
Report to: Cabinet Member - Regeneration & Housing
Cabinet Member - Transportation and Street Scene
Cabinet Member - Environment
Planning Committee

Dates of Meetings: 28th July 2011; 5th August; 10th August; 24th August 2011

Subject: Draft Mersey Ports Master Plan

Report of: Director of Built Environment

Wards Affected: Linacre, Derby , Church; Ford, Litherland, St Oswald,
Netherton & Orrell

Is this a Key Decision? No **Is it included in the Forward Plan?** No

Exempt/Confidential: No

Purpose/Summary

To inform Members of the proposals contained in the draft Port Master Plan and to agree the basis of a response to Peel Ports.

Recommendations

1. That Cabinet Members note the content of the draft Master Plan report, and recommend to Planning Committee that the report provides the basis of the Council's response to Peel Ports
2. That Planning Committee agree that the report forms the basis of a response to Peel Ports on the draft Master Plan

How does the decision contribute to the Council's Corporate Objectives?

	<u>Corporate Objective</u>	<u>Positive Impact</u>	<u>Neutral Impact</u>	<u>Negative Impact</u>
1	Creating a Learning Community		/	
2	Jobs and Prosperity	/		
3	Environmental Sustainability		/	
4	Health and Well-Being		/	
5	Children and Young People		/	
6	Creating Safe Communities		/	
7	Creating Inclusive Communities		/	
8	Improving the Quality of Council Services and Strengthening Local Democracy		/	

Reasons for the Recommendation: To inform Members of the draft Mersey Ports Master Plan (consultation draft) and to help co-ordinate a Council response to the Plan.

What will it cost and how will it be financed?

There are no financial implications as a result of this report.

Implications:

The following implications of this proposal have been considered and where there are specific implications, these are set out below:

Legal None	
Human Resources None	
Equality	
1. No Equality Implication	<input checked="" type="checkbox"/>
2. Equality Implications identified and mitigated	<input type="checkbox"/>
3. Equality Implication identified and risk remains	<input type="checkbox"/>

Impact on Service Delivery:

Not applicable.

What consultations have taken place on the proposals and when?

The Head of Corporate Finance & ICT (FD879) has been consulted and has no comments on this report because the contents of the report have no financial implications for the Council.

Head of Corporate Legal Services (LD 236/11) has been consulted and any comments have been incorporated into the report.

Are there any other options available for consideration?

Not applicable

Implementation Date for the Decision

After the report is considered by Planning Committee.

Contact Officer: Steve Matthews

Tel: 0151 934 3559

Email: steve.matthews@sefton.gov.uk

Background Paper:

Draft Mersey Ports Master Plan: A 20 year Strategy for Growth. Consultation Draft.

1.0 Introduction

- 1.1 The draft Mersey Ports Master Plan is undergoing a 13 week period of consultation which will finish on 5th September 2011. There have been local exhibitions at Crosby Civic Hall and Bootle Town Hall.
- 1.2 The draft Master Plan sets out a 20 year strategy for growth for the Port of Liverpool and the Manchester Ship Canal, together known as Mersey Ports. The fact that these assets are now under the single ownership of Peel Ports (since 2005) offers new opportunities to exploit the links between them. In particular they offer the economic advantages of a hinterland with a population second only to that of London and a significant industrial base of 120,000 manufacturing and commercial enterprises within 50 miles, again second only to the London area.
- 1.3 The economic benefits of ports are acknowledged to be of national, regional and sub-regional importance. In particular, the development of the 'SuperPort' is recognised to be one of four major themes for the regeneration of the Liverpool City Region. This refers not only to the direct employment and economic benefits of the port but also to related aspects such as the carbon economy, including off-shore wind, biomass energy, and tidal power.
- 1.4 The timing of this consultation ties in well with the consultation on the Options stage for the Core Strategy for Sefton. Some of the issues raised by the draft Master Plan will be able to be incorporated in later stages of the Core Strategy, reflecting both implications for the use of land, the application of appropriate environmental controls, and making sure that local communities stand to benefit from the proposals.
- 1.5 The Strategic Regeneration Framework for North Liverpool/ South Sefton also provides a means of ensuring that any growth of the Port will be able to assist in the regeneration of local areas which suffer major deprivation.

2.0 Proposals

- 2.1 The proposals in the strategy are based on forecasts of the growth in various traffics handled at the various Ports. Growth is particularly anticipated in the 'lo-lo' (containers that are lifted on and off ships) and 'ro-ro' (trailers that are driven on and off vessels) sectors, the opportunities associated with handling biomass, palm oil and other dry bulks, steel and metals, forest products, and trade cars.
- 2.2 The proposed growth will have an impact on physical infrastructure, and the need for further land. This is not only for activities directly related to the Port, but also complementary activities such as energy, waste, the off-shore wind sector and processing.
- 2.3 The specific proposals which affect Sefton include:

- ◇ the planned Seaforth River Terminal, a deepwater container port expansion planned for 2014. This will allow large shipping (known as 'post-Panamax vessels') to access the Port of Liverpool, which currently are not able to get through the lock system. The Seaforth River Terminal has been granted consent under the Harbour Revision Order in 2007 (L1 on the attached plan).
- ◇ the proposed use of the Seaforth Nature Reserve for port-related purposes – a working group including Natural England, the Environment Agency and the Lancashire Wildlife Trust is considering whether the nature conservation interest of this site can be adequately replaced by providing compensatory habitat elsewhere (L2 on the attached plan).
- ◇ creation of the Liverpool Intermodal Freeport Terminal (Phase 2) between Regent Road and Derby Road; this would provide about 370,000 sq ft of warehousing, and has been granted planning permission, but various conditions need to be discharged (L4 on the attached plan).
- ◇ Regent Road / Derby Road corridor – possible acquisition of further land – about 50% is in the ownership of the Port at the moment (L5 on the attached plan).
- ◇ Erection of a biomass power plant at the Hornby / Langton Docks (L3 on the attached plan).
- ◇ Re-use of area at Canada Dock used as overflow steel storage area for open storage or warehousing (permitted development).

3.0 Response to the draft Master Plan

- 3.1 The Council has a number of different roles in relation to the growth strategy which is described in the Master Plan. The Council has clear regulatory responsibilities in relation to planning, transport and the environment. However, it is important to balance this with an acknowledgement of the regeneration potential of the Port.
- 3.2 The Port of Liverpool is of clear strategic importance to the North West and to the City Region. The growth of the Port can make a major contribution to the economic success of a wide area, not only through the activities carried on within the Port itself, but the supporting maritime economy. This has the potential to provide real benefits for the local economy through the creation of new employment and supporting local business.
- 3.3 In overall terms, there is the opportunity to secure improved economic well-being and environmental quality through major investment in the outcomes which will benefit everyone: a successful and prosperous port, clean and safe surface transport, and revived communities in the port hinterland.
- 3.4 This can be achieved by forming a strategic partnership between the Council and Peel (and probably national agencies like HCA or Highways

Authority) to prepare the area for investment and to manage the delivery of a strategic plan and investment programme (preferably under the umbrella of the Strategic Regeneration Framework)

3.5 The components of the strategic plan are likely to include:

- a long-term viable solution to port access, in line with the recommendations of the Port Access Study
- unlocking key port-related development sites along the Dunnings Bridge Road corridor
- completing housing market renewal in Seaforth
- redevelopment/refurbishment of Seaforth district centre
- potential for associated strategic investment in energy generation & distribution (CHP etc)
- a local benefits agreement with Peel and its contractors so that construction and end-use jobs and associated training opportunities are captured and directed to workless people and places in the locality; and local suppliers are given every support to access supply chain opportunities from the investment and development programme
- a mitigation agreement so that Peel contributes to the measures needed to contain and make acceptable the increased use of an already highly developed corridor, while a long-term solution is being prepared
- an agreement to certain minimum standards for the quality of any new development

3.6 The Regional Growth Fund 2 bid for river dredging and a river berth at Seaforth provide the immediate stimulus to forming a strategic investment partnership.

3.7 In the medium/long term it will be important to bring forward innovative and imaginative new forms of financing large scale infrastructure and development. These might include retained business rates, levying supplementary business rates, tax increment financing, local asset backed vehicles, and new energy investment tools such as feed-in tariff, renewable heat incentive, green deal, Esco.

3.8 This partnership can both build and channel popular support for a "new Seaforth", and will represent the larger vision against which progress on specific projects like port access is measured.

4.0 Ensuring that environmental implications are adequately addressed

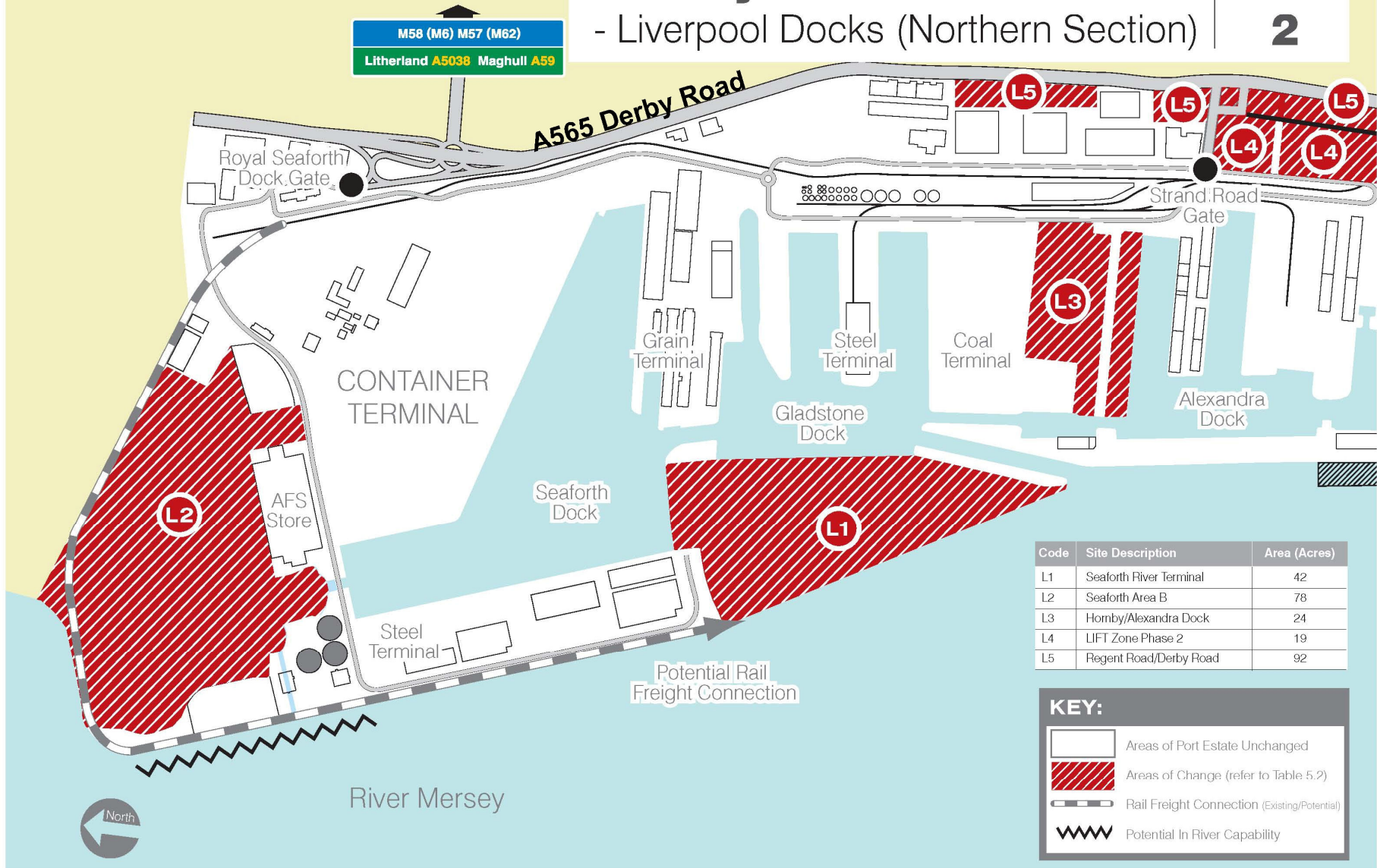
- 4.1 It will be important to agree with Peel Ports a proactive approach to reduce the environmental impact (noise, dust, air quality etc) of the current port operations and to minimise the potential effect of future development and expansion of the Port and the transport infrastructure.
- 4.2 All major stakeholders should be involved in the assessment process to ensure all the current and future issues are adequately addressed.
- 4.3 Air quality on the A5036 corridor, and to a lesser extent Millers Bridge and Balliol Road, is not currently complying with statutory health based standards and the proposals of the Port Master Plan could lead to a worsening of this situation and make it more difficult for the Council to comply with its statutory duty, unless agreed action is taken to mitigate the likely effects.
- 4.4 There is scope to implement an emissions reduction strategy that will offset the increased emissions by verifiable reductions from operations in the North Docks or by sponsoring projects along the corridors (mainly A5036, but also Millers Bridge/ Balliol Road)
- 4.5 In the longer term it will be important to secure a commitment to actions / support for projects that will bring about health improvements in the communities surrounding the A5036 and Millers Bridge/ Balliol Road corridors.
- 4.6 The Council could also seek to work with Peel Ports to manage the relocation of industry / activities within the dock estate to minimise impacts on the local community by applying design standards or, for example, using the 'emissions envelope' approach.

5.0 Summary

- 5.1 The challenge presented by the proposals contained in the draft Master Plan is to ensure that the undoubted economic benefits which would be realised by the growth in the Mersey Ports, can be matched by appropriate environmental controls and direct investment in local areas in order to achieve major regeneration.

Mersey Ports Master Plan | Plan 2

- Liverpool Docks (Northern Section)



Code	Site Description	Area (Acres)
L1	Seaforth River Terminal	42
L2	Seaforth Area B	78
L3	Hornby/Alexandra Dock	24
L4	LIFT Zone Phase 2	19
L5	Regent Road/Derby Road	92

KEY:

-  Areas of Port Estate Unchanged
-  Areas of Change (refer to Table 5.2)
-  Rail Freight Connection (Existing/Potential)
-  Potential In River Capability



Mersey Ports Master Plan | Plan 3

- Liverpool Docks (Southern Section)

