



**Executive (Transmodal Implementation)
Sub Board**

**Thursday, 19 October 2006 2.00 p.m.
Marketing Suite, Municipal Building**

Chief Executive

COMMITTEE MEMBERSHIP

Councillor Rob Polhill (Chairman)	Labour
Councillor Tony McDermott	Labour
Councillor Marie Wright	Labour

*Please contact Lynn Derbyshire on 0151 471 7389 or e-mail
lynn.derbyshire@halton.gov.uk for further information.
The next meeting of the Committee is on Thursday, 1 February 2007*

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

Part I

Item No.	Page No.
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.	
3. ADOPTION OF HALEBANK REGENERATION AREA SUPPLEMENTARY PLANNING DOCUMENT AND DITTON STRATEGIC RAIL FREIGHT PARK SUPPLEMENTARY PLANNING DOCUMENT	1 - 6
This report was agreed by the Executive Board on 21 st September 2006 and has been included on this agenda for information only. A copy of the Statement of Consultation referred to within the report is available on the Council's Website.	
4. EUROPEAN REGIONAL DEVELOPMENT FUND OFFER, MERSEY MULTIMODAL GATEWAY	7 - 10
5. DITTON ROAD ENVIRONMENTAL IMPROVEMENTS, MERSEY MULTIMODAL GATEWAY	11 - 14

PART II

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

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

6. LAND AT HALE ROAD, WIDNES

15 - 18

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.

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REPORT TO: Executive Board

DATE: 21st September 2006

REPORTING OFFICER: Strategic Director - Environment

SUBJECT: Adoption of:

**Halebank Regeneration Action Area
Supplementary Planning Document**

and

**Ditton Strategic Rail Freight Park
Supplementary Planning Document**

WARDS: Riverside and Ditton

1.0 PURPOSE OF THE REPORT

1.1 The purpose of this report is to:

- Seek approval of the Executive Board for adoption of the two Supplementary Planning Documents named above.
- Describe the public consultation that has taken place on the draft SPD.
- Propose responses to representations made and amendments to the text of the SPDs to accommodate these representations, where appropriate.

2.0 RECOMMENDATION: That

- 1. the Statement of Public Participation (link), attached to this report be approved.**
- 2. the amendments proposed to the text of the Halebank Regeneration Action Area SPD and the Ditton Strategic Rail Freight Park SPD, in response to the representations received, and the recommendations of the Sustainability Appraisal, be agreed.**
- 3. the Halebank Regeneration Action Area SPD and the Ditton Strategic Rail Freight Park SPD be adopted as a 'local development document' and the procedures for adoption, as set out in the Town and Country Planning (Local Development) (England) Regulations, be carried out.**

4. **further editorial and technical changes that do not materially affect the content or intended purpose of the SPD be agreed by the Operational Director – Environmental and Regulatory Services in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal if necessary, before the document is published.**

3.0 SUPPORTING INFORMATION

- 3.1 The draft SPDs for Halebank and Ditton Strategic Rail Freight Park were approved for the purposes of public consultation by the Executive Board on 22nd September 2005. It was resolved that the results of the public consultation exercises and the revised SPDs be reported back to the Executive Board to consider their adoption as 'local development documents'.
- 3.2 The policies in the SPDs are supplementary to policies RG5 Action Area 5 Halebank and Policy E7 Ditton Strategic Rail Freight Park of the Halton Unitary Development Plan.
- 3.3 The DSRFP SPD is also based on the contents of the Masterplan, Landscape Strategy and Design Guide by consultants Atkins that was finally approved by the Council in December 2004.

Public Participation

- 3.4 Attached to this report is a 'Statement of Public Participation' that describes the public participation process. It lists those who were consulted, summarises the comments they made, and proposes responses to them. If considered necessary, an amendment to the text of the SPDs is proposed for the Executive Board's agreement.
- 3.5 An important part of the SPD's preparation has been a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA). This is required by the Planning and Compulsory Purchase Act 2004 and a European Directive. The Statement of Public Consultation has a separate section describing how the SA/SEA recommendations have been taken into account.

Adoption

- 3.6 In order to be adopted as a 'Supplementary Planning Document' under the Planning and Compulsory Purchase Act 2004, the requirements of the Regulations that set the rules for how the Act operates must be met during the SPDs preparation.
- 3.7 The Regulations also set out the rules for the adoption of an SPD. These state that the adopted document must be made available for inspection at the same places where it was available during public

consultation. It should also be published on the Council's website, together with the Statement of Public Consultation and an 'adoption statement' that must be sent out to those who wish to be notified.

4.0 POLICY IMPLICATIONS

4.1 The proposed alterations to the text of these two SPDs are set out in detail in the section on sustainability appraisal and in Appendix 3 of the Statement of Public Consultation. In summary, these cover the following issues:

4.2 Ditton Strategic Rail Freight Park

Transport Issues

The means of access to the greenfield site west of Halebank (UDP Site 253) has been clarified. This now states that a range of options have been considered within the Masterplan and SPD process for linking the Site 253 to the A562 (Speke Road) and the A5300 (Knowsley Expressway). It is considered that access to the A562 would be preferable by making use of a re-built Ditton Station bridge. Direct access to the A5300 is not necessary for the development of Site 253, but the layout of the site should allow for this as a longer term requirement, avoiding Halebank Road except for emergency access.

The proposal for a footpath link from Site 255 in the vicinity of AHC Warehouse, using an old underpass beneath the railway line to connect to Ditton Road and St Michaels Road, has been deleted. This is because it is considered unsuitable due to proposed new road and rail connections on Site 255.

Phasing

The UDP Policy (E7) governing the development of the rail freight park requires that development is carried out in accordance with a phasing plan contained in the SPD. Now that more detailed feasibility work has been carried out on infrastructure requirements, and planning permission has been granted for the Innovis scheme on Site 255 (the brownfield element east of Foundry Lane) and for the proposed landscaped bund on Site 253 (the Greenfield site off Halebank Road), a phasing plan can be devised. This has been agreed with the Council's Major Projects Department, which is managing the project.

4.3 Halebank SPD

Transport Issues

Several changes have been made as a result of public consultation.

Two options were originally put forward for a connection between Mersey View Road and Pickerings Road as part of the proposed HGV by-pass around Halebank. After consultation with local businesses, Option 2 has been deleted. Option 1 will remain as it has less effect on local businesses and is a safer highway design.

A requirement for existing businesses with access off Mersey View Road to 're-orientate' their business to take access off Pickerings Road has been dropped as it is too onerous. If redevelopment of these premises occurs in the longer term, then the option will still be pursued.

The land to be safeguarded for the future road link between Foundry Lane and Hale Road, as the main component of the 'HGV by-pass', has been altered slightly to reflect a more up-to-date highway design. This will give more certainty to landowners who wish to promote housing redevelopment on their sites in line with the SPD regeneration proposals.

4.4 Status of the Adopted SPDs

Once adopted as 'local development documents', these SPDs will constitute a 'material consideration' in respect of decision-making on planning applications.

5.0 OTHER IMPLICATIONS

5.1 None at this stage.

6.0 RISK ANALYSIS

6.1 The risks associated with these SPDs are potentially legal and environmental. There should be no legal risks to the Council from the adoption of these documents, so long as the statutory procedures for their preparation are met. Environmental risks are considered as part of the Sustainability Appraisal. These evaluate the impact of the policies and proposals on social, economic and environmental factors according to European Union and Government regulations. Where appropriate, planning applications for development will also be subject to risk analysis through transport impact analysis, environmental impact analysis, flood risk assessments, risk assessment for development within the consultation zones of sites designated under the Control of Major Accident Hazards (Planning) Regulations 1999 (COMAH).

6.2 The impact of development will also be closely monitored through the Sustainability Appraisal and the Local Development Framework Annual Monitoring Report. A list of indicators will be measured to judge the achievement and impact of the objectives and policies of the proposed Supplementary Planning Documents.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 The consequences of the implementation of the development proposed by these SPDs on a variety of social factors is dealt with by the Sustainability Appraisal published alongside the draft SPDs.

8.0 REASONS OF DECISION

8.1 These are set out in Section 3, Supporting Information.

9.0 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

9.1 This has been covered by the preparation process of the Halton Unitary Development Plan and the Sustainability Appraisal.

10.0 IMPLEMENTATION DATE

10.1 The SPD will be effective for development control purposes from the date of adoption by the Council's Executive Board.

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

Document	Place of Inspection	Contact Officer
Halton Unitary Development Plan	Rutland House, Halton Lea	Andrew Pannell
Halebank Regeneration Action Area – Draft Supplementary Planning Document, September 2005	Rutland House, Halton Lea	Andrew Pannell
Ditton Strategic Rail Freight Park – Draft Supplementary Planning Document, September 2005	Rutland House, Halton Lea	Andrew Pannell
Sustainability Appraisal Scoping Report, June 2005	Rutland House, Halton Lea	Andrew Pannell
Sustainability Appraisal Final Report, September 2005	Rutland House, Halton Lea	Andrew Pannell

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REPORT TO: Executive (Transmodal Implementation)
Sub-Board

DATE: 19th October 2006

REPORTING OFFICER: Strategic Director - Environment

SUBJECT: European Regional Development Fund
Offer, Mersey Multimodal Gateway

WARDS: Ditton and Riverside

1.0 PURPOSE OF THE REPORT

1.1 To update Members on the progress of the application to European Regional Development Fund (ERDF) for Mersey Multimodal Gateway (3MG).

2.0 RECOMMENDATION: That

Members approve the progression of the ERDF funded projects as contained in the report.

3.0 SUPPORTING INFORMATION

3.1 ERDF is one of the key funding sources identified in the 3MG Masterplan. In March 2006 an application was submitted for ERDF funding for five projects within 3MG totalling £999,750 under Priority 1.5 of the Objective 2 programme, which is primarily focussed on the provision of office space for Small-Medium Enterprises (SMEs) in the Hi-Tech sector.

3.2 Following advice, the application was amended. Two applications were subsequently submitted.

1. For connection with A5300/A562, Ditton Road Environmental Improvements, Halebank HGV Access. Priority 3 for £1,750,000.
2. For Business Enterprise Grants. Priority 1.5 for £250,000.

3.3 The application, which included the provision of a connection with A5300/A562, Ditton Road Environmental Improvements, Halebank HGV Access was approved by Government Office North West on 7th August 2006. We expect to hear shortly on the decision for the £250,000 application.

3.4 The HGV Access scheme is subject to a separate report. See Executive (Transmodal Implementation) Sub Board report entitled 'East West Link.'

- 3.5 The Ditton Road scheme is subject to a separate Executive (Transmodal Implementation) Sub Board report.
- 3.6 The connection to A5300/A562 work is progressing. This will be reported in more detail to the next Executive (Transmodal Implementation) Sub Board meeting.

4.0 POLICY IMPLICATIONS

- 4.1 The Council adopted the 3MG Masterplan in December 2004. 3MG is heralded in the Council's Corporate Plan and LSP and HBC Urban Renewal Strategy and Action Plan, and supports the Council's Urban Renewal corporate priority.

5.0 OTHER IMPLICATIONS

- 5.1 If the external public funding element for the scheme is not maximised then the financial contribution from the Council would need to be greater or else the schemes would be of lower quality, less beneficial or in some cases undeliverable.

6.0 RISK ANALYSIS

- 6.1 If the infrastructure schemes do not go ahead, the full potential of the Park will not be realised. The benefits to the Halebank Community from the contribution towards the HGV Bypass will be lost and expansion of the Park will increase congestion on existing roads.
- 6.2 The ERDF grant will only be approved if other public funding is identified as match. Private funds will not count as match funding.

7.0 EQUALITY AND DIVERSITY ISSUES

- 7.1 All proposed developments will comply with the Disabilities and Discrimination Act (DDA).

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

Document	Place of Inspection	Contact Officer
Ditton Strategic Rail Freight Park Masterplan	Major Projects	Martin Ledson
Halebank Action Area SPD Transportation Proposals.	Planning	Andrew Pannell
EXB 162 (9th December 2004) Ditton Strategic Rail Freight Park – The Draft Masterplan and Next Steps	Committee Services	Lynn Cairns

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REPORT TO: Executive (Transmodal Implementation)
Sub-Board

DATE: 19th October 2006

REPORTING OFFICER: Strategic Director - Environment

SUBJECT: Ditton Road Environmental Improvements,
Mersey Multimodal Gateway

WARDS: Ditton and Riverside

1.0 PURPOSE OF THE REPORT

- 1.1 To seek Members' approval of the initial concept and to progress with the consultation, detailed design, any required planning permissions and implementation of the Ditton Road Environmental Improvements Scheme.

2.0 RECOMMENDATION: That

The Strategic Director – Environment, in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal, be authorised to submit relevant planning applications and implement the scheme in accordance with Standing Orders Relating to Contracts.

3.0 SUPPORTING INFORMATION

- 3.1 Whilst comprehensive redevelopment of land adjacent to Ditton Road was not proposed as part of the core programme, incremental redevelopment of land and property on and along Ditton Road for uses benefiting from the adjacent rail infrastructure is expected to be brought forward by the private sector.
- 3.2 In order to encourage this investment, and to brand the location as part of the programme initiative, public realm environmental works are proposed in advance. The scheme will incorporate landscaping and highways works.
- 3.3 A concept plan for the scheme has been drawn up accordingly and is shown on the attached plan (Appendix 1).
- 3.4 The scheme will cost approximately £985,000.

4.0 POLICY IMPLICATIONS

- 4.1 The Council adopted the 3MG Masterplan in December 2004. 3MG is heralded in the Council's Corporate Plan and LSP and HBC Urban

Renewal Strategy and Action Plan, and supports the Council's Urban Renewal corporate priority.

5.0 OTHER IMPLICATIONS

5.1 Funding for the Ditton Road Environmental Improvements Scheme is available through the Council's Capital Programme for 3MG and the European Regional Development Fund. An application will be submitted shortly to the Northwest Development Agency for 3MG, which will also contribute towards the funding pot.

6.0 RISK ANALYSIS

6.1 If the scheme does not take place, a key frontage to the freight park will not be enhanced and the appearance is likely to decline further over time.

6.2 The scheme links into and is enhanced by the other parts of the 3MG programme such as the Business Grants Scheme and landscaping associated with new developments. If the scheme does not go ahead the cumulative benefits of the 3MG programme will be reduced.

7.0 EQUALITY AND DIVERSITY ISSUES

7.1 All proposed developments will comply with the Disabilities and Discrimination Act (DDA).

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

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Ditton Strategic Rail Freight Park Supplementary Planning Document.	Planning	Andrew Pannell
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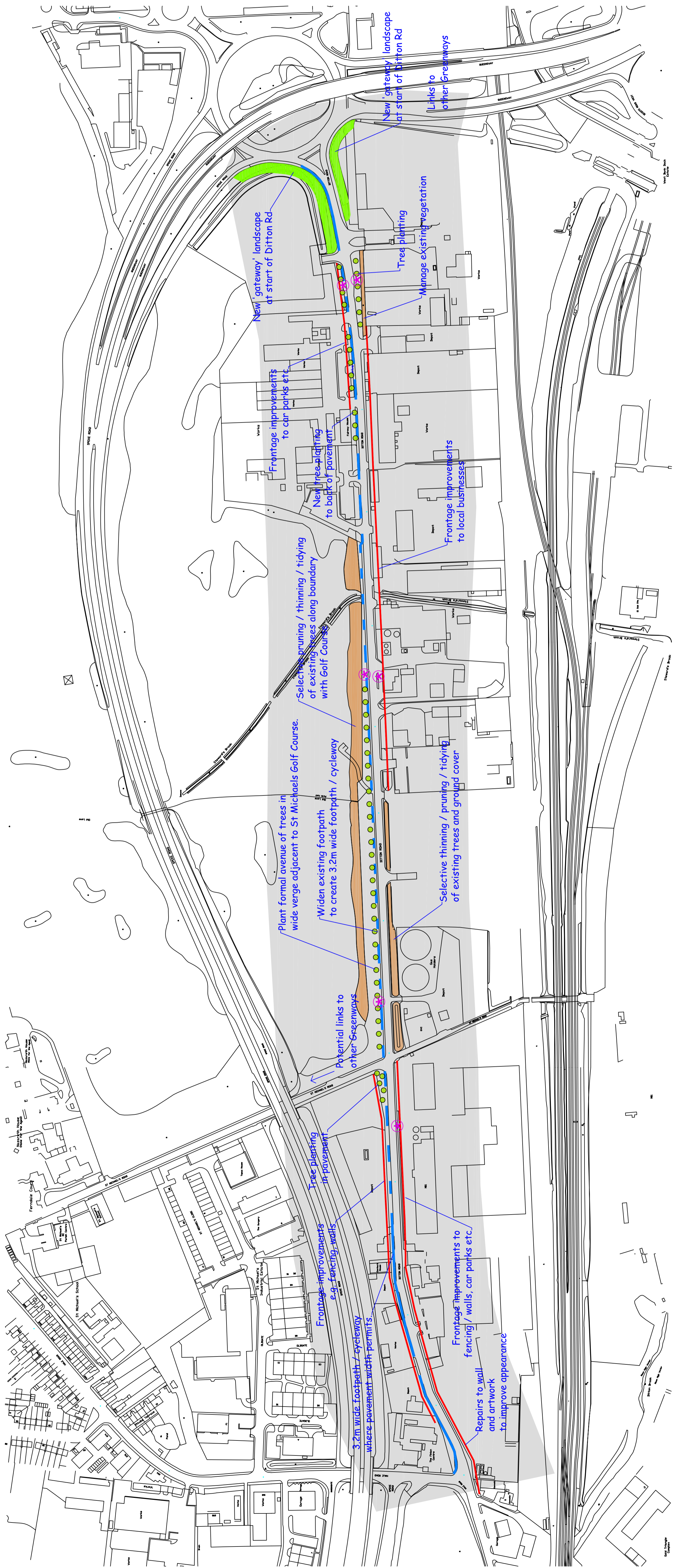
Notes

LIGHTING IMPROVEMENTS:
Potential replacement of existing lighting columns and luminaires to provide a more attractive feature along Ditton Road.

FOOTPATH / CYCLEWAY:
The opportunity exists to create a shared footpath / cycleway along the northern side of Ditton Road. Where possible, this will be the optimum 3.2m wide (achievable along most of the stretch to the west of St Michaels Rd, and adjacent to St Michaels Golf Course. Along the remaining stretches to the east and west, it will be 2.0m wide.
The footpath / cycleway will link up with the recently constructed greenway up St Michaels Rd, and others to the east.

FRONTAGE IMPROVEMENTS:
A potential environmental grant scheme for small to medium sized private businesses to improve the boundaries and frontages of their sites along Ditton Road.
For example, improvements to fencing, railings and walls, tree and shrub planting, upgrading of parking areas etc.

GATEWAY LANDSCAPE:
A combination of specimen trees, earth modelling, rocks, shrubs, turf, art-work and illuminated signage, to create a prominent, high-quality landscape feature at the entrance to Ditton Road.
Land to the south is owned by HBC, land to the north is in private ownership.



BUS STOPS:
Enhance bus stops with the provision of bus border, kerbs, shelters and furniture where appropriate.

EXISTING PLANTING:
Manage existing planting by selective thinning, pruning, and general tidying, with strategic replanting where necessary, to create a screen which is attractive, sustainable, dense and low maintenance.

TREE PLANTING:
New specimen trees (semi-mature or extra-heavy standard) to be planted in prepared tree pits in the pavement, subject to available width and existing services. To help to create a formal avenue effect where possible, to help screen unsightly elements, and to soften the vista along Ditton Road.
Tree species should be chosen from an accepted palette of species to give continuity and identity.

REVISIONS

No.	Description

HALTON BOROUGH COUNCIL
ENVIRONMENT DIRECTORATE
R.G. Tregga B.A., M.A., M.R.T.P.L., M.I.Mgt
Strategic Director
Landscape Services
Pewee Farm Road
Rumton
Cheshire WAT 4UB

DITTON ROAD
ENVIRONMENTAL IMPROVEMENTS

CONCEPT PLAN

Scale: NTS
Date: JAN 06
Drawn by: PJE
Checked by:
Plan No: L 160/b/01
Rev:

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

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