

Meeting Record

Gifford

Project: **NEW MERSEY CROSSING**
Meeting: **MEETING WITH CHIEF ENGINEER, BRIDGEWATER CANAL**

Job No.: **B4027**

Venue: **??? HALTON B.C.**

Page: **1**

Date: **10 October 2001**

Action by

Present: Alan Hodgkinson (AH) - Chief Engineer, Peel Holdings
Mike Bennett (MB) - Halton Borough Council
Pedr Roberts (PR) - Gifford and Partners

Distribution: **???**

1. MB outlined the position with regard to the New Mersey Crossing.
2. AH said that the Bridgewater Canal was owned by Peel Holdings and that the company would welcome a new crossing if it led to enhanced value of its interests in the area.

The canal terminates in Runcorn Town Centre and between there and the Daresbury junction is the Bridgewater Motor Boat Club, a dry dock and a proposal for a slipway.

Canal users include:

Walkers
Boating
Fishing

3. Canal Clearance Requirements

The largest vessel using the canal is the owner's works boat. This requires a headroom of 5.0m above water level. The canal water level is 25.260 AOD. The full width should be retained if possible in the permanent works.

4. Clearance During Construction

Headroom clearance of 4.15m would allow most current users to pass but could not be tolerated over any length of time as the works vessel would be unable to reach parts of the canal.

The width of the canal must not be reduced below 4.87m during construction of the works.

The tow-path is a public right of way and a fence would have to be provided between the tow-path and the canal if its width were to be reduced during construction.

5. Temporary Closures

The canal could be closed for up to 4 months at certain times of the year. In this event, alternative mooring may have to be provided.

Closures up to 2 hours during the day would be permitted.

Halton have used a 4 month closure to demolish a bridge. In this case, the canal was lined with geo-textile and the banks protected with hay bales. Coarse, non polluting stone was placed in the canal up to water level to provide a working platform. Large dia pipes were laid through the fill to ensure water flow.

The existing structures at Daresbury interchange were constructed without closure but their demolition would be more of a problem.

(lit Nov - 28th Dec).

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Page: **2**

Action by

6. **Construction Works over the Canal**

The canal contains Class II water and pollution would be a concern.

Works would have to be sheeted for safety.

Traffic control would be required during heavy lifting operations.

7. **Surface Water Discharge**

Surface water discharge is unlikely to be permitted from the new road. If consent was given, it would be limited to 300mm dia outfall discharging 5 cumecs maximum at any one point.

0.5 m/sec velocity?

8. **Consultation**

The canal has no waterproof lining and the stone revetted sides are fragile. The Chief Engineer would wish to be consulted on any borehole investigations, piling operations or foundation works in the vicinity of the canal.

THE
MANCHESTER
SHIP CANAL
COMPANY



PROPERTY DIVISION

Peel Dome
The Trafford Centre
Manchester
M17 8PL

Tel: 0161-629 8200
Fax: 0161-629 8332

Our Ref: AH/kg

15 October 2001

Mr P Roberts
Gifford Consulting Engineers
20 Nicholas Street
Chester
CH1 2NX

Dear Peter

Re: Bridgewater Canal, New Mersey Crossing in Halton.

I refer to our meeting in Haltons offices on the 10th October 2001.

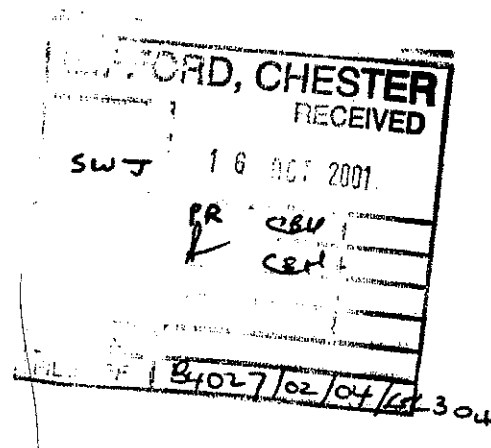
I made an error in the information given to you in that meeting. The permanent headroom required is 5.000 metres above the normal water level of 25.260 MAOD

Temporary headroom may be reduced to 4.150 metres above normal water level of 25.260 MAOD.

Yours sincerely

Alan Hodkinson

Alan Hodkinson
Engineering Manager



G:\Construction\ENGINEER\Bridgewater Canal\Gifford Consulting Engineers\AH1 New mersey crossing 1.doc

A member of the PEEL HOLDINGS p.l.c. group

The Manchester Ship Canal Company incorporated by Act of Parliament with limited
liability and registered in England No. ZC197.
Principal Office - Peel Dome, The Trafford Centre, Manchester, M17 8PL

Meeting Record

Gifford

Project: **NEW MERSEY CROSSING**
Meeting: **MERSEY CONSERVANCY ANNUAL INSPECTION**
Venue: **Halton Borough Council**
Date: **27 September 2001**

Job No.: **B4027**
Meeting No.: **1**
Page: **1**

Action by

Present: Fraser Clift (FC) Mersey Conservancy
David Knight (DK) Mersey Conservancy
David Baker (DB) Mersey Conservancy
Dick Tregoe (DT) Halton Borough Council
Andrew Pannell (AP) Halton Borough Council
Mike Bennett (MB) Halton Borough Council
Ian Hunt (IH) Gifford
Pedr Roberts (PR) Gifford

Distribution: Claire Hall, Paul Hillman, Simon Miller, Steve Jones, Jonathan Bayliss, Keith Hendry (APEM), Ray Gemmell

The meeting was held to discuss issues in Halton of interest to the Conservator. Halton had invited Gifford to attend to update the Conservator on the New Mersey Crossing and to obtain information for the Desk Study.

1. MISCELLANEOUS ISSUES

A number of local issues were raised not directly related to the new crossing:

- a. Wigg Island to be partly re-opened to the public in January. ICI continue to tip at the east end.
- b. SANKEY NAVIGATION – There was believed to be a report by WS Atkins
- c. Economic Development Zone – HBC likely to pursue a reduced scheme limited to Widnes Waterfront
- d. Arpley Waste Site – Proposal for second access via Runcorn Sewage Pumping Station.

2. NEW MERSEY CROSSING

DT stressed the importance of the new crossing to Halton and PR and IH outlined Gifford's brief:

- a. Mersey Survey

Previously done every five years up to 1977 but MDHC stopped. A survey was carried out in 1997 and the Conservator is hoping to find funding for a survey in 2002 using modern survey methods, ie Aerial survey of dry areas and multi beam echo sounding over water. The aircraft could be made available for other uses, eg vegetation survey. No estimate was yet available.

(Note: Gifford are concerned that the survey may be delayed due to funding difficulties and assurances would be required as to the suitability of the technique. It is our view that we should not rely on this survey for Stage 2).

- b. Hydrology

Mervyn Littlewood is the current modeller at HR Wallingford but his predecessor is Tom Stephenson who had been modelling the estuary for about 20 years.

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Page: **2**

Action by

c. **Navigation Rights**

There is a legal right to navigate the Mersey although there are physical constraints presented by the depth of the channel and the current air draft under the existing bridges. Yachts with masts up to 10-15 metres currently use the marina at Fiddlers Ferry.

d. **Procedures**

TD noted that Government Policy on processing major Infrastructure Works was likely to change but it was still felt that the scheme would require a Public Inquiry.

(Note: PR to follow up implications of this change).

PR

3. OTHER ISSUES

a. **Spartina Grass**- beginning to flourish in Mersey estuary with the effect that there is increasing evidence of 'natural reclamation'. Some environmentalists at EN are seriously concerned.

b. **Transpenine Route** - closed since the spring as a result of the F&M epidemic, is likely to re open soon.

c. **Commercial development of Western Docks** is still being considered by Halton.

c. **Possibility of re opening St Helens Canal** for public access.

d. **Plans for Widnes Wharft** are included in the UDP.

Notes:

1. It would be wise to check with EN whether they propose to designate any new SSSIs east of the old bridge.

Gifford

2. **Andrew Pannell** agreed to provide details of Halton's environmental responsibilities

PR



THE MANCHESTER SHIP CANAL COMPANY

Port Division

Bridgewater House, Old Coach Road, Runcorn, Cheshire WA7 1QT.

Tel: 01928 567465

Fax: 01928 567469

website: www.shipcanal.co.uk

e-mail: mail@shipcanal.co.uk

Our ref:- JCr/CP02374

2 November 2001

Gifford Consulting Engineers
20 Nicholas Street
Chester
CH1 2NX

For the attention of Mr Pedr Roberts, Project Manager

Dear Mr Roberts

New Mersey Crossing in Halton

Your letter ref:- PR/CHM/B4027/02/04 dated 13th September 2001 refers.

Further to our telephone conversation I would confirm the following details with regards to the vertical and horizontal clearances.

Height of existing Runcorn Widnes road bridge 24.46m above N.W.L (normal water level).
N.W.L is 4.38m ODN.

The width of fixed bridges across the Ship Canal are as follows:-

Runcorn Railway viaduct	91m.
Thelwall viaduct	102.41m
Barton H.L	94.48m
Latchford H.L	62.78m

Surface water width varies between 50 and 60 metres. Typically bank to bank measures 90 metres. We would not want any of the bridge piers in the waterway.

With regards to ancillary plant or apparatus near the Canal there is a water main to the northside but this should be identified when you carry out your search of utilities, which should be with Transco, MANWEB, United Utilities and B.T.

-2-

Any works on Ship Canal Company land must be carried out in accordance with the Company Safety Notes and I enclose a copy of this document together with our Safe System of Work Operating Manual for inclusion with your contract documentation.

A pre-contract meeting will be required with a representation from the Chief Engineers Department together with the Harbour Master or one of his Assistants.

I trust the above meets with your immediate requirements.

Yours faithfully



J Cordiner
Deputy Chief Engineer



The Mersey Docks and Harbour Company
Maritime Centre, Port of Liverpool L21 1LA
Main Tel: 0151-949 6000

Our Ref: BGMCS/UJ

19 July 2002

Ms C. Hall
Gifford & Partners
20 Nicholas Street
Chester
CH1 2NX

GIFFORD, CHESTER	
RECEIVED	
22 JUL 2002	
ACTION	
PLS	
PLS	
PLS	
PLS	
C No.	661282
EF	6/07/02
MDHC	

Dear Claire

NEW MERSEY CROSSING

I refer to your correspondence regarding the New River Crossing in Walton.

I am only concerned with the fact when the final decision is made on the choice of route, that the impact on navigation is not of a serious nature.

I will always consult with the Acting Conservator regarding the proposed River Crossing.

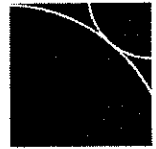
Yours sincerely

Capt. B. G. McShane
Marine Operations Manager

INTLS	ACTION	DATE COMPLETED	COMMENT
CHM	CC. BGM	26.07.02	For info.

Tel: 0151 949 6000

Registered Company incorporated by U.K. Statute
Registered in England No. 1289



Meeting Minutes

Project: **MERSEY GATEWAY**
 Meeting: **LIVERPOOL JOHN LENNON AIRPORT CONSULTATION**
 Venue: New Control Tower Building, Liverpool Airport
 Date: 12 June 2007

Job No.: **B4027C**
 Meeting No.: 1
 Page: 1 of 2

Present: Roger Griffiths (RG) – Liverpool John Lennon Airport
 Ray Downward (RD) – Liverpool John Lennon Airport
 Steve Eccles (SE) – Halton Borough Council
 Steve Jones (SWJ) – Gifford
 Jeff Turner (JDT) – Gifford

Distribution: As above + Andy Russell, Steve Nicholson, Claire Hall, Ian Hunt,
 Paul Hillman, David Walker, Chris Kelly.

Action by

1. PROJECT UPDATE

- 1.1. SWJ gave an update of progress with the project and the future programme as anticipated currently.
- 1.2. The project has received DfT Programme Entry in March 2006. In the current phase of the project a Baseline Reference Design had been produced and work was underway on all aspects of the Environmental Impact Assessment. An Environmental Statement would be produced by January 2008 and Orders and Applications would be issued in March 2008.
- 1.3. Halton BC had decided to follow a traditional (rather than ECI) method of procurement. A concessionaire (and contractor) would be appointed following receipt of planning permission. Financial close and the start of works would be in 2011 with the bridge open to traffic in 2014. The concessionaire would be operating a tolling regime over (say) a 30-year concession period.

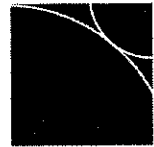
2. DESIGN DETAILS OF MAIN RIVER CROSSING BRIDGE

- 2.1 SWJ discussed the reference design for the scheme and stated the tower heights (outer towers 137m AOD and inner tower 114m AOD). SWJ stated that in previous correspondence with the airport the constraint on tower height has been 174m AOD.
- 2.2 RG stated that this seemed to be incorrect and thought that it may be as low as 140m AOD. RG stated that he would check this and contact Gifford tomorrow. SWJ stated that during construction there will be a temporary requirement for cranes to be located above this height by approximately 5m. RG stated that subject to his checks this should not present a significant issue.

RG

3. NAVIGATION ISSUES

- 3.1. Aircraft warning lights – RG stated that the bridge should have aircraft warning lighting in accordance with 'CAP 168' (available on www.caa.co.uk). RG stated that warning lights would be required on the tops and halfway up each of the towers. RG stated that cranes will also need to have warning lighting on the top of them.
- 3.2. Highway and architectural lighting – SWJ stated that at the moment the requirement would be for highway lighting on the bridge – no architectural lighting had currently been included as part of the reference design. However, there may be a desire for this in the future. RG stated that there is no problem with highway lighting on the bridge but it should be downward facing and below the horizontal to avoid glare. Requirements for architectural lighting will need to be discussed with the airport to avoid any impacts on aircraft.



Meeting Minutes

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 Meeting No.: 1
 Page: 2 of 2

Action by

3.3. Influence of Works on Navigation Equipment – SWJ enquired whether there would be any potential impacts on the airport navigation equipment. RG stated that there be no effect on airport navigational equipment from construction or operational bridge equipment. JDT asked whether Gifford needed to consult with CAA or NATS as part of the assessment. RG stated that this would not be required, as these organisations would refer any queries back to the airport.

3.4. Construction Issues – RG stated that there would not be any known impacts on the airport as a result of construction other than those already mentioned.

4. ENVIRONMENTAL ISSUES

4.1. Bird Control – RD raised the issue of bird control and whether measures were going to be put in place to prevent birds using the structure as a nesting site and potentially affecting operations at the airport. JDT stated that the issue has been raised previously by the airport and has been looked at briefly. SWJ stated that ornithological studies have been undertaken for the study.

4.2. RD stated that the lattice work in the bridge structure could provide a suitable habitat for birds particularly starlings. RD stated that this was the main species of concern. RD stated that the bridge would require 'bird proofing' and would like the airport to be kept informed of these measures. RD would liaise with Peel Holdings ornithologist on the issue.

RD/Gifford

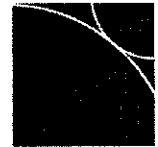
4.3. River Bank Erosion – SWJ stated that in previous correspondence with the airport the issue of erosion had been raised. RD stated that there was concern of further erosion of the clay cliffs at the western end of the runway. SWJ tabled the hydrodynamics report which had been produced for the scheme and introduced the key issues and conclusions from the study. SWJ stated that the potential areas of impact were close to the existing bridge and that no significant issues have been raised for the area of the river near the airport. SWJ emphasised that the study was for the scheme and not specifically for the area near the airport.

4.4. RD stated that he will discuss the issue with the airport Environmental Manager (Andrew Dutton). SWJ offered to investigate if an extract of the study could be issued to the airport if required.

4.5. JDT asked whether there was any protection currently in place to prevent further erosion. RD stated that none was in place at the moment but the airport had undertaken studies into this issue.

5. AOB

5.1 SWJ stated that any constraints to the scheme required by airport operations would have to be incorporated into the contract documents. RG stated that this was acceptable and would be keen to maintain any involvement with the scheme.



Meeting Record

Project:	MERSEY GATEWAY	Job No.:	B4027C
Meeting:	MANCHESTER SHIP CANAL COMPANY CONSULTATION	Meeting No.:	1
Venue:	MSCC Offices, Runcorn Docks	Page :	1
Date:	04 May 2007		

Action by

Present: David Stork - (DS) – Manchester Ship Canal Co
 Alan Feast - (AF) – Manchester Ship Canal Co
 Steve Eccles - (SE) – Halton BC
 Jeff Turner - (JDT) - Gifford
 Steve Jones - (SWJ) - Gifford

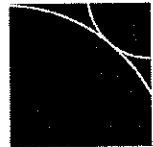
Distribution: As above + Andy Russell, Steve Nicholson, Claire Hall, Ian Hunt, Paul Hillman, David Walker

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- 1.3. Halton BC had decided to follow a traditional (rather than ECI) method of procurement. A concessionaire (and contractor) would be appointed following receipt of planning permission. Financial close and the start of works would be in 2011 with the bridge open to traffic in 2014. The concessionaire would be operating a tolling regime over (say) a 30-year concession period.
- 1.4. SWJ briefly described the extent of the scheme with a more detailed description of the scheme local to the River Mersey and Ship Canal.
- 1.5. SWJ described the form of structure proposed for the River Crossing and that the superstructure may comprise a series of prefabricated concrete or steel/concrete composite components that would be transported to site and lifted into position.
- 1.6. SWJ briefly described the structures and clearance to Bridgewater Canal. DS stated that it was more appropriate to speak to Alan Hodgkinson (Peel Property Division Engineering Manager). JDT stated that Gifford had liaised with him previously.
- 1.7. DS stated that MSCC were very supportive of the Mersey Gateway project and were pleased to be kept informed on progress.

2. CLEARANCES TO THE SHIP CANAL

- 2.1. Vertical clearances had originally been agreed in an exchange of correspondence in 2001. These had recently been confirmed in a further exchange of letters.
- 2.2. AF handed Gifford a table of canal water levels and the heights of existing bridges over the Ship Canal's normal water level. The normal water level at the point of the Mersey Gateway crossing was 4.38m AOD. The height to the new bridge was to be no less than the height of the existing Silver Jubilee Bridge (SJB), i.e. 24.46m above normal water level.



Meeting Record

Project: **MERSEY GATEWAY**
 Meeting: **MANCHESTER SHIP CANAL COMPANY CONSULTATION**
 Venue: **MSCC Offices, Runcorn Docks**
 Date: **04 May 2007**

Job No.: **B4027C**
 Meeting No.: **1**
 Page: **2**

Action by

- 2.3. As the piers of the proposed bridge are out of the water channel, there were no additional lateral clearance issues.
- 2.4. SWJ asked if there would be any relaxation to vertical clearance during construction. AF stated that ships that require the full vertical clearance regularly use the Ship Canal and so the full clearance would be required throughout the construction period.
- 2.5. SWJ explained that access would be required to the soffit of the bridge both during construction and in service for maintenance works. DS accepted this and stated that mobile gantries could be used on the condition that they were used with the permission of the Deputy Harbourmaster and that they were capable of moving clear of the navigation envelope within short period (e.g. 30 minutes) of being instructed to move away.
- 2.6. AF explained that the current bridges over the canal had a red navigation light over the centre of the channel on each side of the bridge. MSCC will look into whether any lighting/signs would be required on the new Mersey Gateway bridge. Before a decision is given details of highway lighting and architectural lighting would be required. All lighting must face towards the highway, with no lights facing upstream or downstream to affect vessels night navigation

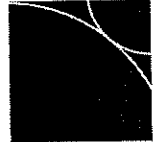
MSCC

3. CONSTRUCTION METHODS

- 3.1. SWJ described the three methods of access to the river spans currently being assessed as part of the EIA. These were: (i) half tide causeway, (ii) dredged channels, and (iii) hover platforms. MSCC commented that: (i) half tide causeways would have to be assessed hydraulically and that the Fiddlers Ferry Sailing Club may have an issue with these, (ii) MSCC had major reservations on the viability of dredged channels and doubted that any such proposal would be acceptable hydrodynamically or to Fraser Cliff, and (iii) MSCC thought the hover platforms were a very good idea.
- 3.2. MSCC would be supportive of the use of the Ship Canal for the transport of plant and materials. Wigg Wharf (aka Guinness Berth) was local to the bridge site and could be available of use.
- 3.3. Casting yards – SWJ explained that a 6 Ha area was likely to be required for the precast concrete casting yard. Ideally this should be local to the bridge site but anywhere along the Ship Canal with good water access may be suitable. DS stated that they would have a look into potential suitable areas and also liaise with Peel Holdings. Land to the south of the QEII dock at Eastham was suggested.
- 3.4. Old Quay Lock – currently silted up and the lock gates were in poor condition; however, they are not welded shut. Four sets of disused lock gates have been laid down into the lock. MSCC were uncertain whether it is an option to refurbish/reuse the locks in case of impacts to the Ship Canal. DS stated that the MSCC have issues replenishing the canal particularly in dry spells. They will take advice on this issue and get back to Gifford. AF suggested that if hover platforms were to be used then it might be possible to build temporary ramps on either side of the Old Quay Lock walls.

MSCC

MSCC



Meeting Record

Project:	MERSEY GATEWAY	Job No.:	B4027C
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Venue:	MSCC Offices, Runcorn Docks	Page :	3
Date:	04 May 2007		

Action by

3.5. Old Quay Bridge - 44T (normal unrestricted highway loading) weight limit on it. No issues with using the bridge but would appreciate good communication during the construction period. The bridge has a 5.80m clearance above normal water level (of 4.38m AOD). SWJ asked if MSCC had any recent bridge opening data (from 2003 onwards). DS stated that no data was available but on average there were 3 movements per day. DS felt that this would increase as time went on through increased traffic in the Ship Canal from Liverpool.

3.6. Concrete Supplies - DS stated that Blue Circle and Paragon had depots along the Ship Canal, along with aggregate suppliers.

4. AOB

4.1. Hydrodynamics – DS stated that they were concerned with adverse effects from the Mersey Gateway on the walls and embankments of the Ship Canal, not only at Runcorn but upstream and downstream. SWJ suggested having a meeting to discuss this with Paul Hillman and Steve Nicholson in attendance. DS stated that they would invite Tim Bownes and the Harbourmaster of MDHC to attend this meeting. Meeting to take place no earlier than June 2007.

4.2. MSCC enquired if any structures would be constructed directly onto the edge of the Ship Canal. SWJ stated that all structural supports would set back from the Ship Canal edge and if anything changed they would contact the MSCC.

4.3. SWJ requested an electronic version of the current MSCC Construction and Safety Requirements. DS stated they would send it through when required (i.e. when required for the contract documents).

4.4. DS asked if he could have a copy of the minutes along with drawings showing reference design etc.

4.5. JDT enquired about dredged arisings and disposal – DS stated that under the Act of Parliament they had the right to dredge within the Ship Canal and deposited these dredging's in deposit grounds operating under Waste Management Licence's. For dredging in the river some had to be disposed of ashore, the remaining was disposed of in the River Mersey. They held a FEPA license for these operations.

SWJ

S W Jones
04.05.07



**THE MANCHESTER SHIP CANAL COMPANY
HEAD OFFICE**

Engineering Workshops, off Campus Drive, Runcorn,
Cheshire WA7 4UY

Tel: 01928 508550
Fax: 01298 567469
website: www.shipcanal.co.uk
e-mail: mail@shipcanal.co.uk
Direct Line:

Our Ref: sb06067consultation
Your Ref: B4027C/500/JDT/jdt

3rd April 2007

Mr Jeff Turner
Environmental Scientist
Gifford
20 Nicholas Street
Chester
CH1 2NX

Dear Mr Turner

**MERSEY GATEWAY
NAVIGATION CONSULTATION**

GIFFORD, CHESTER RECEIVED	
10 APR 2007	
DW	
ACTION	JDT
INTLS	JDT.
TO SEE	
INTLS	
DOC No	
FILE REF	B4027c 1500.01

Your letter dated 21st March 2007 addressed to Mr J. Cordiner refers.

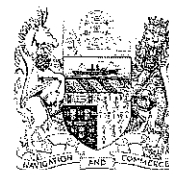
I can confirm that there is no change to that set out in the letter ref: JCr/CP02374 from Jim Cordiner dated 2nd November 2001.

For you information Jim Cordiner has now retired from the Company any future correspondence should be addressed for the attention of the General Manager, Mr Dean Hammond.

Yours sincerely

David Stork
Assistant Chief Engineer

THE
MANCHESTER
SHIP CANAL
COMPANY



PROPERTY DIVISION

Peel Dome
The Trafford Centre
Manchester
M17 8PL

Tel: 0161-629 8200
Fax: 0161-629 8332

GIFFORD, CHESTER RECEIVED	
DL	13 APR 2007
SECTION	SDT
INTLS	SDT
TO SEE	
INTLS	
DOC No	
FILE REF	84027-1500-01

Mr J. Turner
Gifford
20 Nicholas Street
Chester
CH1 2NX

11th April 2007

Dear Mr Turner,

Bridgewater Canal – New Mersey Crossing at Halton

I refer to your letter dated 21st March 2007 and to your fax dated 3rd April 2007 in response to my telephone call.

Thank you for sending me a copy of the minutes of the meeting of 10th October 2001 and the sketch showing where the proposal road would cross over the Bridgewater Canal.

Canal Clearance Requirements – This remains at 5.000 metres above normal canal water level of 25.260m A.O.D. During construction this can be reduced to 4.150 metres above normal canal water level.

The permanent width of the canal should not be reduced, but during construction works the width of the canal may be reduced to 4.900 metres, however dredging of the canal may be required depending on which side of the canal the reduction in width takes place.

Temporary Closures

The canal may be closed by prior agreement during the period between 1st November and 28th February.

During the remainder of the year closures would be limited to 2 hrs during the day. Charges would be made for both closures and reductions in width and height.

If during the works you require to close the canal we need to ensure that water can flow along the canal, therefore measures (large diameter pipes) may be required to ensure continuation of flow.

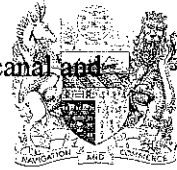
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A member of the Peel Ports group

The Manchester Ship Canal Company incorporated by Act of Parliament with limited liability and registered in England No. ZC197.
Principal Office – Peel Dome, The Trafford Centre, Manchester, M17 8PL.

Construction works over the canal

The canal would need to be protected from pollution and traffic control for both canal and towpath users would be required.



Surface Water Discharge

We would oppose surface water discharge from the roadway into the Bridgewater canal.

Consultation

Please ensure that we are kept informed on progress of this project. Please discuss with us any proposals regarding topographical of ground investigation surveys on our land or which may affect the integrity of the canal. Charges will be made for our time in checking that the integrity of the canal is ensured both during the design and construction period.

If you require any further information please advise.

Easement

An easement for the crossing will be required Legal, Engineering, Surveyors and any recurring consultant costs incurred by the company as a result of your works will need to be recovered from your clients. An annual charge for the easement will also need to be negotiated.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Alan Hodkinson', written over a horizontal line.

Alan Hodkinson
Engineering Manager



North West Region

Your ref: **PR/CHM/B4027/02/05**

Our ref: **RK/SB/COMM/S1052**

1 October 2001

Mr P Roberts
Project Manager
Gifford & Partners
20 Nicholas Street
Chester CH1 2NX

Dear Mr Roberts,

New Mersey Crossing in Halton

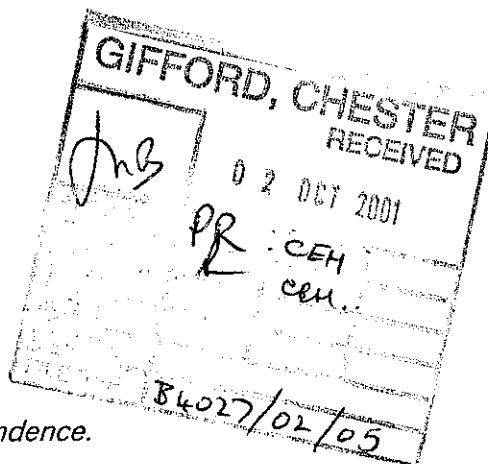
Further to my letter of the 20th of September 2001 and to our subsequent telephone conversation I confirm that British Waterways has very limited ownership of the remainder of the St Helens Canal. However there are numerous proposals to restore this back to full navigation and it is likely British Waterways would have involvement in the future. It is therefore important that the line of the Navigation is protected and British Waterways would support such proposals.

As previously stated British Waterways would welcome any update of the situation.

Yours sincerely


RON KAISER
PROPERTY MANAGER
Direct Dial Telephone No: 01606 723860
E-mail: ron.kaiser@britishwaterways.co.uk

Please quote our reference on all future correspondence.



L5B4027/06/FS



Steve Jones (Chester)

From: Suzanne Sheppard on behalf of Info
Sent: 21 September 2007 12:33
To: Jeff Turner
Subject: FW: MERSEY GATEWAY - TRINITY HOUSE NAVIGATION CONSULTATION RESPONSE ref B4027C/1300JDT/jdt

-----Original Message-----

From: Martin Thomas [mailto:Martin.Thomas@thls.org]
Sent: 21 September 2007 09:55
To: Info
Subject: FW: MERSEY GATEWAY - NAVIGATION CONSULTATION ref B4027C/1300JDT/jdt

fao JEFF TURNER

From: Martin Thomas
Sent: 21 September 2007 09:53
To: 'info@gifford.co.uk'
Subject: MERSEY GATEWAY - NAVIGATION CONSULTATION ref B4027C/1300JDT/jdt

Dear Mr. Turner,

MERSEY GATEWAY - NAVIGATION CONSULTATION

With reference to your letter dated 7th August, 2007, concerning the above, in the interests of the safety of navigation, taking into account any environmental matters, Trinity House have no objections to the proposals for the Mersey Gateway Project and the bridge crossing the Manchester Ship Canal and the River Mersey, marking to be as follows:-

All piers in the Canal and River to be illuminated or flood lit, the lighting to be shielded or directed away from the canal to avoid interference with night navigation.

The bridge span crossing the Manchester Ship Canal to be fitted with "A best Point of Passage Light" - This should be a white light located under the span and exhibiting a safe water mark character and would suggest either 1 long flash every 10 seconds or Morse 'A'. The light to be visible both upstream and downstream.

Yours sincerely,

Martin Thomas - Navigation Support Officer
Trinity House London tel: 020 7481 6920
email: martin.thomas@thls.org

Trinity House
Tower Hill
LONDON
EC3N 4DH

This email and any files transmitted with it are confidential and may also be privileged. If you are not the intended recipient or the person responsible for delivering it to the intended recipient please

01/11/2007

notify the sender immediately. You should not forward or copy this e-mail or use it for any other purpose or disclose its content to any other party. Please delete it from your computer systems.

This email has been scanned for all viruses on behalf of Trinity House by the MessageLabs AntiVirus service (<http://www.messagelabs.com>)

GC369

B4027/02/07

L>B4027/06/40

26/11/01

NEW MERSEY CROSSING

File Note: B4027/02/07

Miscellaneous Consultees – Fidler's Ferry Sailing Club

Mr Jack Cox, Secretary of the Club rang this morning (26 Nov 2001) to say that he had received our letter dated 12 November requesting the Clubs comments on the proposed new bridge.

He said that the Club would require an airdraft not less than the Silver Jubilee Bridge as there is a right of navigation on the river. The Club's operations could not be guaranteed with a high level crossing over part of the river only as the channel which is required for navigation could change.

He said that the larger yachts are up to 40ft from keel to the top of mast and can only navigate the river at high water. (The keel draft is 6ft.)

Mr Cox would verify these dimensions and confirm them in a written reply.

Mr Cox said that Warrington Borough Council had a marina upstream of Fidler's Ferry and they may have an interest in the proposal also Mr Eric Blomquist operated a boatyard nearby who was designated as Harbour Master. Mr Blomquist is planning to sell up but the Harbour Master's responsibilities would pass to the new owner.

3217

Fidlers Ferry Sailing Club
The Lock (off Station Road),
Penketh, Warrington, WA5 2UJ



31 January 2005

Claire Hall,
Gifford,
20 Nicholas Street
Chester
CH1 2NX

GIF		
ACTED	CEH	SAF
INTL	CEH	
TO SEE	ST	
INTL	CEH	
DOC No		
FILE REF	B4027/02/18	

← 3/2/05

c.c. Dick Tregan - Hailton BC
Alan West - Hailton BC
Sam Bennett - Gifford

→ B1027/02/18

Dear Claire,

Re: New Mersey Crossing – Height clearance over the Mersey for vessels

We spoke some time ago regarding the above topic and you were able to offer me the very welcome assurance that the height clearance would be 25.630 meters above High Water Spring Tides for the full width of the river. That is from the South shore across to the North shore of the river. I reported this outcome to the club at our AGM and the news was very well received.

Would it be possible to substantiate this detail in any way? Is there a document or plan that is available to the public that puts this intention in writing? If not, would it be possible for me to receive a letter from you specifying that Gifford were working to this level of clearance.

Please send any correspondence to my home address of:
2 Elm Tree Avenue, Padgate, Warrington, WA1 4HZ

I am very grateful for your help in this matter and look forward to hearing from you soon.

Regards

Rob McCulloch
Honorary Secretary



Affiliated to the
Royal Yachting Association

Fidlers Ferry Sailing Club

The Lock, Fidlers Ferry,
via Station Road,
Penketh,
WARRINGTON
WA5 2UJ

Telephone/Fax:- 01925-723491

Website:- www.fidlersferrysailing.org.uk

Mr Pedr Roberts, Project Manager,
Gifford, Consulting Engineers,
20 Nicholas Street,
CHESTER
CH1 2NX

27th November 2001

Re The Proposed new River Mersey crossing at Halton

Dear Mr Roberts,

Just to confirm our telephone conversation yesterday, Monday 26th November 2001 during which I explained the negative impact which such a crossing would have on our club's activities unless any new bridge was of sufficient height to allow free, unrestricted and safe passage to vessels at all states of tide.

As I mentioned, I would be willing to arrange a meeting at our club house so that we can all discuss the matter fully at these early stages.

I would again point out that Warrington Borough Council also have a vested interest in this matter because of their Penketh Marina and I would be willing to invite their representatives to the meeting.

One relevant matter which I failed to mention during our conversation is that we are hopeful that we will be able to make passages down the Sankey canal to lock out at Spike Island when the restoration plan is finally completed. Naturally this would be dependant on having sufficient mast height at the point where the bridge would cross the canal.

Yours sincerely,


Jack Cox, Hon Sec

Please send correspondence to:-
Jack Cox, Hon Secretary,
Fidlers Ferry Sailing Club,
25 Long Lane,
Orford
WARRINGTON
WA2 8PT

GC441

GIFFORD, CHESTER	
RECEIVED	
30 NOV 2001	
TO: SEC	CEH
INTLS	CEH
DOC No.	
FILE REF	B4027/02/07

Replied
7/12/01

L5 B4027/06/40

B 4027 / 02 / 07

Pedr Roberts

From: Jack Cox [jack@jackcox-warrington.freemove.co.uk]
Sent: Thursday, February 07, 2002 12:04 AM
To: Pedr Roberts
Cc: Colin Howard
Subject: Attendee's 1st Feb 2002

L> B1027/06/40.

Pedr,

Thought you might like to have a copy of the attendance sheet for the meeting for your records.
Since that date I have been contacted by a representative for The Council for the Protection of Rural England who has asked to be kept informed of any future developments (I must admit that I don't see where they are coming from).

At our A.G.M., on Sunday 3rd February, a number of our members expressed their wishes that the committee pursue the possibility of the bridge height being sustained over the Sankey St Helens Canal because the club has always anticipated being able to use this as a safer journey as far as Spike Island.
They said that any mast stepping arrangement would probably not be reliable and would possibly be unusable at a time when they would need it most due to vandalism .

Regards,
Jack Cox, Fidlers Ferry Sailing Club.

PEEL PORTS GROUP

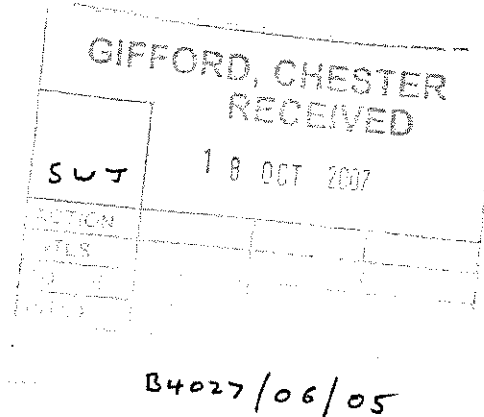
The Mersey Docks and Harbour Company and The Manchester Ship Canal Company
Maritime Centre, Port of Liverpool L21 1LA
Main Tel: +44 (0)151 949 6000



Gifford
20 Nicholas Street
Chester
CH1 2NX

16th September 2007

For the attention of Mr SW Jones



Dear Sir,

Mersey Gateway - Navigation Clearances

On behalf of the Mersey Docks and Harbour Company as the Statutory Harbour Authority for the Port of Liverpool state that we have no objection to the navigation clearances of The Mersey Gateway as detailed on drawing B4027/3/H/100/07.

We have consulted those users of the River Mersey to which we are aware transit that area, namely Fiddlers Ferry Yacht Haven, and have received no reply to our consultation.

I believe that you are consulting the Royal Yachting Association separately as part of your consultation process.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S.F. Gallimore'.

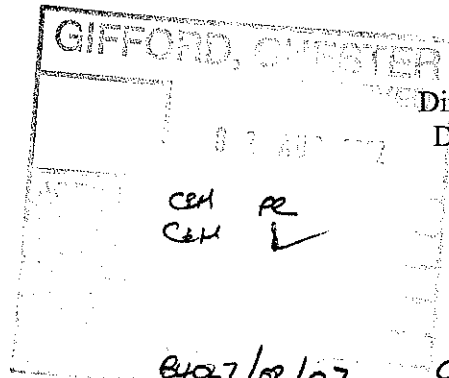
Captain S.F. Gallimore
Harbour Master
Peel Ports - Mersey

Our ref: PT/kf/HBC
Your ref: CEH/RO/B4027/02/07

1st August 2002

Ms Claire Hall
Assistant Project Manager
Gifford
20 Nicholas Street
CHESTER
CH1 2NX

Direct Line: 0151 288 4304
Direct Fax: 0151 288 4004



Dear Claire

02/08/02 9C 1356
Miscellaneous Consultees L>B4027/06/ 35

NEW MERSEY CROSSING
ENVIRONMENTAL IMPACT ASSESSMENT SCOPING REPORT

I write further to your letter of 17th July 2002 regarding the above, and apologise for the delay in responding.

As regards paragraph 19.1.5 of the Draft Scoping Report, the Airport Company has the following comments:

1. It should be acknowledged that the detailed provisions of CAP168 (shown as CAP68 in your text) are implemented for town planning purposes through Circular 2/92 'Safeguarding Aerodromes, Technical Sites and Explosives Storage Areas: Town and Country Planning (Aerodromes and Technical Sites) Direction 1992'.
2. Circular 2/92 also refers to development that is likely to attract birds. The existing Runcorn Bridge provides roosting opportunities for starlings and other birds. Consideration should therefore be given to adequately 'bird proofing' the structure. In addition during construction the contractor should employ active bird control measures on site as this area is on the Airport's approach and departure paths. We would wish to discuss these matters further with you in due course.
3. The coastal cliffs in the vicinity of Liverpool John Airport suffer from erosion from tidal activity. This action should not be exacerbated by the construction of the new bridge. We presume that this matter will be covered within the wider hydraulic studies.

I hope that this letter helpfully consolidates our current operational comments on the Scoping Report, as I am aware that several of these matters were identified in Ed Burrows (of the Manchester Ship Canal Company) in his letter to you of 28th March 2002 in relation to the previous desk study.



Please do not hesitate to contact me if you require any further information at this stage.

Yours sincerely

Peter Tormey
Director of Operations

INTLS	ACTION	DATE COMPLETED	COMMENT
CHM	C.C.BAM	02.08.02	For info - incorporate comments in revised Scoping Report.



Maritime and Coastguard Agency

Jeff Turner
Gifford
20 Nicholas Street
Chester
CH1 2NX

Bay 2/30
Spring Place
105 Commercial Road
Southampton
SO15 1EG
United Kingdom

Tel: +44 (0)23 8032 9100
Fax: +44 (0)23 8032 9447
E-mail: geoff.stokes@mcga.gov.uk

Your ref: B4027C 1300/ JDT/jd
Our ref:

20 August 2007

Dear Sir,

MERSEY GATEWAY BRIDGE

Thank you for your letter of 7 August (ref: B4027C 1300/ JDT/jdt) regarding any impact on Navigation Systems as a result of the above project.

We have consulted with the Harbour Master of the relevant Competent Harbour Authority who confirms that river traffic in this part of the Mersey is small and largely recreational and that the air draft provided by the bridge over the Manchester Ship Canal is adequate.

However you should determine whether the bridge will interfere with radio/radar transmission and reception from and to vessels transiting the canal.

Otherwise we have no objections to this project.

Yours faithfully

G R A Stokes
Ports Liaison Manager

GIFFORD, CHESTER RECEIVED	
NC	21 AUG 2007
ACTION	JDT
NTS	307.
TO	
CC	
FILE REF	B4027C.



An executive agency of the
Department for
Transport

Meeting Record

Gifford

Project: **NEW MERSEY CROSSING**
 Meeting: **MEETING WITH MERSEY DOCKS & HARBOUR CO AND THE MERSEY CONSERVATOR**
 Venue: MDHC Office, Liverpool
 Date: 2 October 2001

Job No.: **B4027/c6/05**
 Meeting No.: 1
 Page: 1

Present: Captain B McShane Marine Operations Manger, Mersey Docks & Harbour Co (MDHC)
 Fraser Clift Acting Conservator of the River Mersey (ACRM)
 David Young Liverpool Officer, Mersey Conservancy
 Pedr Roberts Gifford & Partners (G&P)
 Claire Hall Gifford & Partners
 Anthony Guay Gifford & Partners
 Andrew Chalmers Gifford & Partners

Action by

Distribution: As above + Keith Hendry (APEM)

1. BACKGROUND

Captain McShane outlined the history of dredging and navigation in the lower Mersey estuary:

1896 - dredging of main channel to 26ft for transatlantic liners
 1910 - 36 submerged training walls and revetments constructed off Formby for a distance of 15 miles

2. CHANNEL MOVEMENTS

- Captain McShane provided the following information:

Plots of Channel movements downstream of Runcorn bridge between 1825 - 1926.

A plot of the Bathymetric Survey between Eastham and Warrington dated 1997 (took 6 months to complete!).

- Microfiches showing 5 yearly surveys from 1935 to 1977 of the whole estuary could be made available at the cost of copying. Gifford to inspect and advise Cpt McShane of requirements.
- Mary Kendrick, the former Conservator, had written a paper on the role of the Conservator which also included information on the effect of dredging and channelizing on channel movements in the estuary. A copy was made available for G&P.
- Conservator's reports for 1880 show monthly channel movements.
- Admiralty Charts are available for inspection at the Liverpool Maritime Museum.
- The Conservators Reports dating back to 1842 may contain useful information. These were held by the ICE.
- Hydraulic studies may have been carried out for the construction of the Jubilee Bridge.
- MDHC held copies of individual sections across the estuary taken over a period before 1936 which are available for inspection.

AC

AC

G&P

G&P

AC

Meeting Record

Gifford

Project: **NEW MERSEY CROSSING**
 Meeting: **MEETING WITH MERSEY DOCKS & HARBOUR CO AND THE MERSEY CONSERVATOR**
 Venue: MDHC Office, Liverpool
 Date: 2 October 2001

Job No.: **B4027**
 Meeting No.: **1**
 Page : **2**

Action by

- There has been no dredging for commercial purposes in the estuary within the memory of those present (mid 20th C).
- No sonar surveys have been carried out in the estuary.

3. MODELLING

- Fraser Clift's main concern is the possibility that bridge piers would impede the natural dynamics of the estuary. He would prefer there to be no piers at all.
- If the presence of piers slowed down the changes, there is a possibility that areas of accretion could become established creating islands. The spread of spartina grass in the estuary would aggravate the problem, as it tends to reduce the possibility of islands being washed away. Established channels could also give rise to contamination problems if channels begin to erode banks, eg Wigg Island. Affecting the way the estuary changes would impact on the environment and navigation.
- G&P accepted that some form of modelling would be required to predict the effect of piers in the estuary and enquired about the existence of current models.
- HR Wallingford have physical and mathematical models covering the whole of the estuary: Contacts Mervyn Littlewood and Jane Smallman. Tom Stevenson at HR Wallingford has worked with the model for about 20 years.
- Fraser Clift doubted whether the whole estuary models would be sufficiently sensitive to model the effects of the piers. His preference would be for a physical model.
- Partners and funding are currently being sought for an estuary survey in 2002. This is likely to be carried out by multi-beam techniques although there is some doubt about the effectiveness of this system in shallow water. A LIDAR survey may be considered at low-tide conditions.
- HR Wallingford investigated the causes of a loss of water intake to an ICI power station in 1974. The intake, which silted up, was near the Jubilee Bridge on the Widnes side and led to the closure of the power station.
- A row of piles or groyne can be seen off Wigg Island across the main channel which shows how much the channel has moved.
- There is a tide gauge at Fiddler's Ferry, also possibly at Hale Head (Captain McShane to check).
- Float tracking diagrams at Runcorn Gap are available for inspection.
- It will be necessary to ensure that existing Discharge Consents are not affected by the proposals.

G&P

Capt McShane

Meeting Record

Gifford

Project: **NEW MERSEY CROSSING**
 Meeting: **MEETING WITH MERSEY DOCKS & HARBOUR CO AND THE MERSEY CONSERVATOR**
 Venue: MDHC Office, Liverpool
 Date: 2 October 2001

Job No.: **B4027**
 Meeting No.: **1**
 Page : **3**

Action by

4. ALTERNATIVE ROUTE

Fraser Clift is of the view that the environmental impacts of routes in the study area will be difficult to overcome and doubted whether the relevant authorities could be satisfied that the requirements of Regulation 33 could be met.

He suggested a route approximately 2 – 3 km upstream, crossing the estuary at a relatively narrow point. G&P pointed out that it was likely that this route would not attract sufficient traffic from the existing bridge to make it economically viable but further investigation would be required to determine this.

G&P

5. NAVIGATION

- Captain McShane reported that, in theory, the Mersey was navigable by relatively large vessels at High Water but that the only use now was by pleasure craft, ie yachts and dinghies. There are Yacht Clubs at Fiddler's Ferry and at Spike Island. These would require an aircraft of at least 10m above MHWS. A new bridge over the Mersey at Forest Way (upstream of Fiddler's Ferry) had to provide 10m over the channel (15.3 AOD) and 8.3m over the side spans (13.6 AOD).

The RYA need to be consulted on these matters, their contact is Bill Rhodes. Edmund Wheelan (Eastleigh 01703 627 400) is their legal advisor.

- As the only users are pleasure craft, there is no significant impact loading to be taken into account for the piers.
- The requirements for navigational aids will be set by MDHC on behalf of Trinity House.
- The Thames Barrier Act and Dartford Crossing may provide an indication of the measures required for the protection of river users.
- There is some pressure for re-opening of Walton Lock for canal boats but this would not increase the aircraft requirements.
- Moving the Yacht Club downstream of the new bridge would maintain access to lower estuary but deny access upstream. Also, there are riparian navigation rights, eg Fiddler's Ferry Power Station once considered supplying station by barge.
- The maximum draft at HW is about 8m but the aircraft is effectively the limiting criteria for navigation.
- Coast protection does not directly affect navigation but does tend to train the river, eg west of Widnes on the north side.

G&P

6. HERITAGE ISSUES

- There is a Code of Practice for works in tidal waters.

AT

Meeting Record

Gifford

Project: **NEW MERSEY CROSSING**
Meeting: **MEETING WITH MERSEY DOCKS & HARBOUR CO AND
THE MERSEY CONSERVATOR**
Venue: MDHC Office, Liverpool
Date: 2 October 2001

Job No.: **B4027**
Meeting No.: **1**
Page : **4**

Action by

- Lower estuary is littered with wrecks which are considered of archaeological interest. May well be wrecks upstream of Runcorn Gap. Refer to Schooner report, Maritime Museum. Admiralty Charts may provide information on old wharves, etc.
- There may have been a quay on Wigg Island.

7. STATUTORY OBJECTIONS

- MDHC would require appropriate navigational aids to be provided.
- Mersey Conservator would wish to maximise the provision for aircraft.



The Mersey Docks and Harbour Company
Maritime Centre, Port of Liverpool L21 1LA.
Main Tel: 0151-949 6000

Our Ref: SFG/JKJ

17th May 2007

Gifford
20 Nicholas Street
Chester
CH1 2NX

Dear Sir

GIFFORD, CHESTER RECEIVED			
18 MAY 2007			
SWJ			
ACTION			
INTLS			
TO SEE			
INTLS			
DOC No			
FILE REF	B4027/06/05		

Mersey Gateway – Navigation Consultation

In relation to the above consultation, I can confirm the following information: -

- Mersey Docks and Harbour Company (MDHC) are the navigation Authority for the River Mersey;
- MDHC are the Local Lighthouse Authority and act as agents for Trinity House for the requirements for navigation aids;
- the spring range of the River Mersey at Runcorn/Widnes bridge is 4.5m as stated on UKHO Chart 3478;
- other than the limitations of the navigation channels the railway viaduct at Runcorn limits the air-draft to 28.29m above MHWS as stated UKHO Chart 3478, which is 5.1m based on Ordnance Datum Newlyn (ODN). The air clearance stated for the Railway Bridge on Manchester Ship Canal is stated as 24.25m (24.46m for the Road Bridge). This is based on SWL (Statutory Water Level), which is 9.14m above ODN. Thus the air draft based on MHWS for the span across the Canal is 28.29m.

The legislation and byelaws relating to the River Mersey and the Port of Liverpool are numerous and date back to 1857. In order for us to assist, you will need to be more precise in what respect you require the information.

You should be aware that in addition to the MDHC Acts there is also the Mersey Conservancy Act 1842 and the Acting Conservator will need to be consulted. In addition, you should be aware that the conservancy of the River Mersey is now vested in MDHC by virtue of the 1971 Mersey Docks and Harbour Act.

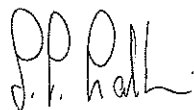
This section of the river is not marked for navigation purposes, and therefore, we have no requirements for navigation aids on the new bridge.

Telex: 626264 PTOPS

Limited Company incorporated by U.K. Statute.
Registration England ZC 189.

Finally, we would expect the air draft to be preserved at the level for the railway viaduct at Runcorn.

Yours faithfully

A handwritten signature in black ink, appearing to read 'J.P. Hall'.

Captain S.F. Gallimore
Harbour Master
Mersey Ports

THE
MANCHESTER
SHIP CANAL
COMPANY



PROPERTY DIVISION

Peel Dome
The Trafford Centre
Manchester
M17 8PL

Tel: 0161-629 8200
Fax: 0161-629 8332

Our Ref: AH/kg

15 October 2001

Mr P Roberts
Gifford Consulting Engineers
20 Nicholas Street
Chester
CH1 2NX

Dear Peter

Re: Bridgewater Canal, New Mersey Crossing in Halton.

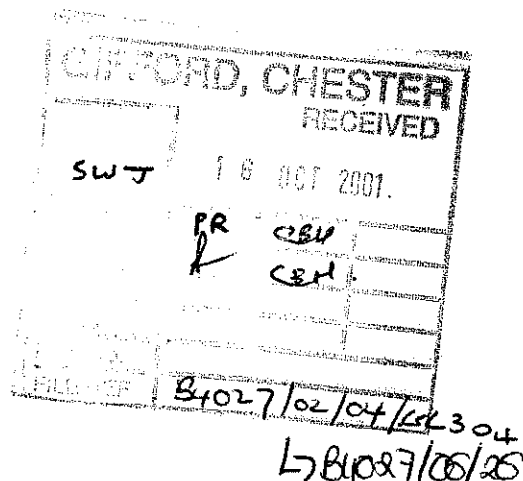
I refer to our meeting in Haltons offices on the 10th October 2001.

I made an error in the information given to you in that meeting. The permanent headroom required is 5.000 metres above the normal water level of 25.260 MAOD

Temporary headroom may be reduced to 4.150 metres above normal water level of 25.260 MAOD.

Yours sincerely

Alan Hodkinson
Engineering Manager



RECORD OF CONVERSATION

Gifford

Doc No./Ref.: B4027 / Navigation

Page 1 of 1

Name: Steve Collett	Tel / Mtg	Taken by: JDT
Company NATS	Date: 13/08/07	Time: 14:15
Project: Mersey Gateway - Navigation	Job No: B4027C	
SUBJECT: NATS Consultation		

Distribution: File

JDT contacted Steve Collett at NATS to determine whether NATS need to be consulted regarding the Scheme proposal. Steve Collett stated that they were not able to comment on the proposal prior to submission as they do not have the funds or resources to do so. They can only comment when submitted into planning and as part of the Statutory consultation process.

Action

DE

Delivering Estate Solutions to Defence Needs

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E-mail: Internet

GIFFORD, CHESTER
RECEIVED

10 SEP 2007

NC

eeet

ACTION	JOBT			
INTL	JOK.			
TO				
BY				
DATE				
TIME				
LOCATION				
REMARKS				
B 4027Z				

Defence Estates, Kingston Road, Sutton Coldfield, West Midlands B75 7RL

Telephone: Direct Dialling: 0121 311 2010/2274
DCSA DFTS: (9) 4421 2010/2274
Facsimile: 0121 311 2218
E-mail: safeguarding@de.mod.uk
Internet Site: www.defence-estates.mod.uk



Date: 06/09/07

MOD SAFEGUARDING –

Planning Ref.

- Precise location of development.
- Date of commencement of construction.
- Date of completion of construction.
- The height above ground level of the tallest structure.
- The maximum extension height of any construction equipment.
- If the site will be lit.

D-UKDVOF & Power Lines
Air Information Centre
Defence Geographic Centre
DGIA
Elmwood Avenue
Feltham
Middlesex



INVESTOR IN PEOPLE



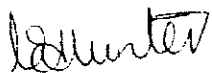
British Quality Foundation



GOVERNMENT

TW13 7AH

Yours sincerely

A handwritten signature in black ink, appearing to read 'Louise Hunter', with a stylized flourish at the end.

Louise Hunter
DE Central-Estates
Defence Estates Safeguarding

Safeguarding Solutions to Defence Needs

Samantha Bennett

From: Roger Griffiths [Rgriffiths@Liverpoolairport.com]
Sent: 21 June 2007 16:06
To: Steve Jones (Chester)
Cc: Chris Kelly
Subject: Mersey Gateway

Steve

Good afternoon.

Re: Job No: B4027C Meeting Minutes 12 June 2007 Item 2.1

Have carried out checks on maximum height for bridge towers.

The maximum height is 150m AOD.

Regards

Roger

This email is confidential, may be privileged, and is for the sole use of the intended recipient. If received in error, please contact the sender and delete the email and any attachments.
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Liverpool Airport PLC Company Number 02116704 whose registered office is at Peel Dome, The Trafford Centre, Manchester M17 8PL .
Operational Address: Liverpool John Lennon Airport, South Terminal, Liverpool L241YD.

RECORD OF CONVERSATION

MIKE WEBB – BRIDGEWATER MANAGER

01616298266

28th March 2008 – 9.30am

Confirmation that approximately 1000 boating licences are issued to recreational craft for use of the Bridgewater Canal on an annual basis. In addition it was noted that the Canal forms part of the Cheshire Ring canal network and connects the east to west and north to south canal network in the region. Recreational craft from the Cheshire Ring, Trent and Mersey, Rochdale and Leeds to Liverpool canal network regularly pass through the Bridgewater Canal. Due to the lack of locks on this canal the movement of this boat traffic is not recorded.

RECORD OF CONVERSATION

Doc No./Ref.:
"CLICK Here and enter Doc No"

Page 1 of 1

Name:	Alan Feast	Tel / Mtg	Taken by:	SJB		
Company	Deputy Harbour Master - MSC		Date:	3/3/08	Time:	12
Project:	Mersey Gateway		Job No:	B4027C		
SUBJECT:	Navigation in MSC					

Distribution:

Action

AF confirmed the following statistics regarding navigation within the MSC:

- An average of 5 to 6 commercial vessels navigate the canal on a daily basis (these include large vessels, coasters, barges and work boats);
- Recreational boats use the MSC during the summer months (March to September) with an average of 30 narrow boats and yachts using it per year;
- During the summer month the MSC is also used 3 – 4 times a week by the Mersey Ferry (weekends and week days).