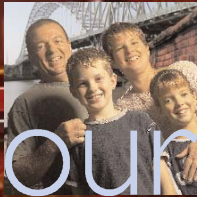


Mersey Multimodal Gateway

Supplementary Planning Document

August 2009



your halton
your vision
your thoughts

3MG (Mersey Multimodal Gateway) August 2009

Halton Borough Council
Operational Director
Environmental and Regulatory Services
Environment Directorate
Halton Borough Council
Rutland House
Halton Lea
Runcorn
WA7 2GW
www.halton.gov.uk/forwardplanning

This document should be read in conjunction with
the relevant policies of the Development Plan



If you need this information in a different format such
as large print, audio tape, Braille or another language,
please contact us on 0303 333 4300

If your first language is not English and you would like
information about our services in another language,
please call us on 0303 333 4300 or email
hdl@halton.gov.uk

यदि आपका प्रथम भाषा इंग्लिश नहीं है तो आपको हमें अपनी अन्य भाषा में हमारे सर्विसों के बारे में जानकारी देना, ताकि हम आपको
0303 333 4300 पर फोन कर सकें या hdl@halton.gov.uk पर ई-मेल कर सकें।

यदि आपकी पहली भाषा अंग्रेजी नहीं है और आप हमारी सेवाओं के बारे में जानकारी किसी अन्य
भाषा में चाहते हैं तो कृपया हमें 0303 333 4300 पर फोन करें या hdl@halton.gov.uk पर ई-मेल
भेजें।

Jeżeli angielski nie jest Twoim pierwszym językiem i potrzebujesz informacji o naszych usługach w in-
nym języku, prosimy o zatelefonowanie do nas pod numer: 0303 333 4300 lub wysłanie maila
do: hdl@halton.gov.uk

如果你的母语不是英语，而你希望得到有关我们服务的其它语言版本的信息，请致电
0303 333 4300 或者发送电邮至 hdl@halton.gov.uk 联络我们。

اگر آپ کی پہلی زبان انگریزی نہیں ہے اور آپ ہماری خدمات کے بارے میں معلومات کسی دوسری زبان میں چاہتے ہیں تو براہ
کرم ہمیں 0303 333 4300 پر فون یا hdl@halton.gov.uk پر ای میل کریں

CONTENTS

1	INTRODUCTION	3
2	SITE LOCATION & DESCRIPTION	4
3	THE VISION FOR 3MG	5
4	PLANNING POLICY CONTEXT	7
5	DITTON STRATEGIC RAIL FREIGHT PARK MASTERPLAN & DEVELOPMENT FRAMEWORK	17
6	WIDER CONTEX	18
7	DEVELOPMENT CONSTRAINTS	19
8	DESIGN GUIDE – GENERAL PRINCIPLES	21
9	KEY DEVELOPMENT OPPORTUNITIES	25
10	PHASING	35
FIGURE 1	MERSEY MULTIMODAL GATEWAY SPD LOCATION PLAN	36
FIGURE 2	MERSEY MULTIMODAL GATEWAY SPD BOUNDARIES	37
FIGURE 3	MERSEY MULTIMODAL GATEWAY SPD CONSTRAINTS PLAN A	38
FIGURE 4	MERSEY MULTIMODAL GATEWAY SPD CONSTRAINTS PLAN B	39
FIGURE 5	MERSEY MULTIMODAL GATEWAY SPD KEY DEVELOPMENT OPPORTUNITIES	40
APPENDIX I		41

INTRODUCTION

3MG MERSEY MULTIMODAL GATEWAY

1.1 This is the adopted version of the 3MG (Mersey Multimodal Gateway) Supplementary Planning Document .

1.2 The document acts as a 'supplementary planning document' (SPD) to the existing policies of the Halton Unitary Development Plan (UDP). The UDP identifies the Ditton Strategic Rail Freight Park (DSRF) as the opportunity to create a rail freight interchange of regional significance; to underpin the economy of the region; and to contribute to the Government's objective for national growth in rail freight.

1.3 This SPD is being prepared under the Planning and Compulsory Purchase Act 2004 and in accordance with the advice of Planning Policy Statement 12: Local Development Frameworks (PPS12). In accordance with PPS12, before an SPD can be used with any weight for development control purposes it first must be prepared in consultation with the general public, businesses and other interested parties and their views taken into account before it is finalised. It should then be the subject of a Council resolution to adopt it as a Supplementary Planning Document.

1.4 The Halton Unitary Development Plan was adopted by Halton Borough Council on 7th April 2005 and therefore the policies upon which the SPD is based have

statutory development plan status.

1.5 A 'sustainability appraisal' (SA) has also been prepared to show how the implementation of the SPD and Masterplan might impact on the environment and well-being of the area.

1.6 In addition, the SPD is based upon the contents of the Ditton Strategic Rail Freight Park Masterplan and Landscape Strategy and Design guide that were adopted by the Council in December 2004. Whilst this SPD is a stand alone document it nevertheless cross refers to the Masterplan and Design Guide and accordingly the three documents should be read together to get a full picture of the vision and requirements for the area.

1.7 The Ditton Strategic Rail Freight Park has now been renamed 3MG (Mersey Multimodal Gateway). It is identified in the UDP as an area encompassing existing industrial warehousing sites adjoining the railway line, open fields on Hale Bank Road, and open fields that contribute to the setting of 3MG. This SPD however applies to a broader area bound by Queensway, the River Mersey and Hale Bank Road as these are considered the full extent of the setting of 3MG and consequently should be subject to the guidance of this document. 3MG abuts the area covered by the Halebank Regeneration Area Action Plan SPD. It is important therefore that the proposals in this SPD are aligned to the Halebank SPD. Figure 2 illustrates the boundaries of the Ditton masterplan, 3MG SPD and Halebank SPD.

2 SITE LOCATION & DESCRIPTION

2.1 3MG is located to the south of Widnes, on the edge of Halebank. It lies on the northern edge of the Mersey Estuary, to the north west of Runcorn Bridge and is bounded to the east by the A533 Queensway; to the north by the A562 Speke Road and a St Michael Jubilee Golf Course. The area is largely characterised by heavy industrial development, in contrast to the residential nature of Halebank. The location is indicated on Figure 1.

2.2 The core of 3MG comprises a number of potential development sites which are allocated for development. These are described as follow:

- ▶ Site 253 comprises a greenfield site to the south of the railway and north of Hale Bank Road;
- ▶ Site 255 comprises industrial land to the south of the railway and east of Ditton Brook which contains the existing rail connected industries and intermodal depot;
- ▶ Site 256 comprises railway sidings immediately south of the railway line and connects Site 253 to Hale Road.

2.3 The full extent of the 3MG as defined in the UDP however stretches to include

- 1) greenfield to the west of Site 253 and connecting to the roundabout of the A562 with the A5300 Knowsley Expressway to the north;
- 2) land to the north of the railway line

- up to the A562 including Ditton Road Estate;
- 3) existing industrial premises known as the Eddarbridge site to the west of the A533 Queensway; and
- 4) The Mound, a remediated site at the confluence of the Ditton Brook and Steward's Brook.

2.4 Sites outside the core areas for the freight park, as defined by the Halton UDP, are included in the wider boundary of the SPD. This is so that all land with the potential for development in association with the rail freight park is considered. It is also because it needs to take account of and control development on adjoining sites that may have an impact on the operation and possible expansion of the rail freight park. The policy of the SPD affecting adjoining land currently in industrial use is careful to point out that the existing use is expected to continue and would apply only if the existing use was to cease and be redeveloped. The SPD therefore gives explicit support to the rail freight park development on adjoining land and establishes the principles to be applied on it.



3 THE VISION FOR 3MG

3.1 3MG has been identified as a project of great importance at local, regional, sub-regional and national levels. The principle of 3MG was established by Halton BC in 1999 in recognition of its position on the West Coast Mainline and this was subsequently endorsed in the Mersey Freight Study in 2000. Further support was provided by the North West Regional Development Agency with the designation of a strategic regional site in December 2001. The site was designated on the basis of its potential as a major intermodal freight terminal serving Merseyside, North Cheshire and the Port of Liverpool. The strategic regional site designation was confirmed in the Regional Economic Strategy published in 2003.

3.2 The Vision for 3MG is therefore to create a national, regional and sub-regional rail freight facility in the context of national transport policy, regional planning and economic policies, and local planning policies. In order to ensure the proper planning of the 3MG, a Masterplan was produced for the DSRFP site which sets out the context and broader aspirations for the site.

3.3 The DSRFP Masterplan outlines the following:

- ▶ Policy context;
- ▶ Halton BC's regeneration objectives relative to the site;

- ▶ Existing site conditions including business interests, road and rail infrastructure, physical environment;
- ▶ Public sector funding;
- ▶ Delivery tasks and means.

3.4 Overarching the above is the Vision for 3MG which seeks to realise its full economic and regenerative potential through:

- ▶ Enhancement of road and rail infrastructure;
- ▶ The release of additional land and property development opportunities;
- ▶ Enhancement of environmental quality;
- ▶ Co-ordinated branding and promotion;
- ▶ Co-ordinated management of infrastructure and landscaping; and Collaboration of public and private sector interests and initiatives.

3.5 To achieve this vision the masterplan has





developed around a number of components which are described as follows:

- ▶ The realisation of the economic and employment potential of commercial freight businesses for the benefit of the Halton community;
- ▶ The development of the railway infrastructure both serving 3MG (Ditton sidings) and within the site, to provide the necessary capacity and operational efficiency to support the full potential of the scheme;
- ▶ The development of road infrastructure within 3MG, and connecting it to the strategic road network, to provide efficient and effective connections between the commercial and operational interest within the site, and mitigate any impacts of the scheme on local communities;
- ▶ The provision of complementary facilities and land uses to support the maximum usage of 3MG;
- ▶ The addition of further land and development opportunities to provide critical mass to respond to the market opportunity and maximise employment generation potential; and
- ▶ The improvement of environmental

quality through quality landscape treatments and removal of bad neighbour activities.

- 3.6 The North West Regional Development Agency envisages that Ditton will be developed as a modern inter-modal exchange, logistics and strategic rail freight facility serving, in particular, the needs of Merseyside, North Wales and the Cheshire sub-region, with potential links to Liverpool Airport and Port of Liverpool. We envisage that Ditton will:

- ▶ accommodate strategic distribution development;
- ▶ accommodate businesses that will utilise the railway for the transportation of freight; and
- ▶ provide a significant number of jobs for local people.

Strategic regional sites should act as flagship developments for the North West, accommodating the needs of inward investment and indigenous business. Standards of design, energy conservation, landscaping, quality of construction and urban design should ensure that all new development at the site contributes positively to environmental quality. There should be a presumption in favour of innovative and quality architectural design solutions on the site.

4 PLANNING POLICY CONTEXT

Supplementary Planning Document – Status and Purpose

4.1 This SPD is supplementary to the policies of the UDP and should be taken into account as a material consideration in deciding planning applications within the SPD area.

4.2 The particular policies and proposals in the Halton UDP that this document is supplementary to are described below under the section 'Halton Unitary Development Plan'.

4.3 The context in which the UDP sits is set out the Regional Spatial Strategy for the North West which provides the broad development Strategy for the region. The Regional Spatial Strategy (along with the Halton UDP) forms part of the statutory development plan for the SPD area. The relevant elements of the Regional Spatial Strategy are summarised in the section below.

Regional Spatial Strategy for the North West

4.4 At the time of producing the SPD,

the Regional Spatial Strategy (RSS) for the North West consisted of Regional Planning Guidance for the North West (RPG13) which became RSS and part of the statutory development plan for the SPD area at the end of September 2004.¹

4.5 Policies DPI to DP4 of RPG13 set out the Core Development Principles that inform spatial and development planning across the region and require:

- ▶ New development and other investment in infrastructure and services to be located so as to make the most effective use of land, promote appropriate mixes of uses within a site and its wider neighbourhood, make efficient use of transport facilities and assist people to meet their needs locally (DPI).
- ▶ An enhancement in the overall quality of life experienced in the Region (DP2)
- ▶ New development to demonstrate good design quality and respect for its setting (DP3).

¹ Regional Planning Guidance for the North West (RPG13) was superseded as RSS in September 2008 when the North West Regional Spatial Strategy was adopted.



- ▶ Promotion of sustainable economic growth and competitiveness and social inclusion (DP4).

4.6 Policies SD1, SD2 and SD5 of RPG13 require:

- ▶ A significant proportion of development and urban renaissance resources to be focused in the North West Metropolitan Area, which includes Halton (SD1).
- ▶ Wide ranging regeneration and environmental enhancement to be secured and most especially in the older parts of the metropolitan settlements. Very significant enhancement in terms of image (improved townscape and landscape quality) and opportunities for a higher quality of life overall, is required. (SD2).
- ▶ A strategic study of Green Belt across Merseyside and Halton is required to determine the need, if any, for changes in the broad extent and location of Green Belt boundaries to accommodate likely development requirements to 2021 and beyond (SD5).

4.7 Policy EC5 requires development plans and other strategies to identify Regional Investment Sites for strategic business investment which supports the Region's sectoral priorities. These should set out mechanisms including planning conditions and Section 106 agreements to support their status and ensure high quality, environmentally sensitive, sustainable

development well linked with existing urban infrastructure and consistent with the stated Core Development Principles.

4.8 Policy T10 sets out the regional priorities for transport investment and management and, in particular, recognises the importance of making the best use of networks through measures to ensure more sustainable movement of freight within the Region.



Halton Unitary Development Plan

- 4.9 Halton UDP was adopted in April 2005.
- 4.10 This Supplementary Planning Document is prepared in accordance with the Aims and Objectives, Spatial Strategy and Strategic Policies in Part I of the Halton UDP. Strategic Policy S20 identifies a number of sites, including Ditton SRFP, as Regional Investment Sites allocated to meet the needs of economic sectors that are considered significant in raising the competitiveness of the economy in the North West, based upon the Regional Planning Guidance and Regional Economic Strategy.
- 4.12 The adopted UDP allocates the DSRFP under policy E7 as follows:

E7 Ditton Strategic Rail Freight Park

1. A phased strategic inter-modal rail freight park will be developed on land at Ditton, Widnes in accordance with an overall masterplan to be approved as Supplementary Planning Document. Within the defined park Sites 253, 255 and 256

are allocated for development.

Development will be permitted provided that it complies with all of the following (and in the case of 253 subject also to compliance with paragraph 2 below):-

- a) It is for use by businesses that would utilise the railway for the transportation of freight, and uses offering support services to them.
- b) It would be of a quality suitable for occupation by companies of regional or national distribution importance, which would give rise to additional new employment opportunities for residents of Halton and surrounding local authority areas.
- c) It would not have a significantly adverse impact on the environment and on the amenity of local residents, particularly in the Halebank area, and would contribute to urban regeneration.
- d) It would not prejudice the improvement of the passenger rail network or improvements to it identified in the UDP.
- e) It is demonstrated through a detailed Transport Assessment and Travel Plan that it would not have a significant adverse impact on the local transport networks and trunk road network.

2. Development will not be permitted on site referenced 253 on the proposals map and known as land north of Hale Bank Road, unless all of the following also apply:-

- a) It is part of a comprehensive proposal for a strategic rail freight park at Ditton in accordance with an agreed phased plan.
- b) Development of the strategic inter-modal rail freight park on the previously developed sites 255 and 256 identified on the proposals map and policy S20 has already commenced in accordance with an agreed phasing plan set out in a Supplementary Planning Document.
- c) Unless already implemented as advance

structural landscaping, landscaped buffer zones provided on the land shown as Proposed Greenspace on the Proposals Map to the south, east and west of site 253.

- d) A warehouse development proposal comes forward of larger than 25,000 square metres floorspace and of sufficient size or character that would be incapable of being accommodated within the remaining areas in the defined Park.
- e) It is designed to be rail-served, including the provision of dedicated rail sidings adjacent to it.
- f) The layout of development incorporates measures actively to discourage the direct movement of goods vehicles from the site to the local road network in the Halebank area. In order to achieve this aim a road system shall be provided to connect Sites 253, 255 and 256 where they are divided by public highways or railway lines.

Essentially E7 seeks to:

- ▶ *Bring into use extensive areas of derelict and contaminated land that currently act as a deterrent to most forms of new investment;*
- ▶ *Create a significant number of jobs for local people; and*
- ▶ *Provide a real opportunity to make lasting improvements in the quality of the built environment.*

- 4.13 Other UDP policies relevant to this SPD are summarised as follows and interpreted in the SPD context. The full wording of each policy in the UDP should also be referred to.

E1 Local and Regional Employment Land Allocations

The UDP identifies land at Ditton Works (site

Ref. 242) as a Proposed Employment Development Site. This comprises an area of 17.24 hectares and is identified as suitable for Use Class B1, B2 and B8.

Development of this site should be complementary to 3MG. Any development that would hinder the provision of infrastructure necessary for 3MG or provide a conflict in terms of adjoining land uses will be resisted.

This relates to areas beyond the Strategic Employment Site. Development that would benefit from the facilities of 3MG or would be complementary to 3MG would be preferred. Any development that would hinder the provision of infrastructure necessary for 3MG or provide a conflict in terms of adjoining land uses will be resisted.

E2 Priority Employment Redevelopment Areas

The identified Priority Redevelopment Areas are considered suitable for employment redevelopment as and when they become vacant, are fully reclaimed and when land assembly takes place.

This relates to the Eddarbridge site located to the east of 3MG. Redevelopment of this site would be encouraged so as to improve the physical environment as it is visible from the A533 Queensway and rail network and impacts upon the external perceptions of the Borough and specifically 3MG. Acceptable developments include those which would complement 3MG. Any development that would hinder the provision of infrastructure necessary for 3MG or provide a conflict in terms of adjoining land uses will be resisted.

E3 Primarily Employment Area

Within these identified areas, development falling within Use Classes B1 (Business), B2 (General Industry), B8 (Storage and Distribution) and sui generic industrial uses will be permitted.

S1 Regeneration

Development within identified action areas and throughout the Borough will be expected to:

- ▶ Stimulate economic development and create jobs for local people and;
- ▶ Provide housing to meet local needs;
- ▶ Provide local facilities for the community;
- ▶ Reclaim derelict and contaminated land and bring such land back into beneficial use; and
- ▶ Protect and enhance the local environment.

Halebank is allocated as an Action Area where these requirements will require to be met by any proposed development. 3MG directly adjoins this Action Area. Accordingly any proposals must not prejudice the potential for development on neighbouring sites to fulfil these requirements.

Specifically development within 3MG will be expected to contribute to the regeneration of the Borough and stimulate economic development through the creation of jobs. Proposals will be expected to provide for the reclamation of those areas within 3MG that are currently derelict and/or contaminated, and provide for the protection and enhancement of the local environment, in particular adjoining nature conservation designations and produce a general improvement in environmental quality.

S20 Regional Investment Sites

Sites considered significant in raising the competitiveness of the economy of the North West region have been allocated to meet the needs of economic sectors and include 3MG.

Development within 3MG will therefore be expected to make a key contribution to the economic outputs of the region in terms of job creation.

RG5 Action Area 5 Halebank

With the Halebank Action Area the following uses will be acceptable:

- ▶ Business (B1);
- ▶ Residential Institutions (C2);
- ▶ Dwelling houses (C3);
- ▶ Community facilities (D1);
- ▶ Shops (A1) serving the local community;
- ▶ Food and drink outlets (A3) serving the local community;
- ▶ Recreation and leisure facilities serving the local community (D2);
- ▶ Open space and public spaces.

The following principles of development are stated:

- ▶ There should be a mix of housing and employment uses to provide adequate opportunities for people to work within walking or cycling distance of home;
- ▶ A variety of housing types in terms of size and tenure will be required;
- ▶ A variety of employment uses should be provided for, including provision for small businesses;
- ▶ The car should be safely accommodated without encouraging

its use in preference to other means of transport. Parking standards will be assessed in the light of the detailed impact of development proposals;

- ▶ The layout of streets, buildings and spaces should be designed to minimise journeys by car and encourage movement by foot or bicycle;
- ▶ The visual quality of the built and natural environment should be enhanced;
- ▶ The quality of design of any new development should enhance its surroundings in order to raise the overall image and appearance of the area;
- ▶ Public spaces should be included as an integral part of the design schemes within the Action Area;
- ▶ Community facilities should be provided within the Area including a local shopping centre to serve the needs of the community; and
- ▶ Road and public transport to the area should be improved including the safeguarding of Ditton railway station to enable its re-opening.

This Action Area adjoins the 3MG. Therefore any development proposals must not prejudice the above objectives. In particular, any development which affects the potential operation of the currently-disused railway station for passenger transport will be unacceptable. Development proposals will be expected to contribute to a high standard of visual amenity.

S25 Planning Obligations

Development that would create or markedly exacerbate significant deficiencies in infrastructure or social, recreational or community facilities, and/or result in the net loss

of environmental, social and economic capital, will only be permitted subject to conditions or, if more appropriate, to an agreement under Section 106 of the Act, to ensure that those deficiencies or losses are compensated for adequately mitigated or substituted before development is begun or occupied.

With Site 253 being removed from the green belt there is a need to compensate for the loss of environmental, social and economic capital arising from its development. This will be sought via a planning obligation to be determined in accordance with the scale and nature of any development proposal.

The losses incurred from development of the site are expected to be:

- ▶ *Economic loss through removal of agricultural land from productivity;*
- ▶ *Social capital/visual amenity lost through development of open fields;*
- ▶ *Social capital lost through noise created by built development next to existing community;*
- ▶ *Environmental capital lost through development of open fields.*

Economic loss is likely to be offset by the economic outputs of rail freight industry on the site i.e. jobs. However, compensation will be required for the Halebank community's loss of social capital. It is expected that recreational land will be provided next to the fields.

A direct link to the strategic road network avoiding Halebank village is proposed as a means of alleviating noise impact. Contributions to the cost of this will be expected.

In addition, central to the success of 3MG is the need to build upon and improve the rail freight operation and industries dependent thereon. Developers will therefore be expected to contribute to the realisation of that through planning obligations to secure infrastructure that is appropriate in scale and kind.

Environmental capital loss is expected to be compensated for through the provision of landscaped buffers around the site, landscaping within the site, and improvements to setting and environment of Lovells Hall (an ancient monument).

GE1 Control of Development in the Green Belt

Part 2 of the policy states that planning permission will not be given to proposals for development which would be detrimental to the amenity of the adjacent Green Belt.

Site 253 is adjoined by significant areas of open land, which is included within the Green Belt. Given the lie of the land it is possible that development of Site 253 will be conspicuous from neighbouring green belt land. It is important that building design, suitable buffer zones and quality landscaping screening be given particular emphasis.

GE28 The Mersey Forest

In the identified locations, planning permission for development will be conditional upon the carrying out of tree planting and other landscape improvements so as to contribute to the objectives of the Mersey Forest which include the creation of a woodland buffer to the Mersey, extends planting into urban areas and targets transport routes for planting, including the West Coast Main Line route in Halton.

The Mersey Forest includes 3MG. The planting along the railway corridor will be sought in developments that adjoin it. Any development that directly adjoins the Mersey will also be expected to contribute to the woodland buffer along the coastal edge.

GE30 The Mersey Coastal Zone

Proposals for development within the Developed Coastal Zone will be encouraged which would contribute to the regeneration of the zone and enhance its environmental quality, tourism and recreational potential, particularly those which would lead to improvements in the accessibility of the coast.

Proposals for development within the Undeveloped Coastal Zone will not be permitted unless they require a coastal location; clearly relate to the recreational use of the zone and is of a scale and nature which will not adversely affect the landscape quality, nature conservation and archaeological value of the coast; or are necessary for reasons of human health or public safety or for beneficial consequences of primary importance for nature conservation.

The broader 3MG encompasses the Developed and Undeveloped Coastal Zone at Hutchinson Hill and to the east of this. Proposals within these areas must not prejudice the tourism and recreational potential of the Coastal Zone. Accordingly, such proposals will be expected to exhibit a high standard of design reflective of the estuarial setting and must not hinder access to or use of the coast.

PR10 Development within the Liverpool Airport Height Restriction Zone

Development within the area covered by the Liverpool Airport height restriction zone must conform to this policy in order to ensure that development would not interfere with the safe passage of aircraft.

PR12 Development on Land Surrounding Control of Major Accident Hazards Sites

Development around notified COMAH sites will only be permitted providing that:

- ▶ the likely accidental risk level from the COMAH site is not significant; and
- ▶ the developer mitigates the effects of a potential major accident.

3MG falls within the consultation zones of several COMAH installations. Under the 1999 COMAH regulations the Health and Safety Executive must be consulted on planning applications within notified consultation zones.

PR14 Contaminated Land

Planning applications on land, which is known or suspected to be contaminated, will need to assess the nature and degree of contamination and identify any remedial measures.

Any proposals within 3MG will be required to take into account the potential for contamination on site and include mitigation measures at the outset as appropriate. Pre-application consultation will be necessary.

PR16 Development and Flood Risk

Development will not be permitted where:

- ▶ The site is at risk from fluvial or tidal / coastal flooding;
- ▶ It would contribute to the risk of flooding elsewhere;
- ▶ It would cause adverse access or maintenance problems on or adjacent

- to watercourses;
- ▶ It will cause loss of functional floodplain;
- ▶ It will adversely affect the integrity of existing fluvial or tidal flood defences;
- ▶ It will adversely affect the geomorphology of channels, or increase instability and erosion;
- ▶ It will result in extensive culverting; unless the site is protected to the appropriate standard of defence and it can be clearly demonstrated that sustainable and appropriate mitigation methods can be implemented.

A Flood Risk Assessment will be required where it is considered that there would be an increased risk of flooding as a result of the development or the development itself would be at risk of flooding. Where development is allowed, mitigation measures are likely to be required to alleviate flood risk both on and off the site. These measures should be derived from a Flood Risk Assessment and be included as part of the development proposals. Such proposals must protect and enhance the environmental quality of the river, its surroundings and natural history interests.

There is a risk of tidal flooding along the full lengths of Ditton and Steward's Brooks extending within or adjacent to the SPD areas. Flood protection measures have been installed on Ditton Brook, but these are in need of strengthening and improvement.

All proposals within 3MG will be expected to comply with the above requirements. In accordance with the policy a Flood Risk Assessment will be required where there would be an increased risk of flooding as a result of the development or the development itself would be at risk from flooding. Where appropriate mitigation measures are likely to be required to alleviate flood risk both on and off the site.

BE3 Environmental Priority Areas

Within the Environmental Priority Areas the Council will pay particular regard to significantly raising environmental standards:

- ▶ Proposals for development will be expected to be of a quality of design that enhances the character and appearance of that area;
- ▶ Development adjacent to or visible from the main road and rail transport routes should be of a high quality in terms of landscaping, boundary treatments and facing materials.

The SPD area is within an Environmental Priority Area as shown on the UDP proposals map and so development will be expected to raise standards of visual amenity. In particular, development adjoining and visible from the residential areas, the railway, the green belt, Hale Bank Road, Queensway and the A562 will be expected to promote a high standard of visual amenity through building design and materials and appropriate landscape measures.

These requirements will be interpreted according to the characteristics of individual sites and in accordance with the Council's SPD 'Design of New Industrial and Commercial Development'.

BE4 Scheduled Ancient Monuments

Development proposals will not be permitted which will have an unacceptable affect on Scheduled Ancient Monuments and other nationally important archaeological sites and monuments.

The site of Lovells Hall is a Scheduled Ancient Monument (SAM) that lies immediately to the north of the railway line to the north of Site 253. Any proposals for Site 253 and any other part of the 3MG abutting the site of Lovells Hall must not detract from its setting.

The creation and improvements to access to Lovells Hall will be expected to be supported through planning obligations negotiated in respect of development adjoining the site (refer to policy S25).

BE12 General Development Criteria – Conservation Areas

Development affecting a Conservation Area will be permitted if it will preserve or enhance the special architectural or historical character and appearance of that area.

Any development on site 253 must respect the setting of the adjoining Hale Bank Conservation Area, in particular built development must be appropriate in terms of scale, massing and design.

GE17 Protection of Sites of International Importance for Nature Conservation

There will be a rigorous examination of any development which may affect a European site. Development which is likely to have a significant effect on the site will not be permitted unless:

- ▶ there is no alternative solution;
- ▶ there is strong public interest for the development or land-use change; and
- ▶ it is necessary for reasons of human health or primary importance for nature conservation.

3MG abuts the Mersey Estuary at Sites T, E, F and J which is a Special Protection Area under the EC Conservation of Wild Birds Directive and a designated site under the RAMSAR Convention on Wetlands of International importance.

GE18 Protection of Sites of National Importance for Nature Conservation

Development will not be permitted if it has a significant effect on a SSSI. Where development is permitted the authority will consider the nature conservation of the site itself to ensure the protection and enhancement of the site's nature conservation interests.

3MG abuts the Mersey Estuary at Sites T, E, F and J which is a Site of Special Scientific Interest (SSSI).

Natural England will be consulted on any development within an SSSI or within a designated Consultation Area surrounding one. (See Constraints Map A)

S13 Transport

Safe, efficient and inclusive integrated transport systems and infrastructure will be developed in Halton. Priority will be given to measures which:

- ▶ Promote an integrated transport system;
- ▶ Stimulate sustainable economic growth in sustainable locations;
- ▶ Improve accessibility for all to everyday facilities;
- ▶ Create a safer living environment;
- ▶ Protect and enhance the environment.

It is proposed that the development of 3MG will provide employment opportunities for the local population and beyond. Accordingly, any development proposals will be required to be accessible by a range of means and where these are deficient improvements will be sought through the use of planning obligations. In addition, proposals must not hinder accessibility to the range of uses and facilities within 3MG and in proximity to it.

TP1 Public Transport Provision as Part of New Development

Development will only be permitted where provision exists or is made for adequate access by public transport. No building within the development should be more than 400 metres walking distance from a bus stop or railway station.

Proposals will be expected to comply with the requirements of policy TP1 unless a developer contribution and or provision can be secured to remedy the situation. This could cover improvements to pedestrian facilities such as walkways and refuges, lighting, signage, and bus stops.

as well as being important sections of longer distance recreation routes. Development incorporating or adjoining these identified routes will be expected to comply with TP9.

The setting and operation of these routes should be taken into account by development proposals for sites adjoining them. Where appropriate developers will be expected to provide mitigating measures or improvements if proposals are considered to affect the routes such as boundary treatments and landscaping.

TP13 Freight

The Ditton SRFP has been identified in this policy as a location for freight transfer facilities.

TP3 Disused Public Transport Facilities

Development will not be permitted that will prejudice the use of Ditton Station in Widnes as part of the public transport network.

The former Ditton Station is located on Hale Road at the eastern end of Site 256 and it is proposed to re-open the station to passenger use. An area immediately south of Site 256 has been identified in the Halebank Area Action Plan for car parking associated with the railway station. Development proposals for Site 256 therefore must not prejudice this and should actively support the re-opening of the station by ensuring that proposals would not hinder access either to the car park or the station itself.

TP10 The Trans-Pennine Trail and the Mersey Way

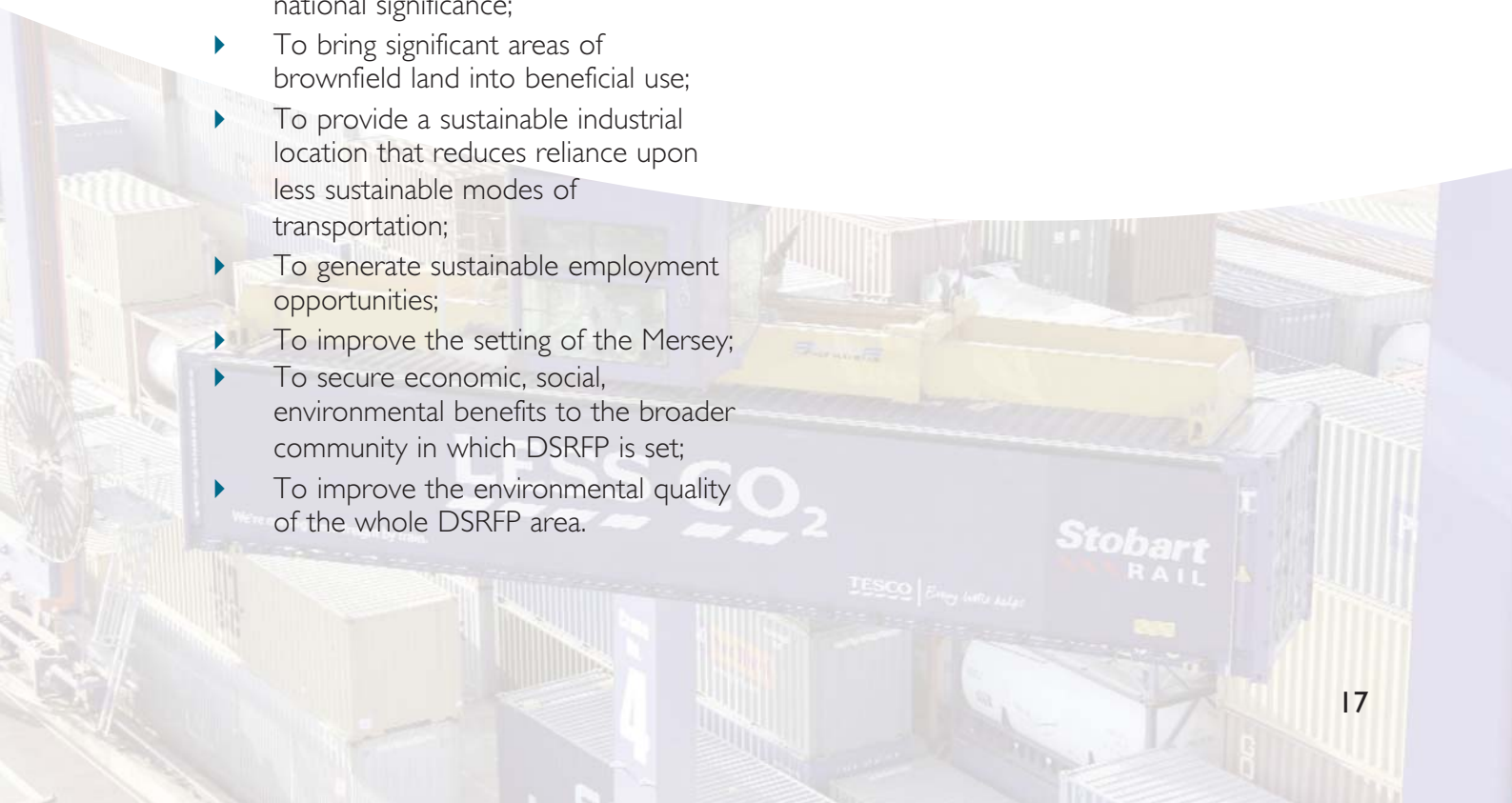
The Trans-Pennine Trail and the Mersey Way are important routes in the Greenway Network,

5 DITTON STRATEGIC RAIL FREIGHT PARK MASTERPLAN & DEVELOPMENT FRAMEWORK

5.1 The DSRFP Masterplan sets the context for the main development framework of the SPD. The Masterplan describes the vision for the area as a highly accessible strategic development opportunity that will at the same time secure broader regenerative benefits including environmental enhancement, economic development and improved accessibility.

5.2 The Masterplan describes a vision for the area as a self-sustaining, economically viable facility with a distinct, high quality brand. The overall strategic objectives for the DSRFP are as follows:

- ▶ To create an effective strategic rail freight facility of local, regional and national significance;
- ▶ To bring significant areas of brownfield land into beneficial use;
- ▶ To provide a sustainable industrial location that reduces reliance upon less sustainable modes of transportation;
- ▶ To generate sustainable employment opportunities;
- ▶ To improve the setting of the Mersey;
- ▶ To secure economic, social, environmental benefits to the broader community in which DSRFP is set;
- ▶ To improve the environmental quality of the whole DSRFP area.



6 WIDER CONTEX

- 6.1 As part of the European Regional Development Fund (ERDF) Programme 2000-2006 for North West England, Halton Borough Council manages an ERDF Priority 1 Action Plan. This aims to transform the regional economy through developing new and high growth sectors and supporting existing businesses. The principles of 3MG are considered to accord with Priority 1 Measure 5, which aims to support SMEs.
- 6.2 North West Development Agency (NWDA) has confirmed that strategic regional sites are critical to the effective implementation of the Regional Economic Strategy.
- 6.3 The Department for Transport also operates grant funding schemes which can support the development of rail infrastructure.
- 6.4 It is important therefore that the proposals for 3MG are fully aligned with the objectives of ERDF and NWDA. This means that the proposals set out in this SPD ensure that the outputs required by these two agencies can be realised. The emphasis for any development within 3MG therefore will be on employment development in those sectors.

7 DEVELOPMENT CONSTRAINTS

7.1 3MG presents a number of constraints to development which will need to be taken into account in preparing and determining proposals for development. This section sets out the main constraints but Section 8 sets out all constraints pertinent to individual sites.

Contaminated Land

7.2 3MG includes extensive areas of previously used land characterised by heavy industrial uses and is known to be contaminated with chemical waste. With the possible exception of Site 253, 3MG features contaminated land to varying extents. Site investigations will therefore be required in accordance with policy PR14 before any planning application is determined. Applicants are advised to contact the Environment Agency (<http://www.environment-agency.gov.uk/>) and to refer to their Guidance On Requirements For Land Contamination.

Flood Risk

7.3 Developers will need to consider any advice from the Environment Agency concerning flooding issues in the design of their development. If a site falls within a flood plain then a Flood Risk Assessment will be required with any planning application.

7.4 Figure 3 illustrates main rivers within the vicinity of 3MG. However, applicants are advised to refer to the flood map affecting

this area which is available on the Environment Agency's website <http://www.environment-agency.gov.uk/>.

Pipelines

7.5 3MG is traversed by a number of pipelines that have consultation requirements for any development that may affect them.

7.6 There is a statutory easement requirement of 7 metres required for the Mersey Valley High Pressure Sludge Main. In addition, any development within 100 metres either side of the pipeline should be subject to consultation with United Utilities.

7.7 Transco pipelines at this site are 400mm in diameter and run from Widnes to Warrington. The consultation distance for the Widnes to Warrington Transco pipeline is 80 metres either side.

7.8 Developers will have to check with those responsible for these pipelines concerning any development within their vicinity. United Utilities offers a mapping service for their electricity, water mains, and sewage assets (telephone 0870 751 0101).

Main Rivers

7.9 The length of the main river which runs through the 3MG area is 3173 metres. Figure 3 illustrates the extent to which river affects the 3MG area. Ditton Brook and Stewards Brook run through the site and are both designated Main Rivers. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws,

the prior written consent of the Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of a main river.

Landfill

7.10 The 3MG area is affected by known landfill. Furthermore, it was in part created by landfill reclamation of land from the estuary. It is therefore recommended that applicants refer to the Approved Document C of the Building Regulations 1991 and Building Research Establishment Reports 211 and 212 in the preparation of proposals.

Nature Conservation

7.11 Figure 3 indicates nature conservation designations that are in proximity to 3MG namely the River Mersey SSSI and Ramsar. Any planning applications received for land within the Consultation Zone indicated on Figure 3 will require to be referred to Natural England for consultation. In addition, Site M is designated a Site of Importance for Nature Conservation and Local Nature Reserve. Any proposals for adjoining sites will need to take these into

account.

Built Heritage

7.12 Figure 4 indicates a Scheduled Ancient Monument (S.A.M.) at Lovells Hall and Conservation Area at Halebank Road. Proposals for sites either within or adjoining these two designations must consider any likely impacts on them. In addition, proposals affecting Lovells Hall will require to be referred to English Heritage for consultation, whilst proposals for the S.A.M. itself will require Scheduled Ancient Monument Consent.

Proposals for sites in proximity to Lovells Hall S.A.M. should be discussed with Cheshire County Council's Archaeologist (Telephone 01244 603160) prior to the submission of any planning applications.

Topography

7.13 Ground levels within the site will affect the routes of proposed rail infrastructure and therefore the wider development.

Site of Lovell's Hall and Halebank Conservation Area



8 DESIGN GUIDE – GENERAL PRINCIPLES

8.1 The physical design and impact of 3MG will be crucial in setting the scene for its future development and will be important in ensuring its economic success and marketability. In addition to complying with the policies of the Built Environment chapter of the UDP, proposals for 3MG will also require to adhere to the Council's SPD 'Design of New Industrial and Commercial Development'.

8.2 A Landscape Strategy and Design Guide has also been prepared to accompany the Masterplan and this SPD. This is to be applied in order to create a strong and high quality identity for 3MG.

8.3 3MG is not especially noted for its historic character and quality of environment. The area developed as an industrial location, particularly accommodating the chemical industry. As a result the physical environment is, particularly in the east, characterised by large industrial sheds and infrastructure of the chemical industry. Halebank Village largely comprises turn of the century red brick terraces and mid 20th century brick dwellings. The industrial area known as the Golden Triangle is a collection of industrial premises.

8.4 That said, 3MG is adjoined by the Hale Bank Conservation Area to the south west, next to Site A (253), an attractive leafy stretch of mostly red brick dwellings. In addition, the site of Lovells Hall, a

Scheduled Ancient Monument, is included. Proposals should respect the setting of these.

8.5 3MG also encompasses open land, notably fields in the west and north west of the area, largely flat and enclosed by established hedgerows which should be retained wherever practicable. It also includes the Mound and Hutchinson Hill, areas of reclaimed and landscaped derelict land overlooking Ditton and Stewards Brooks, and the river Mersey.

8.6 In preparing development proposals for 3MG therefore attention should be paid to the following requirements.

8.7 Character and Context

1. **Identify elements of local character and context**, notably Halebank

Conservation Area, open greenspace, Lovells Hall, and River Mersey. Proposals must not compete with and dominate these features, especially the openness of fields adjoining Site A (253).

2. **New buildings should be of high quality design, appropriate for the use and context.** Buildings are required to use quality materials in a co-ordinated fashion and suit their setting, particularly those addressing key vantage points such as Ditton Road (sites K, L), Queensway and River Mersey (sites E, F, I, J) and sites A & D.

3. **Provide developments of an**

appropriate height, scale and mass.

Most of the development opportunities provide for large industrial buildings. Whilst these should add to the diversity and visual appeal of the area care should be taken to ensure that they do not dominate or appear overbearing in sensitive locations such as River Mersey (sites F, I, J) and sites adjoining the green belt and conservation area, sites A and D.

4. **Consider the impact on the townscape or landscape.** Proposals should recognise the topography of the development sites and aim to provide variety and visual interest, given the lack of built context for most sites, in particular, Sites A and D.

5. **Materials and construction methods.**

One of the aims of the masterplan is to create a strong, quality brand for the 3MG. The use of quality materials is a key means of achieving this. Development on site A in particular should seek to integrate within the open field setting and the use of external materials that aim to blend with the fields and the elements will be strongly advocated.

6. **Balance of quality hard and soft landscaping.** The provision of co-ordinated hard landscaping and fixtures should be provided, both within the site and along boundaries. Soft landscaping should be provided within the sites and as boundary treatment, and should also be co-ordinated with adjoining sites. Further details are provided in the 'Landscape Strategy and Design Guide'.

8.8 Continuity and Enclosure

1. **Create an unambiguous distinction between public and private spaces.**

Proposals must address by whatever means is applicable to the site and the land use

2. **Visual and environmental impact of large surface car parks must be improved.** This will be expected on all sites and can be achieved through appropriate layout and landscape measures. Further details are provided in the 'Ditton SRFP Masterplan Landscape Strategy and Design Guide'.

8.9 Quality of the public realm

1. **Adequate outdoor amenity and service areas for occupants.** This should be an integral part of design proposals, in particular amenity spaces should fit with the broader landscape strategy for 3MG. Further details are provided in the 'Landscape Strategy and Design Guide'.
2. **Connect open space networks and retain or develop the greatest possible biodiversity.** This should be taken into account when proposals are being prepared. Further details are provided in the 'Landscape Strategy and Design Guide'.
3. The angling pond on Site Q must be retained.

8.10 Accessibility

1. **Sites within 3MG should be rail-served.** Dedicated rail sidings must be provided at Site A (253) and existing sidings enhanced at Site C (255).
2. Direct movement of goods vehicles from Site 253 to the local road network in Halebank will not be permitted except for emergency access.
3. A new road system is required to connect Sites 253, 255 and 256, and incorporates measures to actively discourage movement of goods vehicles from these sites to the local road network in the Halebank area;

4. A range of options have been considered within the Masterplan and SPD process for linking Site 253 to the A562 (Speke Road) and A5300 (Knowsley Expressway). Access to the A562 could be either by making use of a re-built Ditton Station bridge or direct access to the A5300 (Knowsley Expressway), but the layout of the site should allow for emergency access to Halebank Road.

8.11 Impact on Residential Areas

1. Development should include mitigation measures for noise and light pollution such as landscaped buffers and a separate road system for HGV's as set out in the UDP Policy E7 and described more fully in this SPD.

8.12 Ease of Movement

1. **Pedestrian routes should be along clearly defined routes with minimised walking distances between and within the development and public transport stops.** Improvements to the pedestrian network will be sought through development proposals.
2. **Encourage and cater for the needs of cyclists with creation of or access to safe and convenient cycle routes and appropriate covered and secure cycle storage with shower and changing facilities.** Improvements to the cycle network will be sought through development proposals where appropriate.
3. **Building design or landscaping should not restrict surveillance.** This will be expected on all sites.
4. **Ensure car parking is usable, safe and secure for both people and vehicles.** This will be expected on all sites.

8.13 Legibility and Permeability

1. **Main entrances, both to a site or a particular building, should be designed to be recognisable.** This will be expected on all sites.
2. **Enhance existing views and vistas.** Particular attention should be paid to the layout and height of proposed buildings in relation to views of the river Mersey and across the open countryside. Proposals will be expected to enclose and define key views where applicable. This will especially apply to sites A, C, D E, F, I, J, N and G.
3. **Create well-designed and emphasised corners.** Proposed buildings should be variable in height and articulation of corners will be especially encouraged so as to generate identity and orientation about 3MG.. This will especially apply to proposed buildings at the entrances to sites A, C, K and L.
4. **The use of signage** will be critical to the branding of 3MG as well as legibility. Co-ordinated signage strategy is available in the 'Landscape Strategy and Design Guide'.

8.14 Adaptability

1. **All commercial and industrial developments must be adaptable.** Notwithstanding the aim to develop a strategic rail freight park, proposed buildings should nevertheless be capable of adaptation to accommodate alternative uses, complementing 3MG, should the need arise.

8.15 Diversity

1. **Ensure that an industrial activity can occur without it adversely affecting other people or the general environment.** This is applicable to all sites but in particular proposals for Sites A (253), D and N which are close to

residential properties and open countryside.

2. ***Use materials and designs that will minimise noise and pollution.*** This is applicable to all sites but in particular proposals for Site A (253) which is close to residential properties, and Sites C (255), D, E, F, J, K, L N which adjoin water courses and designated nature conservation areas.

8.16 Sustainability

All development proposals will be expected to address the following requirements. Some of these may need to be addressed as part of a formal Environmental Impact Assessment.

1. Reduce air pollution and dust both in construction and operation
2. Improve water quality and protect groundwater from contamination
3. Minimise water consumption
4. Minimise noise
5. Minimise odours from buildings and plant
6. Provide facilities for the minimisation and management of waste
7. Embrace engineering concepts such as Sustainable Drainage System (SUDS)² , subject to ground conditions and contamination.
8. Aim to meet the highest standards for energy efficiency
9. Maximise energy conservation in buildings and optimise passive energy use.
10. Generate power efficiently

² Further information on SUDS can be found in PPS25 Annex F, in the CIRIA C522 document Sustainable Urban Drainage Systems-design manual for England and Wales and the Interim Code of Practice for Sustainable Drainage Systems (SUDS). The Interim Code of Practice provides advice on design, adoption and maintenance issues. This is available electronically on both the Environment Agency's website at www.environment-agency.gov.uk and CIRIA's website at: www.ciria.org.uk.

9 KEY DEVELOPMENT OPPORTUNITIES

9.1 In this section individual sites are identified for particular uses and principles of development are described that proposals for each site must follow. These should be read in conjunction with Figure 5 which identifies the individual sites.

9.2 The general design principles of the design guide in the previous section have been interpreted and applied to each site. Development must also take account of the constraints that are listed for each site. All developers must satisfy themselves about the development constraints on each site and the measures required to deal with them. The purpose of their inclusion in this SPD is to provide developers with a starting point for their own investigations.

9.3 Please note that all sites within 3MG are identified A - T; those sites that are specified as part of the Ditton Strategic Rail Freight Park in the UDP are identified as Sites 253, 255 and 256 in brackets.

9.4 Site A (253) 'HBC Fields' Land at Hale Bank Road

Current Use

Agricultural land

UDP Policies

E1, E7, S1, S20, RG5, S25, GE28, S5, S6, S12, PR14, BE3, BE4, S13, TPI, TPI3, BE1, BE2

Most Appropriate Use

A warehouse development (Use class B8), larger than 25,000 sq. m. that is designed to be rail served, including the provision of dedicated rail sidings adjacent to it, in accordance with Policy E7.

Development Constraints

1. Adjoining Green Belt
2. Adjoining Conservation Area on Halebank Road
3. Sludge pipeline crosses the site but will need to be diverted to accommodate the proposed development
4. COMAH zone consultation
5. Flood risk

Development Principles

1. Tree planting to railway
2. Landscape buffers to south east and south west to screen the proposed rail served warehouse and associated

- infrastructure from surrounding residential areas, in order to minimise noise and light pollution
3. Built form, scale and massing, external materials appropriate to greenfield setting and respecting adjoining green belt
 4. Respect setting of adjoining conservation area
 5. Respect views of open countryside
 6. Respect setting of adjoining Scheduled Ancient Monument
 7. Respect for residential properties in close proximity
 8. Proposed greenspace to western boundary. The exact position of this western boundary can be decided in more detail as part of any planning application, but development cannot encroach over the Green Belt boundary
 9. Accessibility to /provision of public transport facilities/pedestrian and cycle facilities.
 10. Creation of rail infrastructure to provide reception sidings and link site into the rail network
 11. Access to the A562 could be either by making use of the re-built Ditton Station bridge or direct access to the A5300 (Knowsley Expressway), but the layout of the site should allow for emergency access to the Halebank Road.
 12. There is an opportunity to improve the site of Lovell's Hall which is the remains of an ancient moated house and an "ancient monument". Public access could also be improved, provided the monument is protected. A scheme should be drawn up in consultation with the Council's advisor on conservation and archaeology and English Heritage
 13. Zones of public and private space containing structural planting
 14. Integrated buffer zone to assist access for residents of Hale Bank and reduce impact of development proposals.
 15. Western boundary of site to be treated

as green space landscaping similar to other peripheral planting.

16. The provision of a road system to link Site A (253) with Site B (256) and Site C (255) within 3MG will be sought through a condition and/or planning obligation in order to discourage the movement of goods vehicles from the site to the local road network. This road system should also enable a link to the strategic road network via a re-built Ditton Station bridge to the A562 or direct access to the A5300 (Knowsley Expressway), but the layout of the site should allow for emergency access to Halebank Road.

9.5 Site B (Site 256) Ditton Station

Current Use

Railway sidings

UDP Policies

E7, S1, S20, RG5, S25, GE28, S5,S6, S12, PRI4, BE3, S13, TPI, TP3, TPI3
BE1, BE2

Most Appropriate Use

Businesses that would utilise the railway for the transportation of freight and uses offering support services to them, in accordance with Policy E7.

1. Business (Use Class B1)
2. General Industry (Use Class B2)
3. Storage and Distribution (Use Class B8)

Development Constraints

1. COMAH zone consultation
2. Flood risk
3. Contaminated land
4. Pipelines
5. Nature conservation

Development Principles

1. Potential to re-open Ditton Station
2. Tree planting to railway

3. Built form, scale and massing, external materials of a high standard to promote a strong image and brand for 3MG
4. Landscaping restricted to boundaries to integrate area into whole scheme.

9.6 Site C (Site 255) Ditton Road

Current Use

Industrial – warehousing & distribution;
Railway sidings

UDP Policies

E7, S1, S20, RG5, S25, GE28, S5,S6, S12, PR12,PR14, BE3, S13, TPI, BE1, BE2

Most Appropriate Use

Businesses that would utilise the railway for the transportation of freight and uses offering support services to them in accordance with policy E7.

1. Business (Use Class B1)
2. General Industry (Use Class B2)
3. Storage and Distribution (Use Class B8)
4. A3/A1 limited to truck stop/driver's rest facilities in area referred to as 'Green wedge' in the Masterplan

Development Constraints

1. COMAH zone consultation
2. Hazardous site
3. Flood risk
4. Contaminated land
5. Landfill
6. Nature conservation
7. Topography

Development Principles

1. Tree planting to railway
2. Built form, scale and massing, external materials of a high standard to promote a strong image and brand for 3MG

3. Accessibility to /provision of public transport facilities
4. Creation of new rail corridor, including bridge across Steward's Brook, to improve reception sidings and site linkage into the rail network, especially for sites E, F, G and I.
5. Specimen trees to create boulevard effect with mass ground planting.
6. Pedestrian footpaths integrated into whole scheme
7. Landscape treatment should be robust in character and easily maintained with emphasis on eastern boundary which is likely to have access to site

9.7 Site D (Site 242)

Current Use

Industrial and vacant

UDP Policies

BE1, BE2, BE3, BE4, E1, GE28, PR12, PR14, RG5, S5, S6, S12, S13, S20, S25, TPI

Most Appropriate Use

1. Business (Use Class B1)
2. General Industry (Use Class B2)
3. Storage and Distribution (Use Class B8)

Development Constraints

1. COMAH consultation zone
2. Landfill site

Development Principles

1. Built form, scale and massing, external materials of a high standard to promote a strong image and brand for 3MG
2. Accessibility to /provision of public transport facilities

9.8 Site E

Current Use

Industrial works. Animal rendering plant.

UDP Policies

BE1, BE2, BE3, E3, GE17, GE18, GE28, GE30, PRI2, PRI4, RG5, S5, S6, S12, S13, S25, TPI, TPI0

Most Appropriate Use

It is not proposed that the current industrial works be redeveloped but in the event that the site does become available for redevelopment then these principles should be adhered to:

1. Business (Use Class B1)
2. General Industry (Use Class B2)
3. Storage and Distribution (Use Class B8)
4. Sui Generis industrial uses
5. Development that would benefit from the facilities of 3MG or would be complementary to it would be preferred and take advantage of its waterside location.
6. Development which would contribute to regeneration and/or the enhancement of environmental quality, tourism and recreation will be encouraged

Development Constraints

1. COMAH consultation zone
2. Landfill site
3. Flood risk
4. Natural England consultation zone

Development Principles

1. Built form, scale and massing, external materials of a high standard to promote a strong image and brand for 3MG and protect key views to and from the river Mersey

2. Accessibility to /provision of public transport facilities
3. Provide a suitable aspect to the Transpennine Trail
4. Respect adjacent nature conservation designations
5. Any development that would hinder the provision of infrastructure necessary for 3MG or provide a conflict in terms of adjoining land uses will be resisted.

9.9 Site F

Current Use

Vacant. (November 2008)

UDP Policies

BE1, BE2, BE3, E3, GE17, GE18, GE28, GE30, PRI2, PRI4, RG5, S5, S6, S12, S13, S25, TPI, TPI0

Most Appropriate Use

1. Business (Use Class B1)
2. General Industry (Use Class B2)
3. Storage and Distribution (Use Class B8)
4. Sui Generis industrial uses
5. Development that would benefit from the facilities of 3MG or would be complementary to it would be preferred.
6. Development which would contribute to regeneration and/or the enhancement of environmental quality, tourism and recreation will be encouraged

Development Constraints

1. Flood risk
2. Landfill site
3. Natural England consultation zone

Development Principles

1. Built form, scale and massing, external materials of a high standard to promote a strong image and brand for 3MG and

protect key views to and from the river Mersey

2. Accessibility to /provision of public transport facilities
3. Provide a suitable aspect to the Transpennine Trail
4. Respect adjacent nature conservation designation
5. Any development that would hinder the provision of infrastructure necessary for 3MG or provide a conflict in terms of adjoining land uses will be resisted.

9.10 Site G (Two areas)

Current Use

Industrial works

UDP Policies

BE1, BE2, BE3, E3, PR12, PR14, S5, S6, S13, S25, TP1

Most Appropriate Use

It is not proposed that the current industrial works on the two areas be redeveloped but in the event that they do become available for redevelopment then these principles should be adhered to:

1. Business (Use Class B1)
2. General Industry (Use Class B2)
3. Storage and Distribution (Use Class B8)
4. Sui Generis industrial uses
5. Development that would benefit from the facilities of 3MG or would be complementary to it would be preferred.

Development Constraints

1. Natural England consultation zone
2. Contaminated land
3. Landfill site

Development Principles

1. Built form, scale and massing, external materials of a high standard to promote a strong image and brand for 3MG and protect key views to and from the river Mersey
2. Accessibility to /provision of public transport facilities
3. Mature trees should be used for instant impact forming a subtle link with treatment proposed for Ditton Road.
4. Raised planting due to land contamination should be substantial in keeping with the scale of the area.
5. Any development that would hinder the provision of infrastructure necessary for 3MG or provide a conflict in terms of adjoining land uses will be resisted.

9.11 Site H

Current Use

Residential

UDP Policies

GE1, GE5, S21, BE12, BE13, BE14

Most Appropriate Use

1. Existing residential use continued

Development Constraints

1. Conservation Area
2. COMAH consultation zone

Development Principles

1. Respect for character of conservation area
4. Respect for openness of Green belt

9.12 Site I

Current Use

Industrial works

UDP Policies

E2 (Employment Redevelopment Areas) and BE1, BE2, BE3, , PR12, PR14, S5, S6, S13, S25, TP1

Most Appropriate Use

According to policy E2 this site is considered suitable for employment redevelopment as and when it becomes vacant and is fully reclaimed. The following uses are appropriate.

1. Business (Use Class B1)
2. General Industry (Use Class B2)
3. Storage and Distribution (Use Class B8)
4. Sui Generis industrial uses
5. Development that would benefit from the facilities of 3MG or would be complementary to it would be preferred.

Development Constraints

1. Natural England consultation zone
2. Contaminated land

Development Principles

1. Built form, scale and massing, external materials of a high standard to promote a strong image and brand for 3MG and protect key views to and from the river Mersey
2. Accessibility to /provision of public transport facilities
3. Mature trees should be used for instant impact forming a subtle link with treatment proposed for Ditton Road.
4. Raised planting due to land contamination should be substantial in keeping with the scale of the area.
5. Any development that would hinder the provision of infrastructure necessary for

3MG or provide a conflict in terms of adjoining land uses will be resisted. For instance there is potential for extension of rail linked development into this area.

9.13 Site J

Current Use

Sports ground

UDP Policies

GE5, GE6, GE28, GE30, GE17, GE18, TP10

Most Appropriate Use

5. Outdoor and recreational facilities (Class D2)

Development Constraints

1. Natural England consultation zone
2. Flood risk
3. Landfill site

Development Principles

1. Views from A533 should be filtered by the provision of large structural planting belts.
2. Mature trees should be used for instant impact forming a subtle link with treatment proposed for Ditton Road.

9.14 Site K**Current Use**

Industrial – warehousing & distribution

UDP Policies

E2 (Priority Redevelopment Area) and BE1, BE2, BE3, , GE28, PR12, PR14, S5, S6, S12, S13, S25, TPI

Most Appropriate Use

According to policy E2 this site is considered suitable for employment redevelopment as and when it becomes vacant and is fully reclaimed. The following uses are appropriate:

1. Business (Use Class B1)
2. General Industry (Use Class B2)
3. Storage and Distribution (Use Class B8)
4. Sui Generis industrial uses

Development Constraints

1. COMAH consultation zone
2. Flood risk
3. Main river
4. Transco lines
5. Sludge Pipeline
6. Landfill site
7. Natural England consultation zone

Development Principles

1. Built form, scale and massing, external materials of a high standard to promote a strong image and brand for 3MG
2. Accessibility to /provision of public transport facilities

9.15 Site L**Current Use**

Industrial

UDP Policies

BE1, BE2, BE3, E3, GE28, PR12, PR14, RG5, S1, S5, S6, S12, S13, S20, S25, TPI

Most Appropriate Use

1. Business (Use Class B1)
2. General Industry (Use Class B2)
3. Storage and Distribution (Use Class B8)
4. Sui Generis industrial uses

Development Constraints

1. COMAH consultation zone
2. Hazardous site
3. Flood risk
4. Main river
5. Transco lines
6. Landfill site
7. Natural England consultation zone

Development Principles

1. Built form, scale and massing, external materials of a high standard to promote a strong image and brand for 3MG
2. Accessibility to /provision of public transport facilities

9.16 Site M**Current Use**

Greenspace (Local Nature Reserve and Site of Importance for Nature Conservation)

UDP Policies

GE6, GE20, GE28, TP9

Most Appropriate Use

1. Nature conservation

Development Constraints

1. COMAH consultation zone
2. Landfill site
3. Local Nature Reserve and Site of Importance for Nature Conservation

Development Principles

Not applicable

9.17 Site N**Current Use**

Industrial/Commercial

UDP Policies

BE1, BE2, BE3, BE4, E3, GE28, PR14, RG5, S1, S5, S6, S12, S13, S20, S25, TPI

Most Appropriate Use

1. Business (Use Class B1)
2. General Industry (Use Class B2)
3. Storage and Distribution (Use Class B8)
4. Sui Generis industrial uses

Development Constraints

1. COMAH consultation zone
2. Flood risk
3. Main River

Development Principles

1. Built form, scale and massing, external materials of a high standard to promote a strong image and protect openness of greenbelt
2. Appropriate landscaping

9.18 Site O**Current Use**

Agricultural

UDP Policies

GE1, BE4, S21

Most Appropriate Use

Essential facilities for outdoor sport and recreation

Development Constraints

1. Flood risk
2. COMAH consultation zone
3. Lovells Hall Scheduled Ancient Monument and potential archaeological interest

Development Principles

1. Protect openness of greenbelt and setting of Lovells Hall
2. Appropriate landscaping

9.19 Site P**Current Use**

Agricultural

UDP Policies

GE1, GE5, GE6, S21, GE7

Most Appropriate Use

1. Amenity open space

Development Constraints

2. COMAH consultation zone

Development Principles

1. Zones of public and private space containing structural planting
2. Integrated buffer zone to assist access for residents of Hale Bank and reduce impact of development proposals
3. Western boundary of site to be treated as green space landscaping similar to other peripheral planting

9.20 Site Q**Current Use**

Residential

UDP Policies

GE1, GE5, GE6, GE7

Most Appropriate Use

Existing residential use continued

Development Constraints

1. Flood risk
2. COMAH consultation zone

Development Principles

1. Zones of public and private space containing structural planting
2. Integrated buffer zone to assist access for residents of Hale Bank and reduce impact of development proposals.
3. Angling pond to be retained.

9.21 Site R**Current Use**

Residential

UDP Policies

GE1, BE12, BE13, BE14

Most Appropriate Use

Existing residential use continued

Development Constraints

1. Conservation Area
2. COMAH consultation zone

Development Principles

1. Respect for character of conservation area

9.22 Site S

Current Use

Open space

UDP Policies

GE5, GE6

Most Appropriate Use

Amenity open space

Development Constraints

1. Landfill site
2. Flood risk
3. Main River
4. COMAH zone consultation
5. Hazardous site
6. Natural England consultation zone

Development Principles

1. Structural landscaping only

Development Constraints

1. Landfill site
2. Flood risk
3. Main River
4. Nature conservation
5. COMAH zone consultation
6. Hazardous site

Development Principles

1. Structural landscaping only

9.23 Site T

Current Use

Former Landfill Site/vacant

UDP Policies

GE5, GE7, GE28, GE30, GE17, GE18, TPI0

Most Appropriate Use

Amenity open space only when the site is made safe for public access through a suitable land reclamation scheme

10 PHASING

10.1 Following public consultation on the draft DSRFP (now 3MG) SPD and the feasibility work that has been undertaken to consider the infrastructure requirements of the development of the rail freight park, the following phasing programme has been devised. This programme is necessary in order for the SPD to comply with Policy E7 of the Halton UDP. This requires that a 'phased strategic intermodal rail freight park will be developed on land at Ditton, Widnes in accordance with an overall Masterplan to be approved as supplementary planning guidance'.

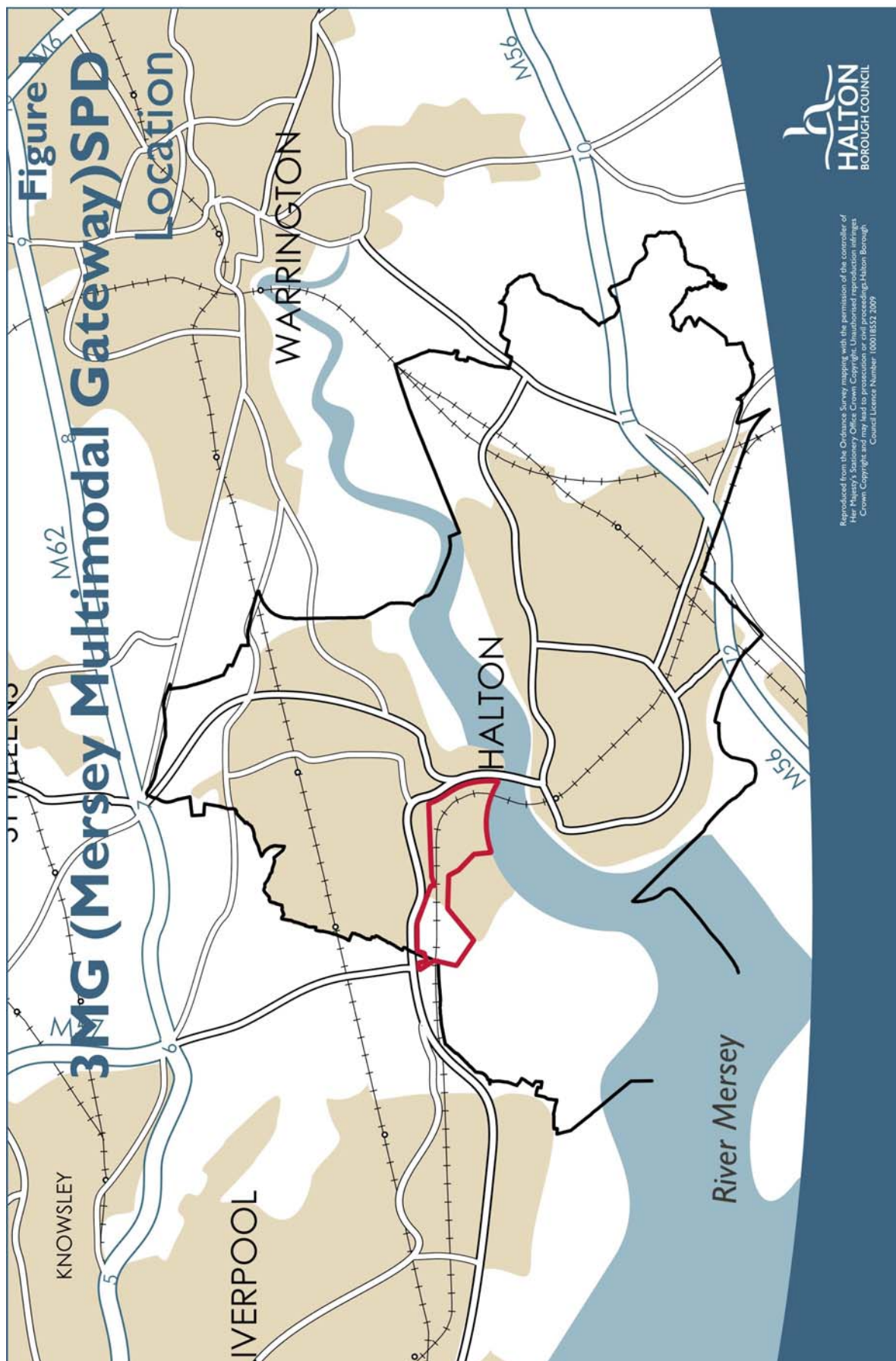
- ▶ Design and planning permission for road and link to primary route network to service site 253.
- ▶ Construction of rail sidings of Site 256.
- ▶ Construction of link to primary road network to service Site 253.

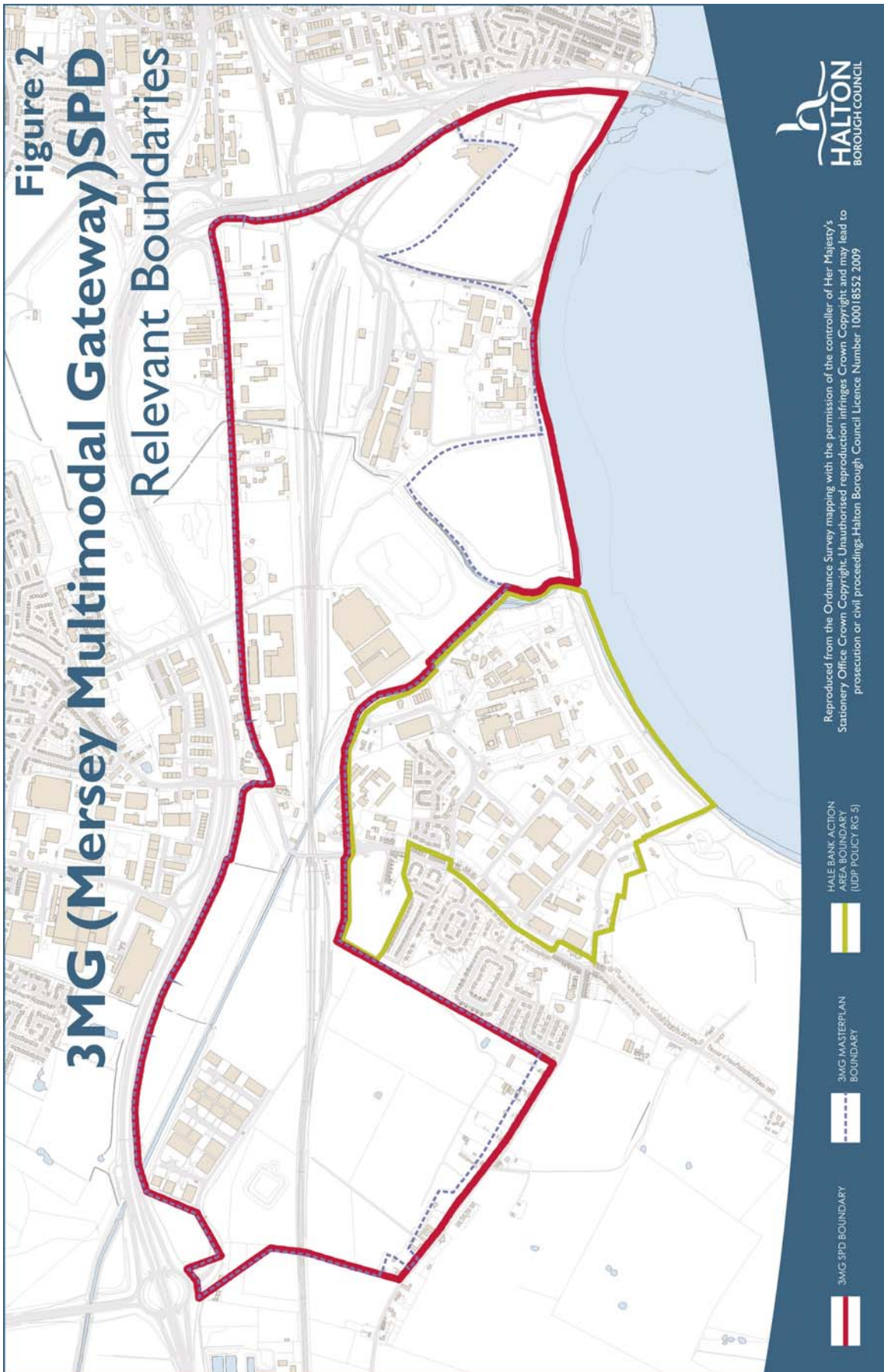
The phasing of development and infrastructure is as follows:

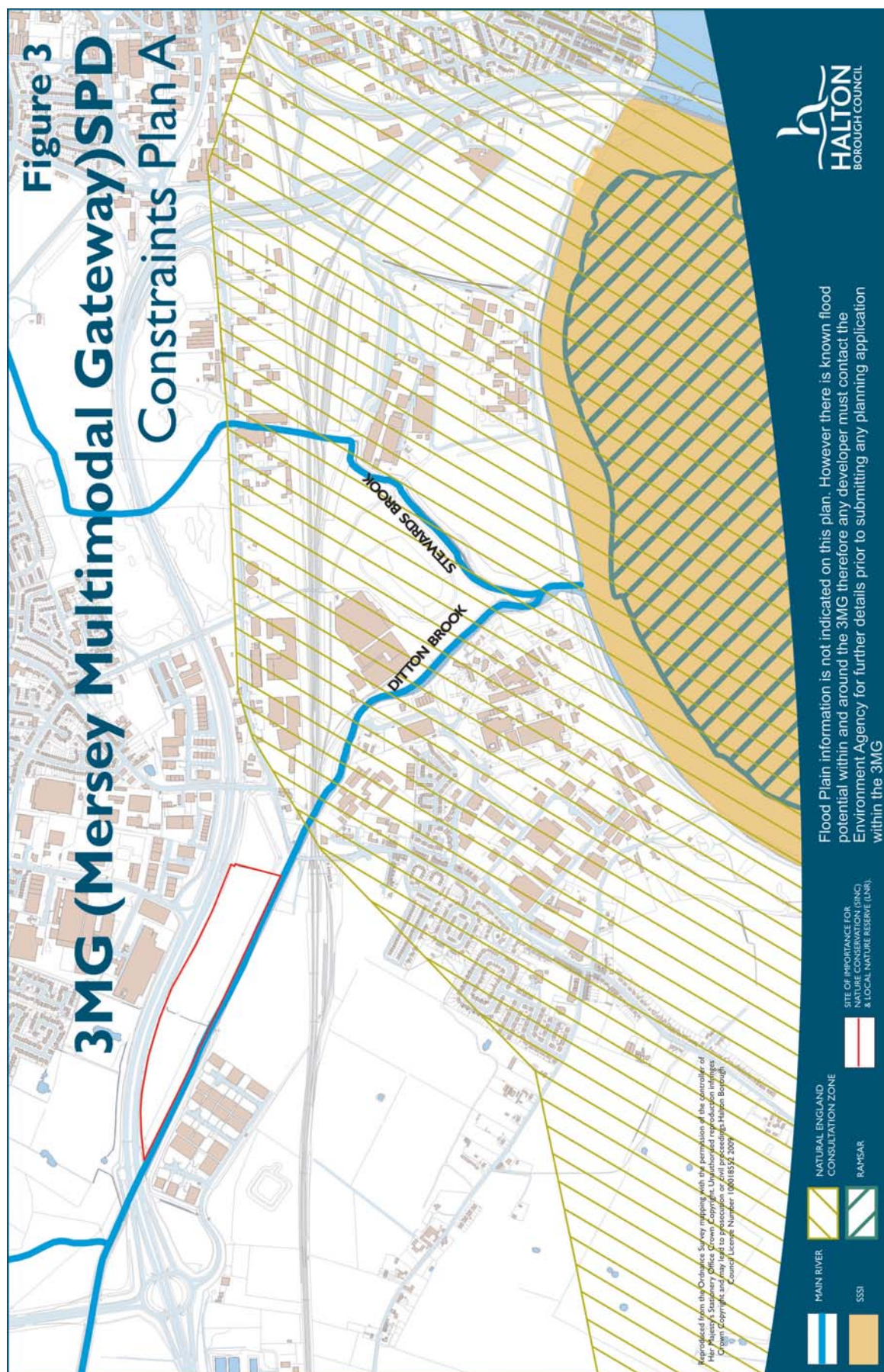
1. Development should commence on Site 255 in accordance with planning permissions granted for rail freight development.
2. Design and planning permission for the rail-served warehouse on site 253.

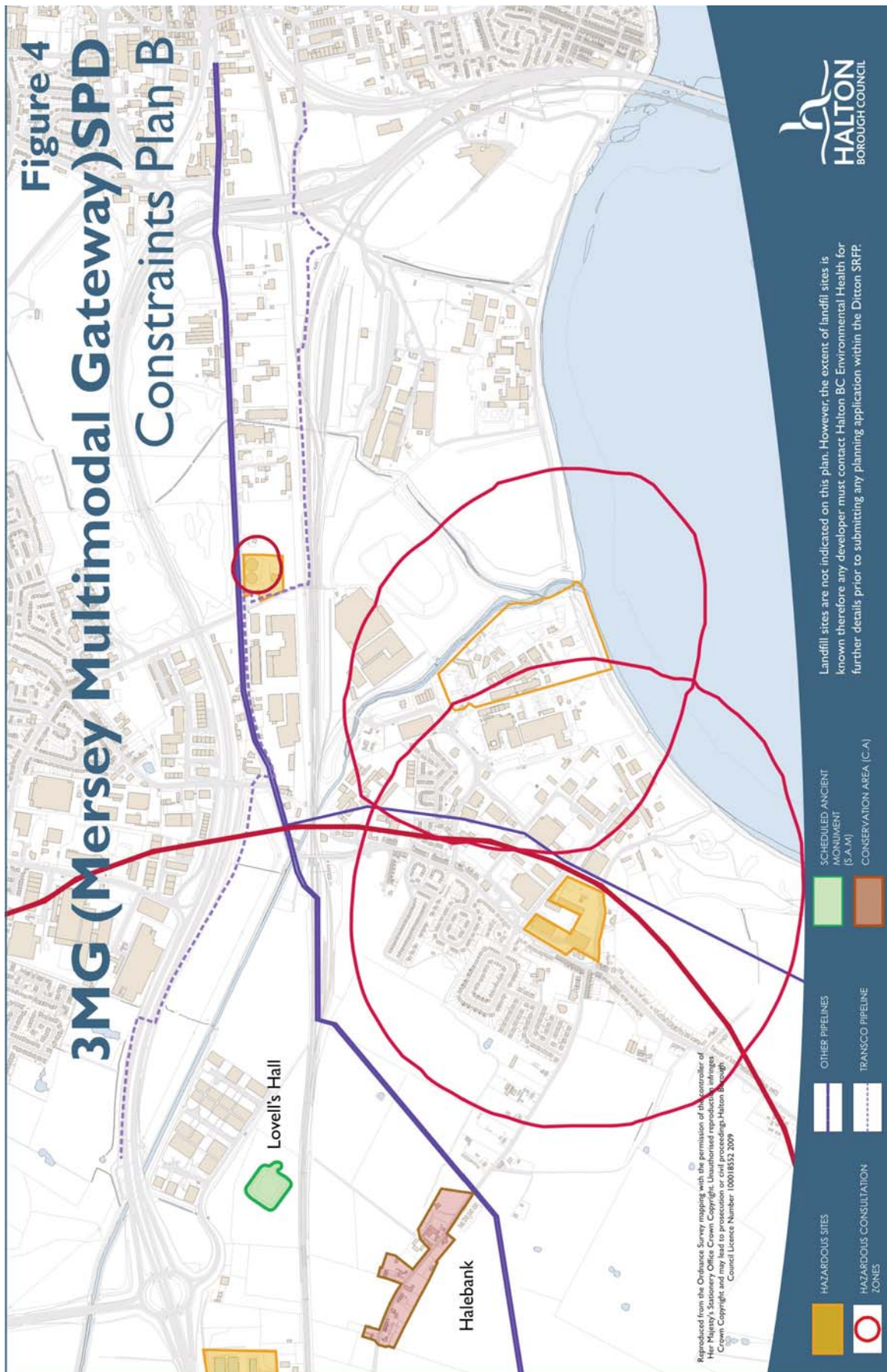
The phases of infrastructure are as follows but are not necessarily in sequential order.

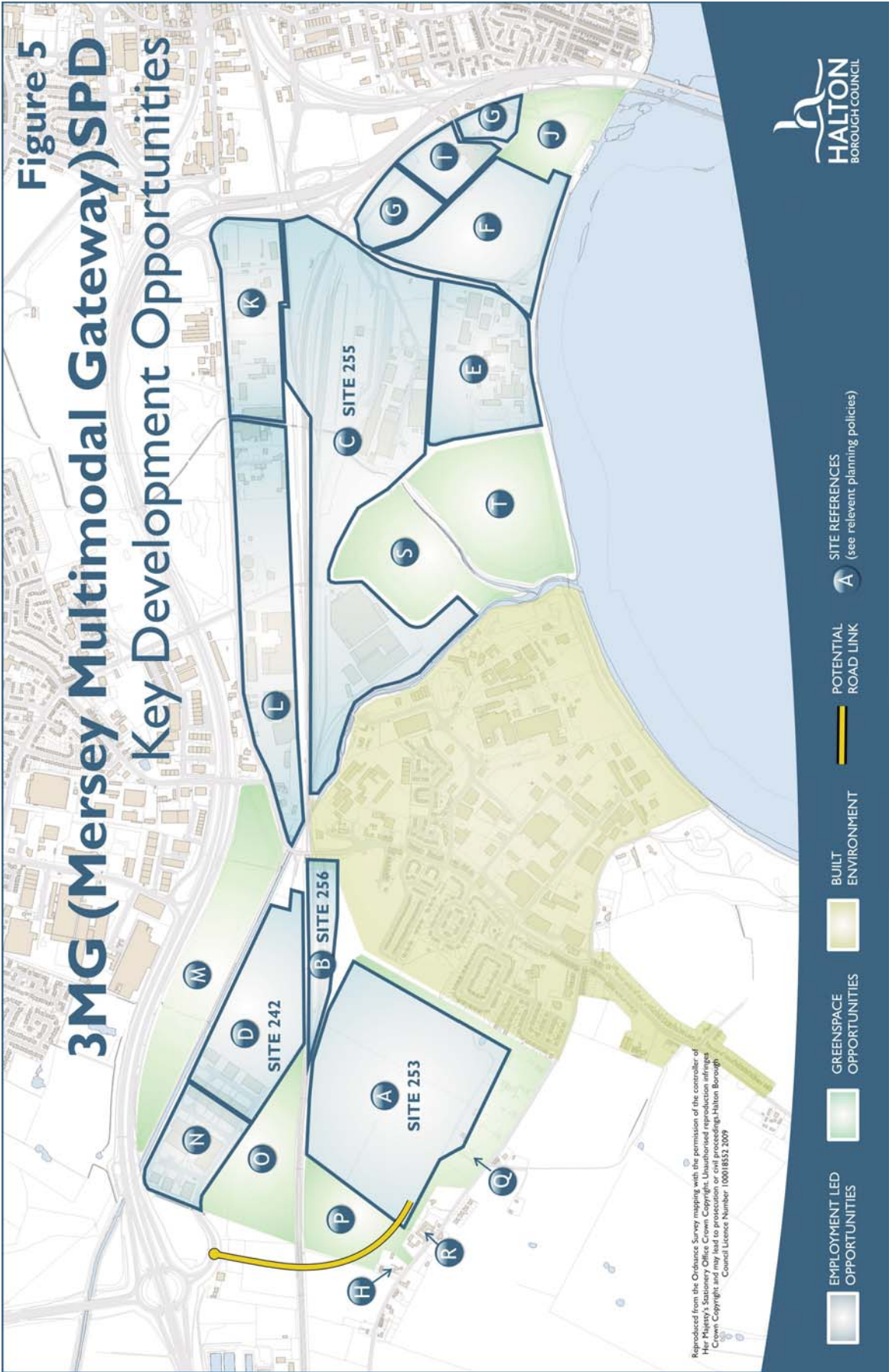
- ▶ Design and planning permission for rail sidings on Site 256.
- ▶ Sludge main pipeline diversion on Site 253.
- ▶ Implementation of structural landscaping on Site 253, in accordance with the planning permissions.











Appendix I

Policies of Halton Unitary Development Plan (Adopted 7th April, 2005)

BE1	General Requirements for Development	S5	Major Accident Land Use Risk
BE2	Quality of Design	S6	Reuse and Remediation of Previously Used or Contaminated Land
BE3	Environmental Priority Areas	S12	Areas at risk from flooding
BE4	Scheduled Ancient Monuments	S13	Transport
BE12	General Development Criteria – Conservation Area	S20	Regional Investment Sites (SNEW3 Strategic Regional Investment Sites)
BE13	Demolition in Conservation Areas	S21	Green Belt
BE14	Outline Applications – Conservation Areas	S25	Planning Obligations
E1	Local and Regional Employment Land Allocations	TP1	Public Transport Provision as Part of New Development
E2	Priority Employment Redevelopment Areas	TP3	Disused Public Transport Facilities
E3	Primarily Employment Area	TP9	The Greenway Network
E7	Ditton Strategic Rail Freight Park	TP10	The Trans-Pennine Trail and the Mersey Way
GE1	Control of Development in the Green Belt	TP13	Freight
GE5	Protection of Designated Greenspace		
GE6	Development within Designated Greenspace		
GE7	Proposed Greenspace Designations		
GE17	Protection of Sites of International Importance for Nature Conservation		
GE18	Protection of Sites of National Importance for Nature Conservation		
GE28	The Mersey Forest		
GE30	The Mersey Coastal Zone		
PR10	Development within the Liverpool Airport Height Restriction Zone		
PR12	Development on Land Surrounding COMAH Sites		
PR13	Vacant and Derelict Land		
PR14	Contaminated Land		
RG5	Action Area 5 Halebank		
SI	Regeneration		



Mersey Multimodal Gateway
Supplementary Planning Document
August 2009

Halton Borough Council
Operational Director
Environmental and Regulatory Services
Environment Directorate
Halton Borough Council
Rutland House
Halton Lea
Runcorn
WA7 2GW
www.halton.gov.uk/spatialplanning