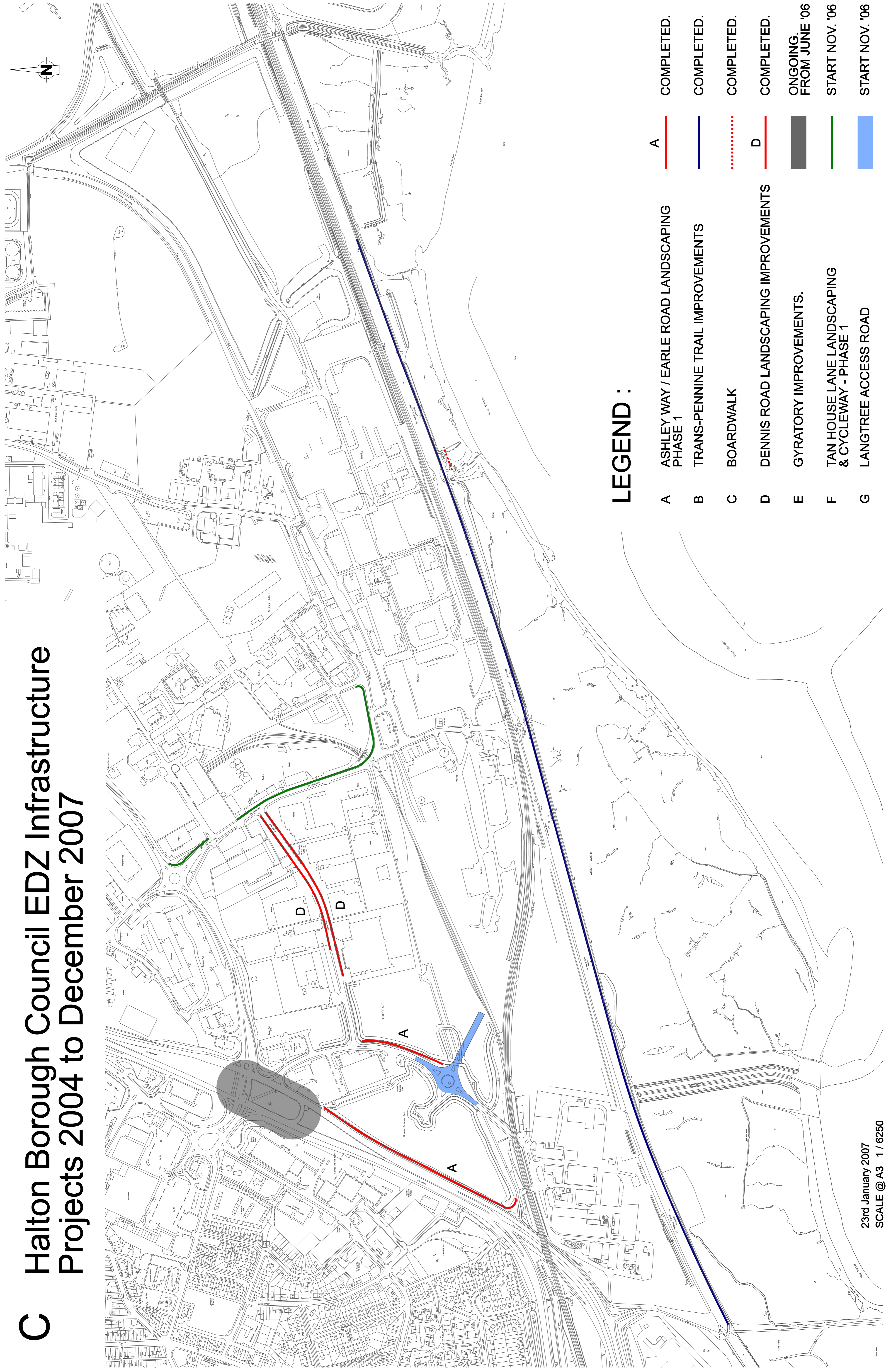
B EDZ - Funded Site Investigations



LEGEND :

- 1 HALTON BOROUGH COUNCIL - VENTURE FIELDS
- 5-7 BRITISH GYPSUM ISOVER LTD
- 18-21 PHILIP PETER ROUTLEDGE, ROBERT STEVEN ROUTLEDGE AND JAMES HAY PENSION TRUSTEES LTD
- 22 UNKNOWN OWNER
- 23 BROADTHORN DEVELOPMENTS LTD
- 24 CUERDLEY ESTATES LTD (FREEHOLD) / BROADTHORN DEVELOPMENTS LTD (LONG LEASEHOLD)
- 25 FORWARD CHEMICALS LTD
- 26 TANHOUSE GARAGES
- F TANHOUSE LANE LANDSCAPING & CYCLEWAY
- G LANGTREE ACCESS ROAD
- H LANGTREE GROUP PLC
- I PRIORITY SITES LTD
- J WIDNES REGENERATION LTD - HERON BUSINESS PARK
- L WIDNES REGENERATION LTD - FORMER CLARIANT SITE
- M FORWARD CONSTRUCTION & DEVELOPMENTS LTD
- N FORWARD CONSTRUCTION & DEVELOPMENTS LTD
- P HALTON BOROUGH COUNCIL - VENTURE FIELDS

C Halton Borough Council EDZ Infrastructure Projects 2004 to December 2007



LEGEND :

A	ASHLEY WAY / EARLE ROAD LANDSCAPING PHASE 1	A	COMPLETED.
B	TRANS-PENNINE TRAIL IMPROVEMENTS	B	COMPLETED.
C	BOARDWALK	C	COMPLETED.
D	DENNIS ROAD LANDSCAPING IMPROVEMENTS	D	COMPLETED.
E	GYRATORY IMPROVEMENTS.		ONGOING. FROM JUNE '06
F	TAN HOUSE LANE LANDSCAPING & CYCLEWAY - PHASE 1		START NOV. '06
G	LANGTREE ACCESS ROAD		START NOV. '06

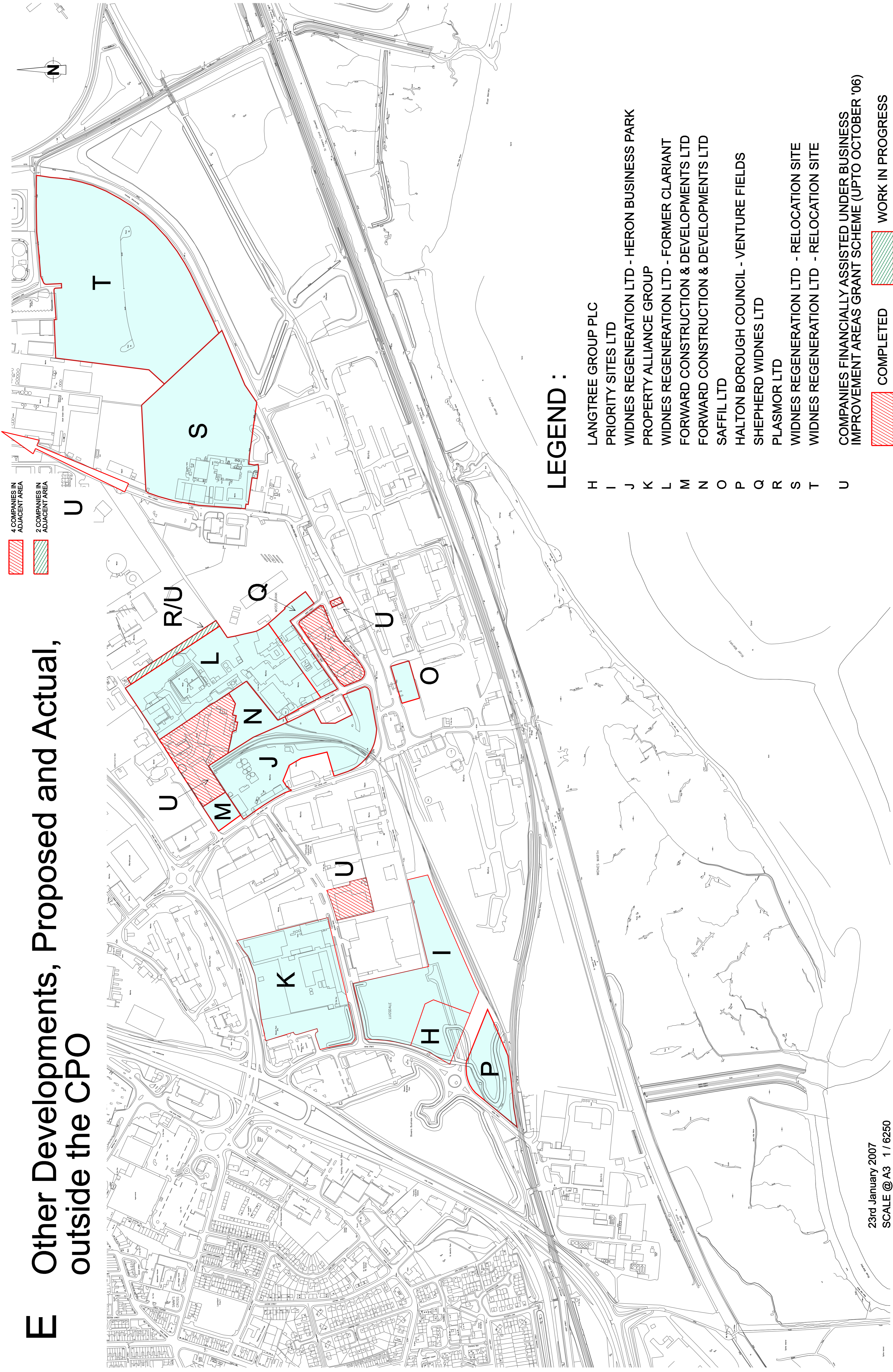
D Potential CPO Coverage for Future Development



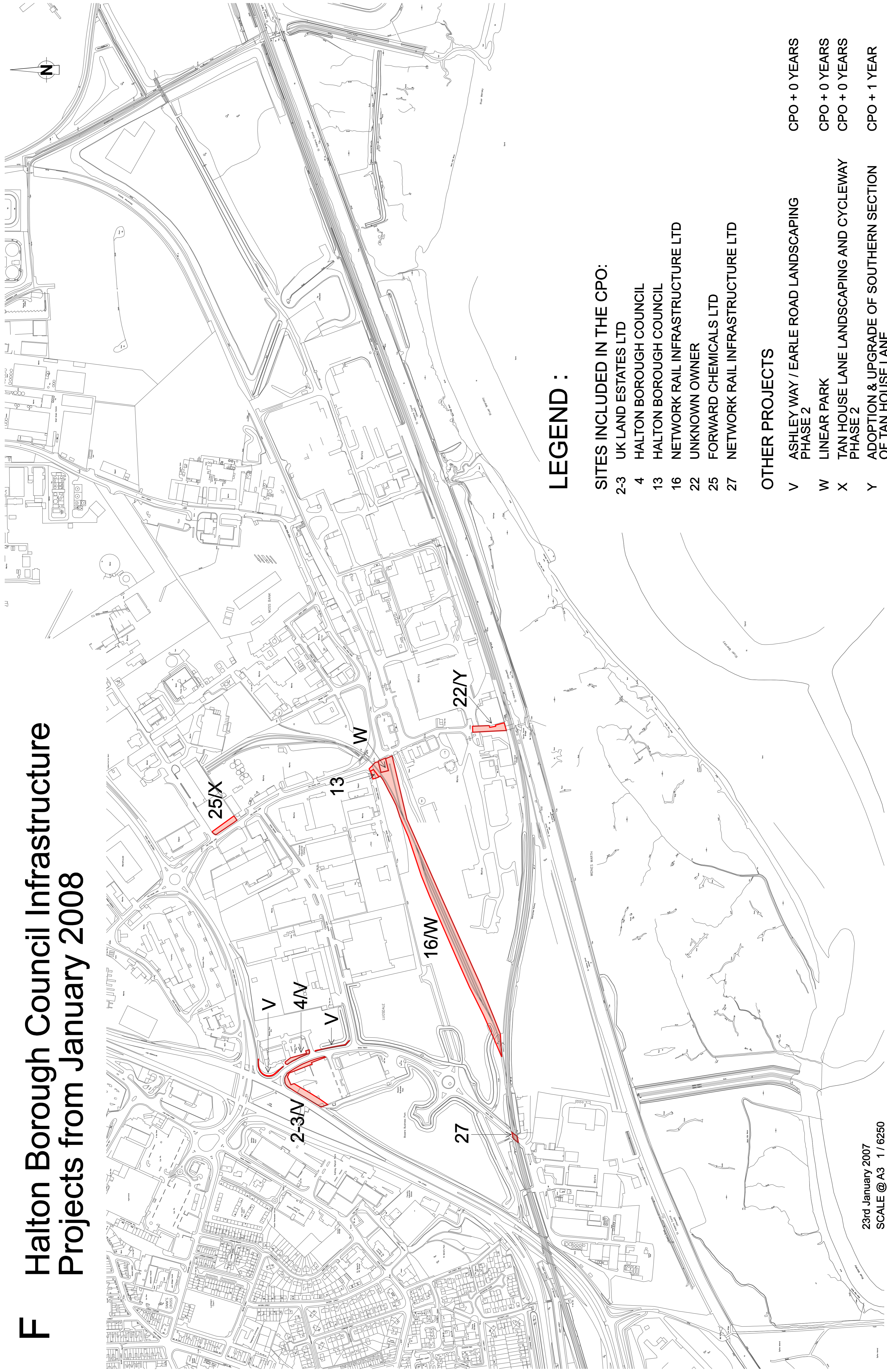
LEGEND :

- 1 HALTON BOROUGH COUNCIL - VENTURE FIELDS
- 5-7 BRITISH GYPSUM ISOVER LTD
- 8 CLARK TRANSPORT LTD
- 9 STEVE ALUN JONES
- 10 PROJECT PROPERTIES LTD
- 11 STEVE ALUN JONES
- 12 UK WASTE MANAGEMENT LTD
- 14-15 STEVE ALUN JONES
- 17 CHESHIRE LAND LTD & BROADTHORN CONSTRUCTION LTD
- 18-21 PHILIP PETER ROUTLEDGE, ROBERT STEVEN ROUTLEDGE AND JAMES HAY PENSION TRUSTEES LTD
- 23 BROADTHORN DEVELOPMENTS LTD
- 24 CUERDLEY ESTATES LTD (FREEHOLD) / BROADTHORN DEVELOPMENTS LTD (LONG LEASEHOLD)
- 26 TANHOUSE GARAGE

E Other Developments, Proposed and Actual, outside the CPO



F Halton Borough Council Infrastructure Projects from January 2008



LEGEND :

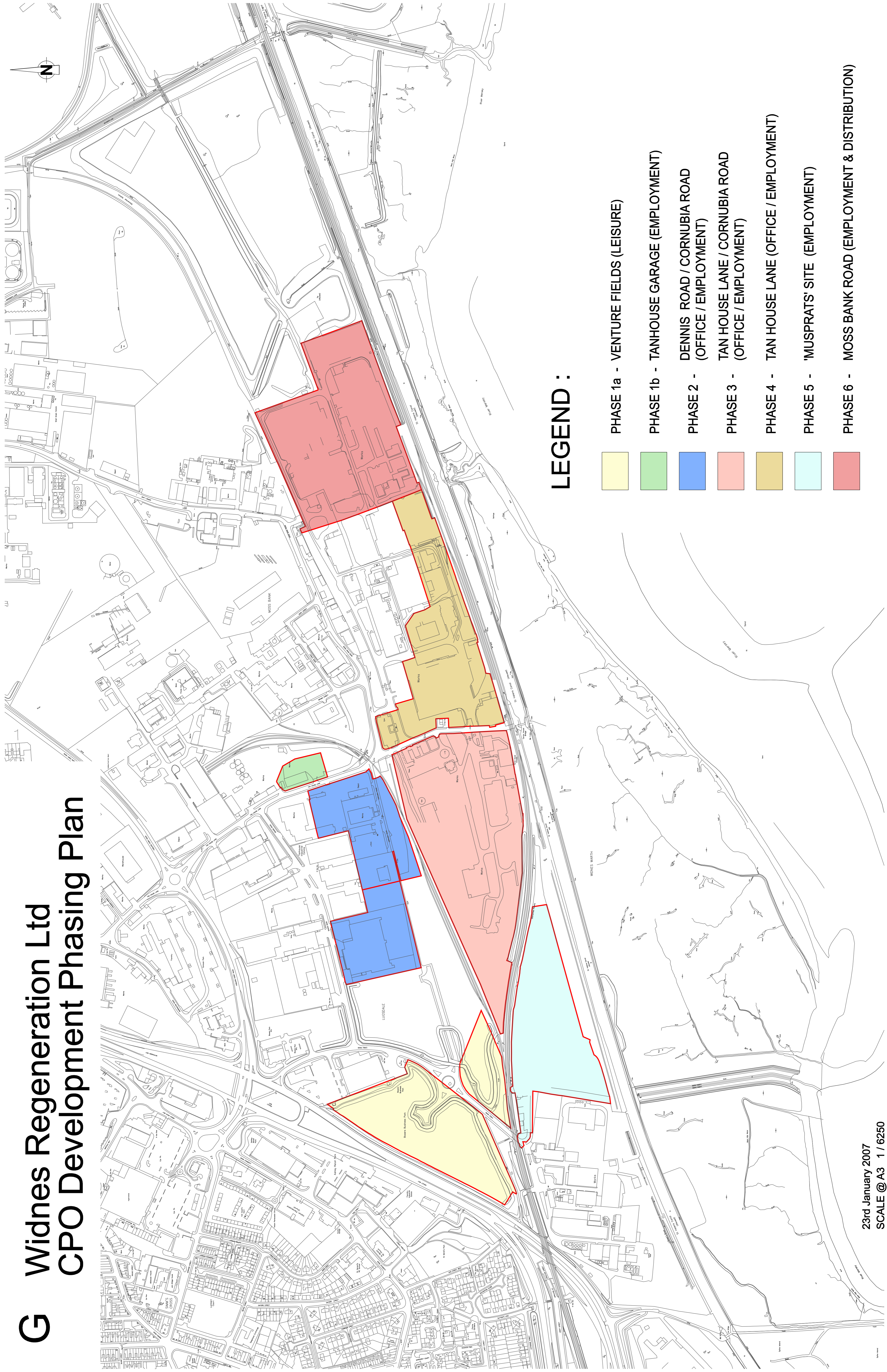
SITES INCLUDED IN THE CPO:

- 2-3 UK LAND ESTATES LTD
- 4 HALTON BOROUGH COUNCIL
- 13 HALTON BOROUGH COUNCIL
- 16 NETWORK RAIL INFRASTRUCTURE LTD
- 22 UNKNOWN OWNER
- 25 FORWARD CHEMICALS LTD
- 27 NETWORK RAIL INFRASTRUCTURE LTD

OTHER PROJECTS

- V ASHLEY WAY / EARLE ROAD LANDSCAPING PHASE 2 CPO + 0 YEARS
- W LINEAR PARK CPO + 0 YEARS
- X TAN HOUSE LANE LANDSCAPING AND CYCLEWAY PHASE 2 CPO + 0 YEARS
- Y ADOPTION & UPGRADE OF SOUTHERN SECTION OF TAN HOUSE LANE CPO + 1 YEAR

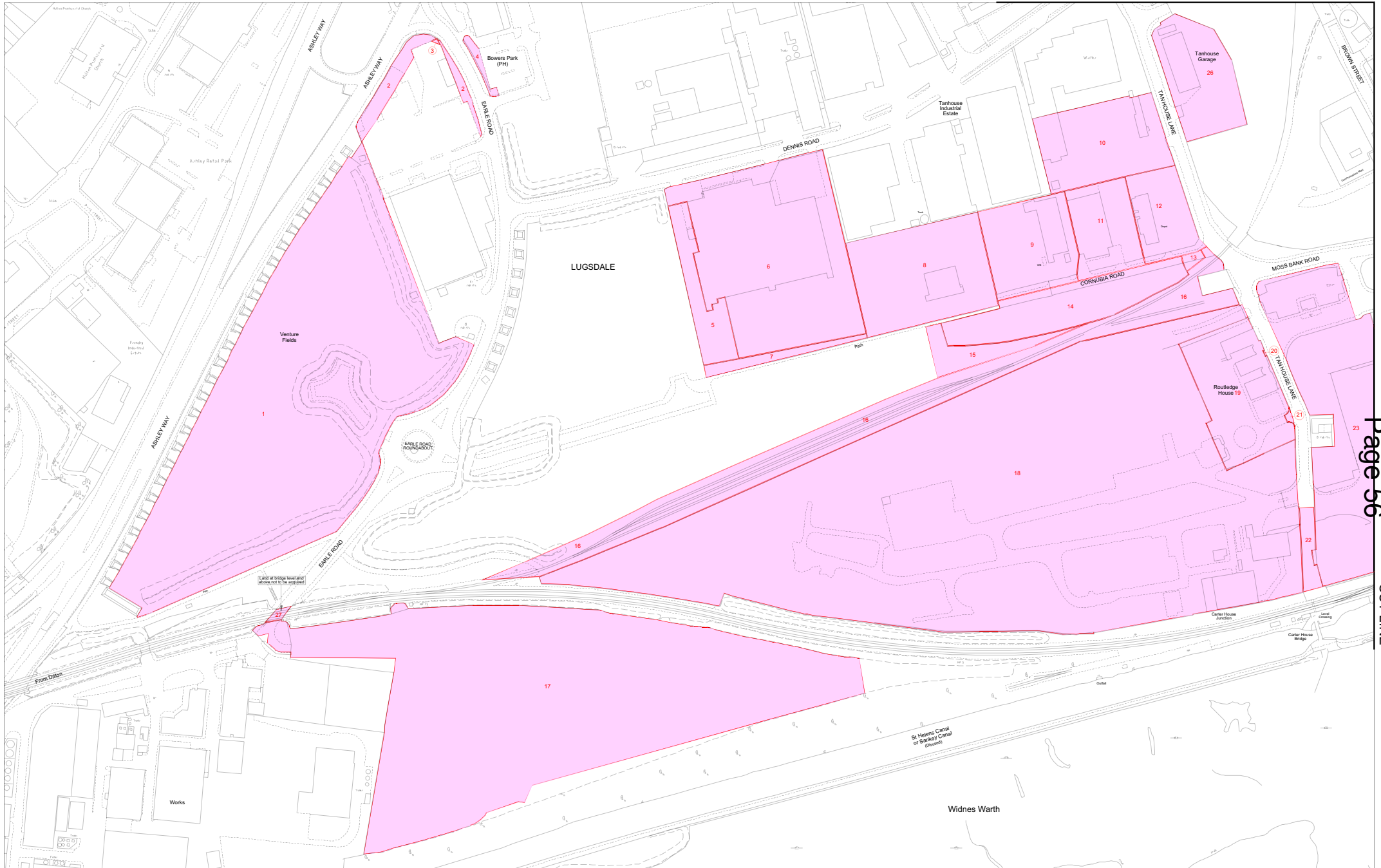
G Widnes Regeneration Ltd CPO Development Phasing Plan



Map referred to in The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007

CUT LINE

For Continuation See Sheet 2



For Continuation See Sheet 2


CUT LINE



Based or reproduced from Ordnance Survey 1:1250 Base Map with the permission of HMSO

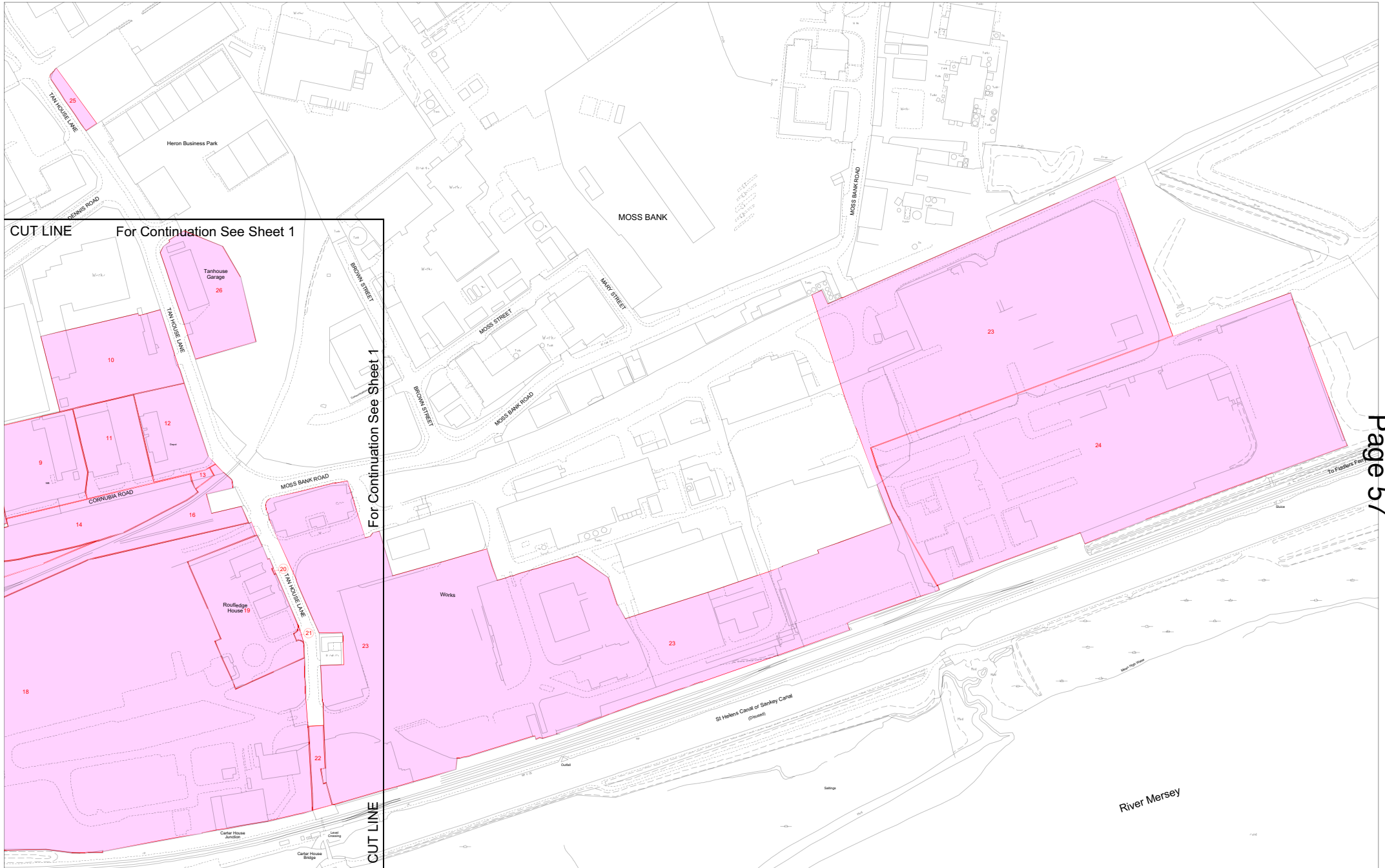
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 Land to be acquired

SCALE 1:1250 @ A1

Map referred to in The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007



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Land to be acquired



APPENDIX F

THE HALTON BOROUGH COUNCIL

**WIDNES WATERFRONT ECONOMIC DEVELOPMENT
ZONE (EDZ)**

COMPULSORY PURCHASE ORDER 2007

SECTION 226(1) (A) OF THE TOWN AND COUNTRY PLANNING ACT 1990, AS AMENDED BY THE PLANNING AND COMPULSORY PURCHASE ACT 2004.

THIS STATEMENT OF REASONS HAS BEEN PREPARED IN COMPLIANCE WITH PARAGRAPHS 35 AND 36 AND APPENDIX R OF DCLG CIRCULAR 06/2004

DRAFT STATEMENT OF REASONS

HALTON BOROUGH COUNCIL

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WIDNES WATERFRONT ECONOMIC DEVELOPMENT ZONE(EDZ)**COMPULSORY PURCHASE ORDER 2007****STATEMENT OF REASONS****FEBRUARY '07****1. TABLE OF CONTENTS**

This Statement of Reasons comprises the following discrete sections: -

Section No.	Section Title	Page No
2	Introduction	2-4
3	Description of the Order Land	4-6
4	Site Investigation Information	6-7
5	The Proposed Development	7-11
6	Reasons why the order land should be developed.	11-12
7	The Policy Context of the Order	12-17
8	The Planning Context	17-22
9	Transport Context and Proposed Access Schemes	22-23
10	Views of Government Departments	23
11	The Human Rights Act	23-24
12	Alternative Dispute Resolution	24
13	Related Applications, Appeals and Orders	24-25
14	Conclusion	25
15	Documents, Maps, Plans and Halton Borough Council Contact Details	26

2 INTRODUCTION

2.1 This document is the Statement of Reasons of Halton Borough Council (“the Acquiring Authority”) for the making of a Compulsory Purchase Order entitled the Halton Borough Council Widnes Waterfront EDZ Compulsory Purchase Order 2007 (“the Order”). The land included within the Order is referred to as “the Order Land”. The Order has been made under section 226(1) (a) of the Town and Country Planning Act 1990, as amended by the Planning and Compulsory Purchase Act 2004. This Statement of Reasons has been prepared in compliance with paragraphs 35 and 36 and Appendix R of DCLG Circular 06/2004 - Compulsory Purchase.

2.2 The Order has been made by the Acquiring Authority to effect the compulsory acquisition of the Order Land for the purposes of land assembly to facilitate the comprehensive redevelopment of a rundown zone in an area of deprivation and deliver the identified regeneration outputs as specified in the Widnes Waterfront EDZ Masterplan and Supplementary Planning Document (SPD) plus a number of EU, national, regional and other local policy documents.

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2.3 Widnes Waterfront has been designated as a regeneration site of high priority by the EU, Central Government, North West Regional Development Agency (NWDA) and Halton Borough Council. Funding to bring this land back into full economic use is available until March 31st 2009 using European Funding under Priority 3 of the North West England Objective 2 Programme, Regional Development Agency (RDA) Funds plus Halton Borough Council monies.

2.4 The redevelopment proposals by the Acquiring Authority are to assemble and secure land for a mixed use development, primarily the construction of new commercial floor space to create significant employment generation in the industrial, commercial, technological and tourism/leisure sectors without undue delay. It will also enable the reclamation and improvement of rundown land, provide substantial infrastructure improvements to service the area with roads, cycle and pathways, new utilities, new auxiliary facilities, improved landscaping, provision of a linear park and general enhancements to the public realm (“The Scheme”).

2.5 Council ownership is required to enable redevelopment to proceed and use ERDF, NWDA and Halton Council funds to carry out as much development and improvement to the sites before the already committed monies expire in 2009. Compulsory purchase will enable redevelopment to take place at an earlier date by providing certainty for programming and will contribute to enabling the Council, the NWDA and EU to achieve their combined objectives which have the public interest at heart. The Order will secure approximately 34.6 hectares of land for improvement, reclamation and redevelopment of this land, helping to provide some 2700 new jobs in an area high on the Government’s Index of Deprivation –IMD. (21st out of 354 in the IMD 2004). It will also assist the Authority to meet its other EDZ regeneration outputs, relating to new floorspace created, land reclaimed, improved and serviced, training outputs and the creation of a new boulevard and new waterside park.

2.6 The Acquiring Authority believes the Scheme is critical to the regeneration of Widnes Waterfront. The regeneration of the Widnes Waterfront has been widely consulted on since the late 1990’s both locally and regionally, receiving widespread support. The Acquiring Authority is fully satisfied that the Scheme will contribute to the promotion or improvement of the economic, social and environmental well-being of the administrative area of the Acquiring Authority.

2.7 The Order Land has been divided into 27 different plots within the Schedule to the Order and on the Order Plan. The Order seeks the acquisition of all interests in the Order Land.

2.8 Although the Acquiring Authority currently holds the freehold interest in a small section of the Order Land, there remain a large number of interests in other ownership which are required to successfully carry out the comprehensive redevelopment proposals and which the Acquiring Authority does not foresee being able to acquire by way of private agreement. In addition, covenant and title clarifications need resolving on the small section of the land currently owned by the Acquiring Authority in order to dispose of the site for an agreed mixed leisure /tourism scheme. The current owners of the remaining sites covered in the Compulsory Purchase Order have either been unable to bring the land back into economic use since the EDZ was designated in 2001 and/or the uses do not conform to the Widnes Waterfront EDZ Masterplan and/or SPD and/or the uses affect the comprehensive redevelopment of the area.

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2.9 The Acquiring Authority, its joint venture partner and/or other development interests have attempted to purchase land covered in the Order by agreement. Discussions will continue with those affected by the proposals.

2.10 As the Acquiring Authority is the freeholder of only a small proportion of the EDZ, it is not in a position to ensure that it can otherwise obtain possession of all the land required. A joint venture agreement is in place with St Modwen Properties PLC, namely Widnes Regeneration Limited, which has created a risk limited partnership with the Authority. This Company will manage the post CPO development, secure the implementation of mixed development schemes and achieve the regeneration goals outlined in this Document.

3 DESCRIPTION OF THE LAND

3.1 The Order covers a site of about 34.62 hectares (85.55 acres) situated in the Widnes Waterfront Economic Development Zone (EDZ), adjacent to the Mersey Estuary and within close proximity to Widnes Town Centre. The majority of the site is flat, derelict brownfield land, formerly used by the chemical industry in Widnes, Cheshire. Various plant closures have taken place leaving behind a legacy of contaminated land, forming a large and wide band of vacant land. The area has suffered declining employment over the last 30 years and most of it has been vacant and available for development since the early 1980s.

3.2. The Order covers ca.43% of the entire EDZ which is 80 hectares (200 acres). The area covered by the Order for acquisition of the land is enclosed by a red line on the Plan attached. It consists of 27 individual plots and is detailed in the Table 1 -The Halton Borough Council (Widnes Waterfront) Compulsory Purchase Order 2007. Details of other qualifying persons under Section 12 (2A) (a) of the Acquisition of Land Act 1981 (5). Most of the land covered by the Order is vacant and unused. However, there are six commercial operations (numbers 5, 6, 7,8,9,10,11,12,14,15 and 26? within the Order land in six different ownerships.

3.3 EDZ land outside the Order includes sites with existing industrial and commercial use, primarily Use Classes B1 (Business), B2 (General Industry) and B8 (Storage and Distribution) of the Town and Country (Use Classes) Order 1987.

3.4 The Order land can be subdivided into eight discrete areas. These are referred to in Document 5 (also cross referenced to Overlay D: Potential CPO Coverage for Future Development, illustrating the plot numbers and are:

Area I (individual plot number 1)

This site of 37,966 square metres, owned by the Acquiring Authority, is vacant land to the west of Earle Road and is known as Venture Fields. It is available for a proposed leisure, tourism and retail scheme but requires title and covenant clarification. Over the last two years, attempts to clarify these have been abortive and unless resolved could stifle the proposed leisure development for this area plus the adjacent small parcel of land on the southern side of the Earle Road roundabout.

Area II (individual plot numbers 2, 3, 4, 13, 16 and 25)

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These sites totalling 12,191 square metres), are required for landscaping purposes, provision of cycle and pedestrian routes and for the development of a linear park. These are proposed on parts of Earle Road and Tanhouse Lane, two major gateways in the EDZ which require upgrading and completion of the landscaping, cycle and pedestrian paths. The land required is owned by UK Land Estates Ltd (subject to registered leases held by Focus DIY Ltd and Anduff Car Wash Ltd), Halton Borough Council (one plot (13) is unoccupied and the second plot (plot 4) is subject to a registered lease held by Mitchell and Butlers Retail Ltd) and Forward Chemicals Ltd. There is a protected rail line, known as the Shell Green Line that dissects the EDZ. The Masterplan has retained this corridor but it requires landscaping and creating into a linear park to provide environmental enhancements, cycle and pedestrian routes. This area is owned by Network Rail and attempts to acquire this site have been unsuccessful to date.

Area III (individual plot number 22)

The southern (bottom) part of Tanhouse Lane, a site of approximately 649 square metres, has been subjected to fly tipping and is in a very poor condition and needs to be adopted and upgraded by the Highway Authority. Clarification of ownership is required. This section of the road will link into a new Boulevard connecting the western and eastern sections of the EDZ. It also provides a route into the Widnes Warth area, a Site for Nature Conservation (Halton UDP), overlooking the River Mersey.

Area IV (individual plot numbers 5, 6,7,8,9,10,11,12, 14, 15 and 26)

These sites total 49,125 square metres and land assembly is required in this central part of the EDZ, close to Dennis Road, to allow comprehensive redevelopment to be undertaken. The area is currently owned by a number of different interests, British Gypsum Isover Ltd, Clark Transport Ltd, Steve Alun Jones, Project Properties Ltd, Biffa Waste Services Ltd and Robert Charles and Brenda Frances McLauchlan. There are 14 different commercial operations within this area of six different ownerships. Their buildings are either semi-derelict, and/or their uses do not conform to those stated in the EDZ Masterplan/ Supplementary Planning Document, and/or their uses are affecting the comprehensive regeneration of this central core area and its adjacent sites.

Area V (individual plot numbers 18, 19, 20 and 21).

This site of 75,592 square metres, which overlooks the River Mersey, is owned by P and R Routledge and James Hay Pension Trustees Ltd. It is mostly vacant land in the centre of the EDZ, although plot 19 has a small building known as Routledge Building on the west side of Tan House Lane with a short term tenancy to Saffil Ltd. At the moment the entire site is only accessible via Tan House Lane. The Acquiring Authority believes this area is critical to the overall success of the Zone due to its central position in the EDZ. It requires the construction of a new Boulevard linking Earle Road to Tan House Lane to improve its connectivity. In 2005 there was a Halton Borough Council Resolution to approve the Routledge Outline Planning Applications 05/00057/OUTEIA & 05/00109/OUTEIA on Area V primarily for housing, plus a small employment development, subject to a Section 106 Agreement and other conditions being met (see Para 13.2). To date the Decision Notice has not been issued as the Section 106/other conditions have not been agreed. Therefore, the Acquiring Authority is concerned that this scheme may falter and thereby impede development of this critical EDZ heartland.

Area VI (individual plot number 23)

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This land is owned by Broadthorn Developments Ltd. It is a site of 75,986 square metres of vacant land, a significant proportion overlooking the River Mersey. The westerly section is currently only accessible via the southern section of Tan House Lane. The northerly part will only be accessible either via Area VII below or via the south side of Moss Bank Road if a new access is created close to the area known as “the Blue Gate”. A number of developers have attempted to acquire this land for employment generation for either speculative or owner occupier development, but over the five years since Broadthorn bought the site, no developers have been able to complete its acquisition from the owners for any **substantive** development.

Area VII (individual plot number 24)

This is a site of approximately 37,145 square metres of vacant land overlooking the River Mersey and is owned by Cuedley Estates Ltd, leased to Broadthorn Developments Ltd on a 999 year lease. This site is the most remote from the Widnes town centre, located on the east of the EDZ, with a high profile riverside perspective. Access is currently not directly available into the site, so a new access road and additional emergency vehicle entry will need to be constructed.

Area VIII (individual plot numbers 17 and 27)

This area is known as “Muspratt Site” and is owned by Cheshire Land Ltd and Broadthorn Construction Ltd. It is a site of 39,419 square metres of vacant land overlooking the River Mersey and is currently only accessible underneath a narrow rail bridge at the end of Earle Road, which is shared with the adjoining chemical plant, Thermphos, resulting in poor access. Part of the Order includes the acquisition of access to this site via a parcel of land beneath the railway bridge, Plot 27

4 SITE INVESTIGATION INFORMATION

4.1 The Acquiring Authority identified at an early stage that detailed site investigations would be required so that a comprehensive remediation strategy could be developed in partnership with the Environment Agency plus landowners to facilitate regeneration. The Authority secured £520k of funding (from ERDF and NWDA) to conduct intrusive site investigations and chemical testing at various sites and premises within the Widnes Waterfront area, in particular the derelict former chemical industry sites. This has enabled the Authority and some landowners to ascertain the extent and levels of soil and groundwater contamination in many areas. Owing to limited funding, investigation priority has been given to those sites the Authority believed could be developed more quickly and it is proposed that information gathered would be used to assist in the design of individual projects and also used in discussions with the Environment Agency.

4.2 The Authority has employed AMEC Earth & Environmental UK Limited as its environmental term consultant to advise on specialist matters relating to environmental issues and contamination. Generally this takes the form of detailed technical reports including risk assessment and recommendations for further work relating to each site as well as advising the Authority at meetings. Site investigations have been carried out at a number of sites indicated in Document Reference no.9 (B). In general, the results from the investigations have highlighted that levels of contamination are highest at the eastern end of the Waterfront where there has been no recent remediation carried out and less at the western side of the zone where a remediation exercise was undertaken in the 1980’s. In addition, the Authority and the Environment Agency

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(EA) have formed a partnership with the shared objective of the successful regeneration of the brownfield sites within the EDZ. The Agency's role is to support the Authority in their decision making with regard to controlled waters and sets out how the Agency will respond to planning consultations within the Waterfront.

4.3 AMEC has also advised the Acquiring Authority regarding flood risk and has worked with the Environment Agency (EA) to assess any potential risks. In 2005 the EA confirmed that following topographical survey information provided, development plans within the EDZ which follow the specifications outlined below will not be subject to further flood mitigation measures:

- As the 1:200 tidal return elevation for the River Mersey in the Widnes area is 7.4m above ordnance datum (AOD), the EA recommends the floor levels in areas targeted for redevelopment are established at 800mm above the 1:200 tidal return elevation at 8.2m AOD. The 800mm increase allows for 600mm of freeboard and 200mm to account for climate change.

Most of the sites topographical surveyed by AMEC at that time are above the recommended floor level. Sections of Area V (individual plot number 18) and Area V1 (individual plot number 23) may have sections below the 1:200 tidal return elevation at 7.4m AOD and below the recommended floor level of 8.2m AOD. Hence consideration of flood risk needs to be given during development of these sites.

5 THE PROPOSED DEVELOPMENT

5.1 As outlined in Para. 2.6, the regeneration of the Widnes Waterfront has been widely consulted on since the late 1990's, receiving widespread support from the EU, the Government Office for the North West (GONW), NWDA, Halton Local Strategic Partnership and the local resident and business community. Through this input and involvement the Widnes Waterfront Masterplan and SPD were created to provide the regeneration and planning framework for the future of this regionally significant employment opportunity.

5.2 The purpose of the Authority in making the Order is to achieve within the empowering legislation the overall strategic objectives set out in the Masterplan for the EDZ in May 2003 and reviewed in June 2004, namely:

- a) To generate new sustainable employment in sectors identified as sub-regional priorities, such as financial and business services, ICT and the Creative Sectors;
- b) To improve the competitiveness of existing employers in the area, retaining and sustaining employment;
- c) To open up the untapped amenity of the canal and river frontage;
- d) To improve the environmental quality of the whole project area;
- e) To provide public transport options;
- f) To improve access to and from Widnes Town Centre, and between the new Widnes Waterfront and the town's population, particularly those in the deprived wards of Riverside and Kingsway;
- g) To bring significant areas of brownfield land back into beneficial use;
- h) To create a contemporary, high quality business and industrial park of truly regional significance.

Halton Borough Council and its partners are committed to the creation of built form developments of the highest quality. All new development in the EDZ is expected to comply

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with the relevant built environment and quality of design policies of the Halton Unitary Development Plan (UDP) and Widnes Waterfront SPD. Additionally the high expectations of quality design and environment are spelled out in the Masterplan, produced for the Council by award-winning urban designers Building Design Partnership, the Widnes Waterfront Landscape Strategy, the Widnes Waterfront Design Guide and the Widnes Waterfront Arts Strategy. Indeed, achieving this high quality is a requirement of NWDA support funding. The area currently has little by way of built heritage and does not contain any listed buildings or conservation areas. The main heritage asset of the site is the Sankey Canal. The relationship to the Mersey estuary, views of the existing bridge and proposed Mersey Gateway Crossing and the canal side environment are important assets of the site and features that should define its future character.

5.3 The proposed Scheme will assist the Authority meet its EDZ regeneration outputs for the entire Widnes Waterfront. These are:

- 2700 new jobs to be created;
- 104 000m² of new industrial/commercial floorspace;
- 44 hectares of land reclaimed;
- 27 hectares improved;
- 28 hectares serviced;
- 3400 people trained;
- 3kms of new boulevard;
- 38 000m² of new waterside park.

5.4 The Scheme will require that an extensive area of underused, derelict and vacant land at the edge of Widnes town centre is regenerated to significantly help towards the creation of a high quality built environment and the regeneration outputs outlined above. It complies with Policy RG3 concerning 'development that could be detrimental to the future regeneration prospects of the area'. It will also require the clearance of the buildings and structures of the five commercial properties covered within the Order as it is felt these existing businesses cannot be incorporated into the redevelopment of the area. The Scheme will secure a predominately employment based proposal incorporating commerce, industry, technology, leisure, tourism and retail with associated car parking and other necessary auxiliary facilities. It will also secure land required to provide the necessary infrastructure for roads, landscaping, cycle/pathways and services to ensure this mixed use development can take place without undue delay. Some residential uses may be considered if the conditions are appropriate and the employment outputs highlighted above can be achieved. All uses will be entirely in accordance with the frameworks established in the Widnes Waterfront Masterplan and SPD.

5.5 In meeting the Council's objectives the scheme will include:-

- (a) The upgrading of Earle Road and the adoption of the southern part of Tanhouse Lane;
- (b) The construction of new Boulevard, new pedestrian footpaths and cycle ways and high quality landscaping throughout;
- (c) The procurement of high quality and environmentally sustainable development and services;
- (d) Meeting all current requirements for the provision for the disabled;
- (e) Taking into account the human rights as outlined in the Human Rights Act of 1998. (See Section 11.)

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5.6 The joint venture agreement in place with St Modwen Properties PLC., namely Widnes Regeneration Limited (WRL), will manage the post CPO development, secure the implementation of mixed development schemes and achieve the regeneration goals outlined above. WRL is a successful partnership created in 1999 between the Acquiring Authority and St Modwen Properties PLC. It has a track record of achieving regeneration in the community and has a strong financial base to ensure regeneration is achieved effectively. The Authority has a Development Agreement in place through WRL to finance redevelopment pre and post 2009. In addition, a CPO Indemnity Agreement is in place between the Authority and St Modwens (Details of both Agreements are in Document Reference no. 7 and 8.) Details of the proposed mixed development schemes planned by Widnes Regeneration Limited within the Order Land, its phasing and linked infrastructure developments are all outlined in Document Reference numbers 9-14. In addition to Overlay G, which explains the mixed development schemes planned by Widnes Regeneration Limited, there is an Explanatory Document with details of WRL's proposals, information relating to the particular area such as current use, environmental investigation/interpretive reports, details of constraints, most appropriate planning uses identified in the Widnes Waterfront SPD and proposed redevelopment timing details. The Proposed Development is outlined below:

5.7 Area I (individual plot number 1)

Venture Fields. The Acquiring Authority, through its joint venture WRL, is proposing to construct a mixed tourism/leisure scheme to cover this entire site plus an adjoining site the Authority owns to the south of the Earle Road roundabout which is not included in the Order. The proposal consists a 100 bed hotel plus 100 car park spaces, a five screen Cinema (a facility the town centre currently lacks), an Ice Rink of 2,323 sq.m./25,000 sq ft, Climbing Wall, Bowling Facility with Bingo at the upper level (2,323 sq.m./25,000sq ft per floor), Associated A3 Retailing of 557 sq.m./6000sq. ft., 354 car parking spaces and related landscaping/ public realm enhancements. On the adjacent site, outside the CPO, an area dissected by major services, a Family Pub of 650 sq.m./7000sq. ft. and 50 car parking spaces is proposed. Covenant and title restrictions need resolving to ensure the leisure scheme in Area I can proceed quickly.

5.8 Area II (individual plot numbers 2, 3, 4, 13, 16 and 25)

These sites are required for environmental and infrastructure enhancements that include landscaping provision, cycle/ pedestrian routes and the development of a linear park. As outlined on the Document F, Halton Borough Council Infrastructure Projects from January 2008 (Document 13), these are required to continue the substantial investment already made in improving the public realm and thereby lifting the Waterfront's image to both businesses and the wider public. As outlined in section 3.4, the linear park is part of the Shell Green Protected Rail Route. All of the enhancements are related to better signage and improved access schemes. They should also be seen as part of the Authority's desire to see overall improvements to the area, which is assisted by small grants to existing EDZ businesses to improve the boundary treatments through the Business Improvement Scheme, funded by the Acquiring Authority. The envisaged start date is CPO + 0.25 years and completion CPO + 1.25 years and will be financed by ERDF, NWDA and the Acquiring Authority.

5.9 Area III (individual plot number 22)

The southern part of Tanhouse Lane needs to be adopted and upgraded by the Authority as this section of the road will link into a new Boulevard connecting the western and eastern sections of

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the EDZ. It also provides a vital route into the Widnes Warth area, a Site of Special Scientific Interest, overlooking the River Mersey. The envisaged start date is CPO + 0.25 years and completion CPO + 1 year and the will be financed by the Acquiring Authority.

5.10 **Area IV** (individual plot numbers 5, 6,7,8,9,10,11,12, 14, 15 and 26)

This site in this central part of the EDZ requires comprehensive land assembly to allow complete redevelopment to be undertaken. It complies with Policy RG3 concerning 'development that could be detrimental to the future regeneration prospects of the area'. The Masterplan indicates new industrial and commercial development in this area as an integral part of the Widnes Waterfront development. The clearance of the buildings and structures of the six commercial properties covered is required within the Order as it is felt these existing businesses cannot be incorporated into a development in keeping with the proposals outlined in the Masterplan. The businesses will need to be relocated. (See Section 7.3.) A mix of new B1 office space fronting Dennis Road and new industrial development to the rear adjacent to Tan House Lane and Cornubia Road is proposed. New industrial development and also landscaping is proposed for site 26 on Tan House Lane. The development will total in the order of 9,290 sq.m./100,000 sq.ft. and comprise industrial units of 279 – 743 sq.m/3,000 – 8,000 sq.ft. and office buildings of 465 – 929 sq.m./5,000 – 10,000 sq.ft. There will be 2,787 sq.m/30,000 sq.ft. of office space and 6,503 sq.m./70,000 sq.ft. of industrial units. The envisaged start date is CPO + 0.25 years and completion CPO + 1.5 years and the development will be a three phase scheme financed by WRL.

5.11 **Area V** (individual plot numbers 18, 19, 20 and 21).

This site is vacant land in the centre of the EDZ and is currently only accessible via Tan House Lane. As stated earlier in section 3.4, the Acquiring Authority believes this area is critical to the overall success of the EDZ and needs the construction of a new Boulevard linking Earle Road to Tan House Lane. Although the existing landowners could have received outline planning permission for primarily residential with some employment/retail uses in 2005 if a Section 106 and other conditions had been met in accordance with prevailing planning policy at the time, the Authority believes the environmental conditions are not yet conducive for residential and associated auxiliary uses. (Section 13.2 states that these constraints relate primarily to site conditions, access and adjacent poor environmental issues.) The Acquiring Authority believes that the Order is required to achieve a comprehensive scheme for high quality employment development. This will help to remove the constraints and ensure the construction of the boulevard and linear park through the site. WRL proposes to develop this site into a mixed development scheme consisting primarily of Office, Technology and Light Industry to target the high growth sectors (Use Class B1), Leisure (Use Class D2) – compliant with UDP policy TC01 and Food/Drink (Use Class A3).

5.12 **Area VI** (individual plot number 23)

A large proportion of this vacant land overlooks the River Mersey. The westerly section is currently only accessible via the southern section of Tanhouse Lane. The northerly part will only be accessible either via Area VII below or via the south side of Moss Bank Road if a new access is created close to the area known as “the Blue Gate”. WRL propose a single phased development to provide medium sized industrial units of between 10 – 30,000 sq.ft totalling approximately 85,000 sq.ft. The envisaged start date is CPO + 2 years, during which time there will need to be liaison with the EA regarding the monitoring of groundwater in order to agree the

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land remediation strategy for this area. Subject to the monitoring results, completion is anticipated as CPO + 4.5 years.

5.13 Area VII (individual plot number 24)

This site is the most remote from the Widnes town centre, located on the east of the EDZ, with a high profile riverside perspective. Access is currently not directly available into the site, so a new access road and additional emergency vehicle entry will need to be constructed. WRL propose a development that will be aimed at larger industrial users, providing units of 50-80,000 sq.ft. The scheme will be a multi-phased development totalling in the order of 150,000 sq.ft. In due course, subject to prevailing market conditions, a large leisure use will also be considered. The envisaged start date is CPO + 2.5years and completion CPO + 4.5 years.

5.14 Area VIII (individual plot number 17 and 27)

This area known as “Muspratt Site” is complicated because of contamination and access issues. This site was used as a waste transfer station and since it’s license has expired it has not been reinstated so the area suffers from considerable amounts of debris in situ. Short term, WRL propose using the vacant land as landscaped open space or for other community leisure uses which require an extensive site. In the longer-term this site depends largely on the future of the adjoining factory currently operated by Thermphos. This is because of its proximity and the problem of a shared poor access. As noted earlier, part of the Order is to acquire access to this site via a parcel of land beneath the railway bridge Plot 27. If the Thermphos factory were to relocate, and subject to ground contamination issues, the site may potentially be suitable for residential and leisure uses, taking advantage of the canal side location, links to Spike Island and views overlooking the River Mersey. In accordance with UDP policy RG3, no planning permission will be given for any temporary or permanent uses, that are unsightly, nor a source of noise, dust, odour or pollution that is considered to be detrimental to the future regeneration prospects of the area as set out in the SPD but WRL believe unlike its current owners the site could be brought into immediate community leisure use. The envisaged start date is CPO + 0.5years during which time there will need to be liaison with the EA regarding the monitoring of groundwater in order to agree the long term land remediation strategy for this area. Subject to the monitoring results, completion is anticipated CPO + 1+ year.

6 REASONS WHY THE ORDER LAND SHOULD BE DEVELOPED

There are overwhelming reasons why the site should be redeveloped:

- It is generally vacant underused land, and of poor environmental quality;
- Much of the land has remained vacant and underused for nearly thirty years;
- It should create significant employment and regeneration outputs for the local and regional economy;
- At present the Order land is widely perceived as an eyesore; its redevelopment will greatly enhance the physical and environmental aspects of the Borough;
- The negative and uncaring characteristics of the Order land adds to the perception and reality of economic and social deprivation of the Widnes area;
- The existing land owners have been unable to date to bring the Order land into productive economic use;
- Without the Order the required regeneration outputs are unlikely to be achieved. This would jeopardise funding and administrative provisions made with the EU and NWDA;
- The Order land suffers from soil contamination which is particularly marked in the eastern sector. The contamination and remediation strategy increases the cost of

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development for the private sector. Without the present proposed funding it is thus conceivable that the land will remain undeveloped for many years;

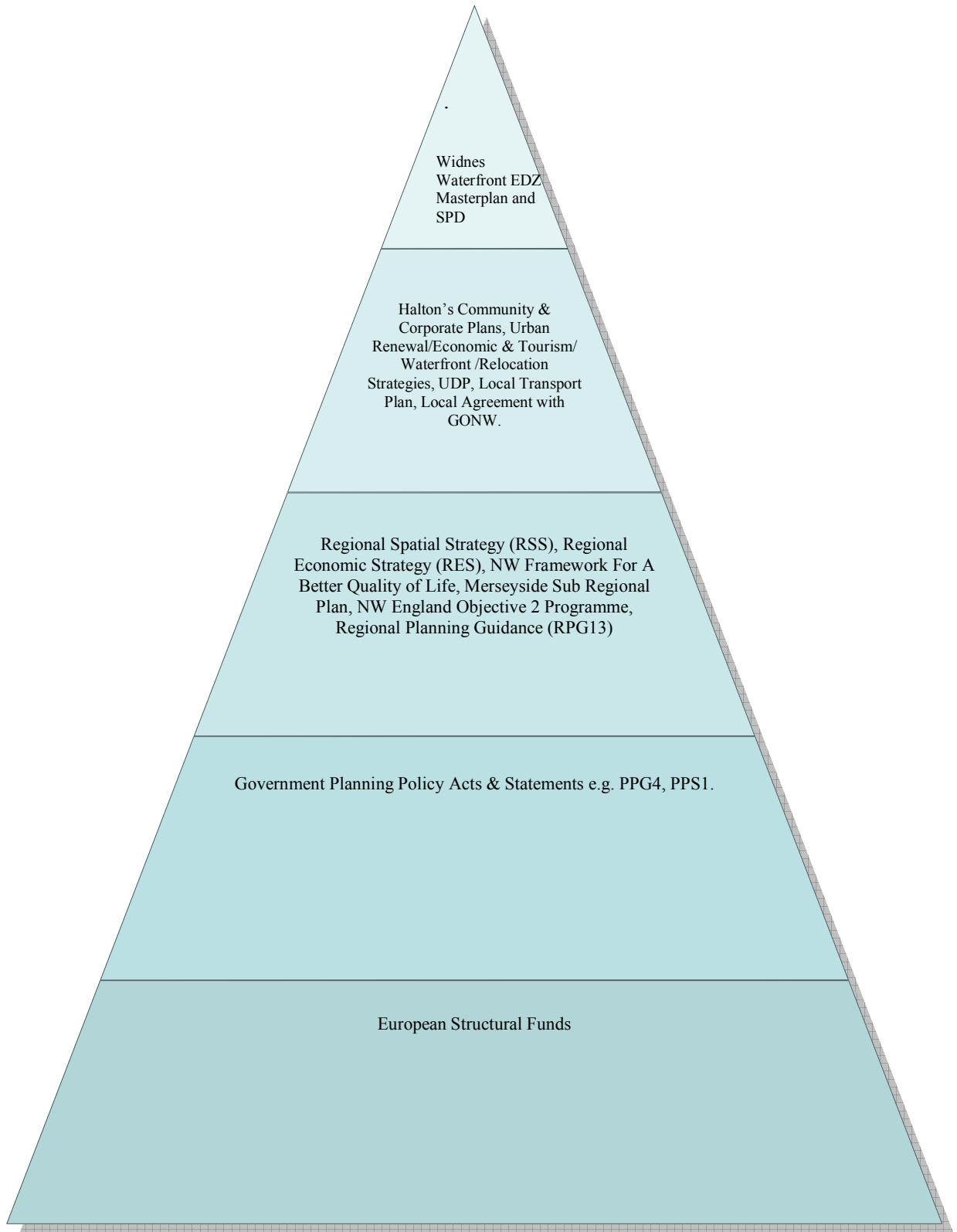
- The funding regimes to assist the regeneration of the Widnes Waterfront expire in March 2009;
- Post 2009, the Acquiring Authority and its partner developer will be better placed than the present owners to replace the current funding arrangements with new sources of money and matched funding;
- The Acquiring Authority, as part of its Constitution, Corporate and Community Plans has a mandate to transform the urban fabric and infrastructure of the Borough to make it economically prosperous. The success of the Widnes Waterfront is critical to the Authority and its partner's current strategic objectives;
- Finally, there is consensus demonstrated by numerous strategic policy documents that the Order land is a priority for redevelopment.

7 THE POLICY CONTEXT FOR THE ORDER

7.1 As outlined in the diagram overleaf, a robust and detailed framework exists in EU, national, regional, sub-regional and local policies and plans which provide a strong basis for this CPO Order under S226 1a. The aims of the Order are fully in line with the priorities of key strategic documents such as the North West Regional Economic Strategy and North West England Objective 2 Funding Programme, Halton Community/Corporate Plans, Halton Unitary Development Plan and Halton Urban Renewal Strategy. These, plus other important strategic framework documents, are outlined in Sections 7.2 A) -C) below. All these documents, plus others referred to in the Sections below relating to the Policy, Planning and Transport Contexts, have influenced the contents of the EDZ Masterplan and SPD. As demonstrated in the sections to follow, the Order is in full accordance with local, regional and national **planning** policies (outlined in great detail in the Planning Context in Section 8) and in full accord with the local, regional and national **transport** policies outlined in Section 9. The Order has also taken into account the requirements of the Human Rights Act 1998, public consultation and feedback in the planning of the Waterfront, best consideration issues, probity and procurement matters plus strategic environmental aspects. The Order has also sought to achieve an effective balance between public and private interests.

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Framework to illustrate the relationships between key EU, National, Regional and Local strategies/policies and the Widnes Waterfront EDZ



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7.2 A) Halton Community Plan 2006-2011 (A Statutory Plan produced by the Authority in partnership with other agencies in the Borough.)

The Plan identifies five strategic priorities-good health, high quality modern urban environment, opportunity for all to fulfill their potential, greater wealth and equality and finally safe and attractive neighbourhoods. The success of the EDZ is paramount in helping to achieve these five priorities by:

- promoting sustainable development;
- encouraging the diversification and modernisation of the local economy;
- creating new jobs for the local, sub-regional, and national economy;
- enhancing adjacent areas to the town centres;
- improving, rationalizing and modernising older industrial areas and eradicating visible dereliction;
- removing contamination and creating a safer environment;
- reconnecting Widnes town centre and its waterfront;
- maximizing the attractiveness of the waterfront areas and canals;
- improving the overall image of the Borough to attract regenerative investment;
- ensuring a high quality public realm, especially along strategic routes;
- ensuring high quality design and landscaping throughout the Borough;
- enabling local residents to ensure they have the skills and means to access a range of good quality local job opportunities, and encouraging residents to seek employment. (Unemployment in Riverside and Kingsway Wards are 4.6 and 3.8 % respectively August '06);
- reducing the unemployment rate in Halton (3.6% August '06) and increasing the economic activity rate;
- supporting businesses to become more competitive by providing the right built environment;
- supporting the development of a thriving entrepreneurial culture;
- pursuing the development of growth clusters;
- maximising an individual's potential to increase his/her income;
- assisting environmental improvements in all areas of the Borough;
- promoting improvements in Halton's cultural, leisure and sporting amenities and services.

7.2 B) The Halton Unitary Development Plan (UDP) (A Statutory Planning Document):

This document is referred to in greater detail in Section 8 –The Planning Context- but it is important to refer to this document at this stage because of its influence and links to sections 7.2A) and C) and 7.4 below .

The UDP identifies the Widnes Waterfront EDZ as one of six Action Areas in Halton which require comprehensive development or redevelopment in order to achieve their regeneration. To support the Widnes Waterfront Masterplan approved in May 2003, an Action Area Plan (Supplementary Planning Document-SPD) for the Widnes Waterfront EDZ was produced in spring'04. It went out for consultation in autumn '04 and was adopted in April '05. (Notice of Adoption published on 21/7/05). The opportunity exists to take advantage of the EDZ's waterside location to regenerate the area. This requires reclamation of the contaminated land and the vision is a high quality environmental setting for sustainable regeneration. As outlined in the SPD this will be achieved by:

- Redeveloping unsightly areas and buildings;
- Remediating and re-using contaminated land;

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- Creating a high quality link between the attractive waterside environments and the town centre;
- Ensuring that new development is of a high quality and creates a sense of place;
- Ensuring strict control of development at existing businesses to ensure improved environmental quality;
- Creating new, high quality employment, tourism/leisure facilities, open space uses;
- Implementing a comprehensive and consistent landscape strategy for the Area.

Regional Planning Spatial Strategy calls (in Policy SD2) for “wide-ranging regeneration and environmental enhancements” to be secured “most especially in the older parts of the metropolitan settlements” including Widnes and goes on to require that this area should achieve “very significant enhancements, in terms of image and opportunities for a higher quality of life overall”.

7.2 C) North West England’s Framework for a Better Quality of Life, The North West Regional Economic Strategy 2006, The Merseyside Sub Regional Plan 2006, Halton’s Local Area Agreement with the Government Office in the region (GONW) 2006, Halton Council’s Corporate Strategy 2006, Halton’s Economic and Tourism Strategy 2005-8, Halton’s Waterfront Development Strategy 2005 and Halton’s Urban Renewal Strategy 2004 – all non statutory documents: All these documents, recognised by Government, set the framework for the sustainable economic regeneration of the area and as outlined below this Order will facilitate the achievement of the strategic objectives in each of these documents.

North West England’s Framework for a Better Quality of Life, conceived by the Government Office for the North West and later developed and adopted by the North West Regional Assembly, sets out a series of ‘Headline Objectives’, the most significant of which, in an economic development context, are to reduce poverty in the region, reclaim dereliction, accelerate regeneration, and optimise the beneficial use of brownfield sites in the region. This Order aims to facilitate the achievement of this objective.

The North West Regional Economic Strategy (RES) is the rolling 20 year strategy to shape the future economic direction of the North West with a particular focus on activities in the three years 2006 to 2009. The NWDA led the development of the strategy to ensure its ownership by everyone seeking to develop the economy. The collective effort of key partners is essential if the transformation of the economy is to be achieved. At the heart of the RES lies the concept of achieving sustainable development. The RES is of central importance to a range of other policies influencing, for example, housing, planning and transport policies via the Regional Housing, Spatial and Transport strategies. The RES aims to create "A dynamic, sustainable, international economy which competes on the basis of knowledge, advanced technology and an excellent quality of life “. It has three key drivers: to improve productivity and grow the market; to grow the size and capability of the workforce; to create and maintain conditions for sustainable growth. This Order will facilitate the achievement of these objectives as the RES particularly highlights securing new use for brownfield land, developing employment in areas with low employment such as Widnes and assisting deprived areas.

The Merseyside Sub Regional Plan 2006 & Halton Council’s Local Area Agreement with GONW 2006 highlight the importance of employability, physical and economic urban renewal

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and the importance of the success of Widnes Waterfront EDZ in assisting meeting these overall objectives.

Halton's vision in its latest Economic & Tourism Strategy is "The development of a thriving and sustainable economy". It has four key aims:-

Enterprise and Performance, Employment and Skills, Property and Infrastructure (including improving infrastructure and enabling investment in land/property to create a supply of quality business premises) and Environment and Image.

Again, this Order should facilitate the achievement of all these objectives.

Halton Council's Corporate Strategy 2006 and its Urban Renewal Strategy 2004 are concerned with 'Transforming the physical fabric and infrastructure, restoring derelict sites and creating a vibrant Borough. Their key objectives are to -

- promote sustainable development
- develop and modernise the local economy and create new jobs for the sub-regional area
- commission works to remould and enhance the town centres
- commission work to improve, rationalise and modernise the older industrial areas
- commission works to improve the overall image of the Borough aimed at attracting investment, focusing specifically on the waterfront areas and canals.

Once again, the Order is in full accord with all of the above.

Halton Council's Waterside Development Strategy 2005

Its vision is "High quality, attractive and accessible waterfronts where people choose to come to live, work, invest and visit, and enjoy the environmental assets of the waterways."

This Order will facilitate the achievement of this vision.

7.3 Other Policies affecting the Order.

Some of the land identified in the CPO Plan lies within consultation zones set by the Health and Safety Executive (HSE) where the local planning authority is required to obtain HSE's advice on certain planning applications made within Zone. (This is because of the presence within the vicinity of toxic, highly reactive, explosive or flammable substances.) Part of the Order also covers land that lies within 200 metres of the centre line of Acquiring Authority's preferred route (3A) for the new Mersey Crossing which was granted programme entry by the Secretary of State for Transport on 29/3/06.

The Acquiring Authority also has a Relocation Strategy (September '06) in place for any businesses affected by the CPO Order. The need to relocate certain activities and occupiers from the area to enable it to realise its full regeneration potential has been recognised as a fundamental component of the project. As a result this Relocation Strategy has been prepared to detail the approach to relocation that will be undertaken by the Authority. The primary objective of this strategy is to ensure that the benefits of the Widnes Waterfront can be delivered whilst minimising the extent of the impact upon those businesses. Discussions with business occupiers have taken place and a number of businesses are discussing relocation. In some cases the Council is seeking to agree relocation arrangements. The Council is committed to assist those seeking relocation and discussions continue. Further information on the Relocation Strategy can be obtained from the Council's Economic Development Unit via the Municipal Building, Kingsway, Widnes WA8 7QF.

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7.4 Funding Policies.

Widnes Waterfront has been designated as one of 14 Economic Development Zones for European funding under Priority 3 of the North West England Objective 2 Programme. This funding is dependant on particular outputs to create significant numbers of jobs in key industrial sectors and make a major contribution to the economic diversification of the sub-regional economy by realising the economic potential of its natural, built, cultural and industrial heritage assets. It is also necessary that the employment benefits created by the EDZ flow to residents from ‘communities in need’ (identified here as the Halton Wards of Riverside and Kingsway which both exhibit high levels of deprivation.)

Although current EDZ funding ceases in March 2009, it is expected that development of the Order land will be ongoing for several years thereafter. The Acquiring Authority believes that it is in a better position than the private sector to access any new funding regimes post 2009 partly because of its expertise in this arena and partly because of the need for public sector match.

8 THE PLANNING CONTEXT

8.1 As referred to earlier in Section 7 the relevant planning documents for the proposed CPO are: Regional Spatial Strategy for the North West, the adopted Halton Unitary Development Plan and the Widnes Waterfront Supplementary Planning Document. These are outlined below in detail to illustrate the supportive planning context for this Order.

8.2 Regional Spatial Strategy (RSS)

The Regional Spatial Strategy for the North West (RGP13) was published by the Secretary of State in March 2003. (A new draft RSS is currently out for consultation during the first part of 2006 but is not expected to be formally adopted until the end of 2007.) The RSS forms part of the statutory planning framework.

Core Development Principles

The Widnes Waterfront EDZ proposals for re-development are entirely consistent with the core development principles of RSS and its overriding aim to promote sustainable patterns of development.

In particular it complies with Policy DP1 ‘Economy in the Use of Land and Buildings’ as it makes effective use of previously developed land and existing infrastructure within the urban area of Widnes and is accessible by public transport, walking and cycling. It is also well located in relation to existing residential areas and other services within Widnes Town Centre.

The Waterfront EDZ proposals will comply with Policy DP2 ‘Enhancing the Quality of Life’ through enhancement of the economic, social and environmental ‘capital’ of the area. It will achieve this by:

- adding new jobs, prosperity and improving the quality of life of local people employed in these jobs;
- adding to the recreational and amenity value of the area through new commercial leisure facilities and open air recreation opportunities;
- adding to the cultural and environmental assets of the community by improving access to the Sankey Canal and Mersey Estuary;
- protecting and enhancing nature conservation assets of the area through conservation of existing natural areas and new landscaping and open space proposals.

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The proposals will also contribute to implementing Policy DP3 ‘Quality in New Development’ and DP4 ‘Promoting Sustainable Economic Growth and Competitiveness and Social Inclusion.’

The Spatial Development Framework

The Widnes Waterfront EDZ development lies within the North West Metropolitan Area as defined by Policy SD1 where a significant proportion of development and urban renaissance resources should be focused.

The Widnes Waterfront EDZ development will also help achieve Policy SD2 because Widnes is listed in Policy SD2 ‘Other Settlements within the North West Metropolitan Area’ where wide-ranging regeneration and environmental enhancement should be secured, and most especially in the older parts of the metropolitan settlements listed. The policy states that ‘very significant enhancement, in terms of image (improved townscape and landscape quality) and opportunities for a higher quality of life overall, is required in Runcorn, Widnes and Ellesmere Port. Developments within these three areas should be sustainable and complementary to the development required in order to fulfill Policy SD1 above.’

Economic Growth and Competitiveness with Social Progress

The Widnes Waterfront EDZ development is fully in accordance with policies to increase the competitiveness of the North West economy whilst promoting wider social benefits particularly social inclusion, through targeting key sectors and promoting sustainable development patterns. In particular the EDZ proposals will help to achieve Policy EC6 ‘The Regeneration Challenge: Bringing the Benefits of Economic Growth to Areas of Acute Need’. This policy aims to encourage and deliver co-ordinated and coherent efforts to enhance the attractiveness to potential investors of locations in more needy areas (primarily by improvements in image; visual attractiveness and better environmental quality, including advance ‘structure planting’; improved skill levels and business support, especially within the North West Metropolitan Area).

8.3 The Widnes Waterfront EDZ is within a ‘Regeneration Priority Area’ identified by the North West Development Agency and shown on the RSS Key Diagram 3. This encompasses the whole of the North West Metropolitan Area.

The Widnes Waterfront EDZ proposals fully comply with the objectives of Regional Spatial Strategy for sustainable regeneration of the urban parts of the region’s Regeneration Priority Areas. As such it complies with the following RSS policies:

- Policy UR1 ‘Urban Renaissance’ – by reviving the local economy and contributing to industrial restructuring in the sub-region and by reviving communities through the provision of new local jobs.
- Policy UR4 ‘Setting Targets for the Recycling of Land and Buildings’ – the Widnes Waterfront EDZ proposals complies with this policy which states that ‘the re-development and re-use of vacant sites and buildings within urban areas should be a priority’ and ‘local authorities should make full use of their extensive powers to ensure that any existing or emerging areas of derelict and abandoned buildings are immediately identified and swiftly addressed’.

Environmental Quality

The Widnes Waterfront EDZ proposals are firmly in line with the RSS objectives regarding raising the environmental quality of the region by tackling the pressing derelict land and contamination problems of the region. As such it accords with Policy EQ1 ‘Tackling Derelict Land and Contamination Issues’. This states that wherever possible, priority should be given to those sites which present the best opportunities to support urban renaissance and reduce sources

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of pollution and environmental impact in the North West in line with the Core Development Principles and in a manner that will support the Spatial Development Framework.

8.4 The Halton Unitary Development Plan (UDP) was adopted as the new statutory development plan on 7th April 2005.

Part 1 of the UDP: The ‘main strategic aim’ of the UDP is ‘to transform the quality of Halton’s environment and improve economic prosperity and social progress through sustainable development’. The aims for regeneration are as follows:

- to regenerate and revitalise Halton’s older industrial areas and encourage new uses for the benefit of the community;
- to regenerate and revitalise the waterside environment in Halton;
- to return previously used land to beneficial use;
- to regenerate run down housing areas through new development;
- to increase the vitality, viability and prosperity of Halton’s town centres;

The first three aims above are particularly relevant to development within the Widnes Waterfront Action Area and will be achieved by the implementation of these objectives.

The Spatial Strategy

The Spatial Strategy of the UDP Part 1 describes how the UDP policies reflect the Core Strategy and Spatial Strategy of RSS. It also describes the role and purpose of regeneration as part of a linked strategy of development. This combines new sustainable development on the edges of Widnes and Runcorn with regeneration of unsuitable industrial areas and deprived housing areas designated as Action Areas, as a means of improving economic prosperity and reversing population decline.

Strategic policies (Part 1 policies). The most relevant policy in part 1 of the UDP to the Widnes Waterfront EDZ is policy S1 Regeneration to prepare Action Area plans as supplementary planning documents. Development within the Widnes Waterfront Action Area, like other Action Areas in the Borough will be expected to improve quality of life for the residents of Halton by:

- Stimulating economic development and create jobs for local people;
- Providing housing to meet local needs;
- Providing local facilities for the community;
- Reclaiming derelict/contaminated land and bringing such land back into beneficial use;
- Protecting and enhancing the local environment.

The Widnes Waterfront Action Area, like other Action Areas, is the subject of Part 2 policies in the Regeneration Chapter that set out the uses that would be acceptable in each area and the principles of development. However, it is recognised that the regeneration of Halton raises much wider issues than can be provided for just by the land use policies of the UDP and the Regeneration Strategy for Halton (1998) provides for regeneration in its wider context.

Part 2 of the UDP Regeneration chapter: Action Areas. In Part 2 of the UDP, the Regeneration Chapter describes the purpose and status of Action Areas. These are areas within which wider Council enabled regeneration efforts will be aided by flexible land use policies, allowing opportunities for old redundant land uses (particularly industry) to be replaced by new uses such as open space and to allow for more mixed-use development. The Action Area plans are being

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prepared as 'Supplementary Planning Documents' (SPDs) Policy RG3 is of most relevance to the Widnes Waterfront EDZ area. Within the Waterfront Action Area the following uses will be acceptable: -

- Employment uses (B1, B2 & B8);
- Residential uses (C2 & C3);
- Leisure uses (D2) where they comply with Policy TC1(2);
- Open space;
- Food and Drink (A3); and
- Bulky goods retail warehousing within Class A1, where it complies with Policy TC1 (2).

The Principles of Development are:

- The nature and design of new development should take advantage of the waterside location beside the St. Helens Canal and Mersey Estuary;
- A significant improvement should be made to the waterside environment;
- Provision should be made for increased public access to the waterside;
- Access into the area should be improved particularly in relation to public transport access;
- The visual quality of the built and natural environment should be enhanced including along routes into the area;
- Development should not prejudice the overall objective of securing a further crossing of the Mersey east of the existing bridge;
- Development should follow existing design standards and landscaping strategy;
- Development should not be unsightly nor a source of noise, dust, odour or pollution that is considered to be detrimental to the future regeneration prospects of the area as set out in the Action Area Plan;
- Provision should be made for improved pedestrian links from the Action Area to Widnes Town Centre.

The justification for these principles has already been outlined previously. The opportunity exists to take advantage of the waterside location and regenerate the area.

8.5 Widnes Waterfront Supplementary Planning Document (SPD). This document is supplementary to the 'saved' policies of the adopted Halton Unitary Development Plan as described above and forms part of the Halton Local Development Framework. The Widnes Waterfront SPD does not have statutory development plan status as defined by Section 38(b) of the Act but is used by the local planning authority as a material consideration in respect of decision making.

8.6 Government Planning Policy Statements

The Widnes Waterfront CPO proposals are in conformity with national planning guidance as set out in PPS3, PPG4 and PPS1. There are no other relevant policy statements applicable to the Order. Policies relevant to the Widnes Waterfront are outlined below and have been incorporated in the Widnes Waterfront SPD and EDZ Masterplan.

PPS3 (Housing)

This PPG is relevant in so far as policy RG3 (Widnes Waterfront Action Area) of the Halton Unitary Development Plan lists residential uses as an acceptable use within the Regeneration Action Area. This is in accordance with PPS3 (Housing) that states (Para. 40) "the government's key objective is that Local Planning Authorities should continue to make effective use of land by

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re-using land that has been previously developed." This will promote regeneration and minimise the amount of greenfield land being taken for development.' Any sites identified as suitable for housing within the Action Area will be classed as 'windfall' sites in accordance with PPS3, as these would not have been identified in advance in the Halton UDP. The reasons for this are stated in the Widnes Waterfront SPD (paras 5.11 & 5.12) where it is recognised that in the longer term, as the renaissance of the area progresses there may be scope for an element of residential development to be brought forward. However no sites for residential development were identified in the SPD due to the uncertainty as to their suitability at the time of its preparation.

PPG4 Industrial, Commercial Development and Small Firms. Re-Use Of Urban Land.

This states that many urban areas contain large amounts of land, once used for industrial purposes but now under-used or vacant. Getting this land back into beneficial use is important to the regeneration of towns and cities. Optimum use should be made of potential sites and existing premises in inner cities and other urban areas, taking into account such factors as accessibility by public transport, particularly in the case of labour-intensive uses. Local planning authorities should identify such areas and indicate their appropriate alternative uses, including industrial and commercial uses, in their development plans, keep up-to-date details on available sites, and provide information about them to potential developers. The Widnes Waterfront proposals are entirely on previously developed land and are predominantly for employment generating proposals, although as outlined in section 5, some residential development may be considered when the conditions are conducive.

PPS1 Delivering Sustainable Development. This sets out the overarching planning policies on the delivery of sustainable development through the planning system (paragraph 27). Policies that are relevant to the Widnes Waterfront proposals are as follows: (vii) Reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development. Planning should actively manage patterns of urban growth to make the fullest use of public transport and focus development in existing centres and near to major public transport interchanges; (viii) Promote the more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings. Planning should seek actively to bring vacant and underused previously developed land and buildings back into beneficial use to achieve the targets the Government has set for development on previously developed land. The Widnes Waterfront SPD and EDZ Masterplan have incorporated and addressed all these issues and the Order aims to facilitate these sustainable development principles.

Sustainable economic development. The Government is committed to promoting a strong, stable, and productive economy that aims to bring jobs and prosperity for all. The Widnes Waterfront proposals will meet these policies by the following:

- Promoting economic development that can deliver environmental and social benefits;
- Contributing to the wider sub-regional, regional and national benefits of economic development;
- Actively promoting and facilitates good quality development, which is sustainable and consistent with the Unitary Development Plan;
- Identifying opportunities for future investment to deliver economic objectives;

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- Reducing the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development;
- Promoting the more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings.

Halton Borough Council recognises the significance of the issues and believes the CPO Order for the EDZ will facilitate their implementation.

9 TRANSPORT POLICY CONTEXT AND PROPOSED ACCESS SCHEMES

9.1 The Order will facilitate an integrated approach to be taken in the provision of infrastructure both on and off site to provide inclusive, sustainable access to the site for local people, particularly in deprived areas, and assist meeting the EDZ regeneration objectives of economic growth.

9.2 The overarching objective of Halton's second Local Transport Plan 2006 is: "The delivery of smart, sustainable, inclusive and accessible transport systems and infrastructure that seeks to improve the quality of life for people living in Halton by encouraging economic growth and regeneration, and the protection and enhancement of the historic, natural and human environment." The long term transport strategy and vision is: "To achieve sustainable, inclusive, accessible and fuel efficient transport systems that improve the quality of life for people living in Halton by sustaining economic growth and regeneration, whilst minimising their impact on the historic, natural and human environments" The EDZ aims to deliver on this objective and vision, and a framework travel plan has been developed which assists with this. An essential part of the delivery is the development of physical infrastructure, enabled by the CPO, allowing access to all of the opportunity sites by a variety of modes, through walking, cycling or use of bus or car.

9.3 Transport access schemes linking the EDZ to the Widnes town centre as well as linking the development sites to the existing industrial areas through a public transport, cycleway and footway 'Access Ring' will be completed as complementary to the Scheme. This will be achieved by:

- The improvement of existing roads (Earle Road and Tan House Lane) and the construction of a new link between Earle Road and Moss Bank Road/Gorsey Lane to provide access to the new employment opportunities for local residents.
- Access infrastructure is, and will continue to be, designed to a high standard for employees and visitors to the site by:
 - Foot and cycle, by providing new 3 metre wide combined paths throughout the site. In addition three new cycle ways into the site have already been completed (except at the new gyratory near Earle Road) and cycle stands are to be installed in 2007 at the Railway Station and also at Green Oaks;
 - Public transport, by allowing good bus penetration. An existing bus service will be diverted into the EDZ taking in Green Oaks and the Railway Station improving connections to the site every hour post 2007;
 - Car, by upgrading existing roads and the provision of a new connecting "boulevard" from Earle Road to Tan House Lane.

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- Road layout design for the safe and appropriate movement of HGVs and individual sites will allow HGVs to turn within the service yard and have additional space for those waiting to be loaded/unloaded as necessary
- Car parking to maximum standards will be encouraged on all development sites, to ensure sustainable travel choice, and the safety of highway users. 10% of this will be to disabled standard, and cycle/motorcycle parking will also be required.

9.4 This ‘Access Ring’ around the site complements works that have already taken place, and will continue to take place off site, to improve access particularly from deprived areas of the borough by walking, cycling, public transport, and car. These works, using European, NRF and NWDA funding, will be spearheaded by the new post of Mobility Coordinator within the Acquiring Authority from 2007 onwards and will include:

- provision of “greenway” walking and cycling links particularly from deprived areas;
- quality transport corridors along Liverpool Road/Deacon Road/Halton View Road – enhancing facilities for walking, cycling, public transport and improving road safety;
- public transport service connections to the town centre and railway station;
- road safety and traffic capacity improvements at the main Fiddlers Ferry Road and Widnes Eastern Relief Road junction, which provides the main connection between the EDZ and Widnes town centre.

10 THE VIEWS OF GOVERNMENT DEPARTMENTS

10.1 Ongoing liaison has taken place with GONW about the regeneration of the Widnes Waterfront EDZ and GONW has endorsed the Council's key objectives for Widnes Waterfront EDZ as set out in Sections 1, 4,5,7,8 and 9.

10.2 No specific views have been expressed relating to this Order.

11 THE HUMAN RIGHTS ACT 1998

11.1 The Human Rights Act 1998 requires (amongst other things) that every public authority must act in a manner, which is compatible with the Convention for the Protection of Human Rights and Fundamental Freedoms (“the Convention”). Relevant parts of Article 1 of First Protocol of the Convention provide: -

“Every natural or legal person is entitled to peaceful enjoyment of his possessions” and “[no] one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law ...”

Relevant parts of Article 8 of the Convention provide:

(1) Everyone has the right to respect for his private and family life, his home and his correspondence. (2) There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interest of ...the economic well-being of the country...”

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11.2 The Order has been made pursuant to section 226(1)(a) of the Town and Country Planning Act 1990 which authorises the Acquiring Authority to acquire land compulsorily subject to following the procedures laid down by the Acquisition of Land Act 1981. The Acquiring Authority considers that there is a compelling case in the public interest that the Order lands be acquired in order to achieve the purposes described in this Statement. If the First Secretary of State agrees with the Acquiring Authority that there is a compelling case in the public interest, he may confirm the Order. If the Order is confirmed, compensation may be claimed by persons whose interests in land have been acquired or whose possession of land has been disturbed. In the circumstances, if the Order is confirmed, the compulsory acquisition of the Order Lands will not conflict with Article 1 of the First Protocol or Article 8 of the Convention. Relevant parts of Article 6 provide that: -

“In determining his civil rights and obligations ... everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law.”

12 ALTERNATIVE DISPUTE RESOLUTION

12.1 As stated above in section 7.3, negotiations for the purchase of the interests of owners and occupiers are being carried out on by the Acquiring Authority and/or its development partner. The Acquiring Authority remains committed to agreeing the voluntary acquisition of all outstanding interests in the Order Land and, in the interests of speed and goodwill, will consider the use of Alternative Dispute Resolution techniques, wherever appropriate, to settle any disputes which might arise. Should anyone affected by the Order have any queries with regard to the acquisition of their interest or any other aspect arising out of the making of the Order they may find it useful to contact the Council’s Economic Regeneration Service via the Municipal Building, Kingsway, Widnes WA8 7QF.

13. RELATED APPLICATIONS, APPEALS, AND ORDERS ETC.

13.1 There are three planning applications on land affected by this Order; to date there are no appeals.

13.2 There has been a Halton Borough Council Resolution to approve the Routledge Outline Planning Applications 05/00057/OUTEIA & 05/00109/OUTEIA on Area V. These applications are primarily for housing, plus a small employment development. 05/00057/OUTEIA is for 603 residential units & 05/00109/OUTEIA is for 632 residential units, Retail A1, A2 and A4 uses of 372 sq.m. (4000 sq.ft.) and B1 offices of 2,323 sq.m. (25,000 sq.ft.) subject to:

i) Conditions: including a Grampian condition requiring the building of a secondary access after the occupation of the 300th dwelling, shop and an agreement to provide and support public transport arrangements and implementation before development commences; standard outline conditions; amended plan in relation to those already submitted and those required for the revised internal highways layout; public art; ground investigations including remediation strategy; foul and surface water disposal; amphibian survey and conservation scheme; oil interceptors; vehicle wash drainage; wheel wash; drainage on a separate system; construction hours for work audible at the site boundary; noise mitigation scheme; class A1, A2 and A4 opening hours restricted to 07.00 to 23.30 hours; no deliveries to A1, A2 and A4 uses between 19.00 and 07.00 hours; travel plan; and,

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ii) A Section 106 requiring installation of secondary access, contributions in lieu of the shortfall of open space within the site, gyratory improvements, public transport provision and measures towards a travel plan.

The decision has not been issued as the Section 106 has not been agreed.

13.3 Application 06/00694/OUT Land at Tan House Lane, Widnes for Area VI received in September '06 for a Business Centre and Technology Park for B1, B2 and B8 and provision for trade counters on Tan House Lane from Broadthorn Developments. The application is for 19,428 sq.m. (209,123 sq.ft.) of B1 and 37,470 sq.m.(403,327 sq.ft.) of B2/B8. The applicant's have been asked for an Environmental Impact Assessment to be submitted. Once this is received the application will be readvertised and advertised under the Environmental Impact Assessment Regulations.

13.4 Application 06/00742/OUT Former Muspratt Works, Earle Road. (Area VIII.) The outline planning application by Cheshire Land Ltd and Broadthorn Construction Ltd., submitted on 29 September 2006, was for a Golf Driving Range, with all matters reserved for future consideration. The application was refused by the Halton Borough Council Planning Authority in December '06 because of highway access and land contamination issues.

13.5 In addition, Road Adoption Orders under Section 247, Town & Country Planning Act 1990, will be sought in respect of Earle Road, the new Boulevard and the southern section of Tan House Lane.

14 CONCLUSION

14.1 There are overwhelming reasons why the site covered by the CPO Order should be redeveloped. Numerous strategic documents, of both a statutory and non statutory nature, highlight the problems of Widnes Waterfront, and although the documents may have differing emphasis, their core requirements, which underpins the need for the Order, are universal, manifest and compelling- that is that the Widnes Waterfront requires regeneration quickly and effectively. The Order has been made for the purposes of land assembly, to facilitate the comprehensive redevelopment of this rundown zone in an area of deprivation and ensure the delivery of the identified regeneration outputs. The Acquiring Authority believes that it is only through the Order that redevelopment will take place sooner than left to market forces. This will provide the certainty for programme funding, enabling the Acquiring Authority, and its partners, the NWDA and EU, to achieve their combined objectives which have the public interest at heart.

14.2 The current owners of the sites covered in the Order have either been unable to bring the land back into economic use since the EDZ was designated in 2001 and/or the uses do not conform to the Widnes Waterfront EDZ Masterplan and/or Supplementary Planning Document (SPD) and/or the uses affect the comprehensive redevelopment of the site. In reaching its decision to make this Compulsory Purchase Order the Council has carried out an extensive informal consultation process with owners and occupiers of properties within the area subject to the Order. The Acquiring Authority and its joint venture partner will continue to attempt to purchase land covered in the Order by agreement and discussions will continue with those affected by the proposals.

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15 DOCUMENTS, MAPS OR PLANS

15.1 A list of Documents, Maps and Plans are listed below and arrangements will be made for them to be available for public inspection Halton Direct Link, 7 Brook Street, Widnes, Cheshire WA8 6NB and they can be contacted on 0151 907 8300. Their opening hours are: Mondays to Wednesdays 9:00am to 5:30pm; Thursdays to Fridays 9:00am to 7:00pm; Saturdays 9:00am to 1:00pm.

Document No.	Document Title
1	Schedule Part 1-Land
2	Land Ownership Details
3	EDZ Masterplan
4	Widnes Waterfront Supplementary Planning Document
5	Description of Order Land: Areas I-VIII
6	Development Arrangements between Halton Borough Council and St Modwen Properties PLC
7	CPO Indemnity Agreement between Halton Borough Council and St Modwens Properties PLC
8-14	The Proposed Scheme and related plans, including EDZ boundary, site investigations, related infrastructure, type and phasing of the redevelopment.
15	NW Regional Economic Strategy
16	Regional Spatial Strategy RSS
17	Merseyside Sub Regional Plan
18	Halton Community Plan 2006-2011
19	Halton Borough Councils Corporate Strategy
20	Halton Borough Councils Economic and Tourism Strategy
21	Halton Borough Councils Urban Renewal Strategy
22	Halton Borough Councils Waterside Development Strategy
23	Halton Borough Councils Relocation Strategy
24	PPS1
25	PPG4
26	RPG13
27	EDZ ERDF Bid and Offer Letter
28	NWDA Offer letter and Boundary

Name and Title of Officer: Derek Sutton, Operational Director, Major Projects.

Name of Council: The Borough of Halton, Municipal Building, Kingsway, Widnes WA8 7QF

Date: February '07