

## TRAFFORD COUNCIL

**Report to:** Executive  
**Date:** 21<sup>st</sup> March 2022  
**Report for:** Approval  
**Report of:** The Executive Member for Housing and Regeneration

### Report Title

WGIS Lifting Bridge legal agreement

### Summary

The Part Western Gateway Infrastructure Scheme (Part-WGIS) was opened in 2017 at a cost of £48m. Part-WGIS is the first phase of infrastructure that unlocks part of the development land at Trafford Waters and Port Salford. Part-WGIS is also fundamental and a pre-requisite to the wider regeneration of land in the Western Gateway area whilst also serving as a key route on the local highway network.

Agreement on a funding mechanism for the WGIS lifting bridge will ensure this strategic route network will be maintained by the Local Highway Authority in perpetuity ensuring free flowing movement of traffic, pedestrians and cyclists.

Following negotiations between Trafford Borough Council, Salford City Council and Peel L&P, this report is seeking approval to an agreement to the principles agreed between the three parties in relation to joint cost sharing the maintenance of WGIS lifting bridge.

### Recommendation(s)

It is recommended that Executive

- a) Approve the principles outlined in paragraph 3.2 with regards to the joint sharing of costs of maintenance of the WGIS lifting bridge.
- b) Delegates authority to the Corporate Director of Place, in consultation with the Director for Finance and Systems and the Corporate Director for Governance and Community Strategy to agree final terms for the funding agreement
- c) Delegates authority to the Corporate Director for Governance and Community Strategy to enter into legal agreements as required to implement these recommendations.

Contact person for access to background papers and further information:

Name: Richard Roe

Extension: 4265

Background papers: None

## Implications

Relationship to Policy Framework/Corporate Changes	Supports the corporate plan priorities: <ul style="list-style-type: none"> <li>• Building quality, affordable and social housing;</li> <li>• Successful and thriving places;</li> <li>• Pride in our area</li> <li>• Green and connected.</li> </ul>
Financial:	The estimated cost of the highway works of £8.217m related to Trafford Waters will be financed from a mix of capital grant and developer contributions. The Council's share of the maintenance costs of the WIGIS lifting bridge are included in the MTFP.
Legal Implications:	The position with regard to the future maintenance of the bridge needs to be resolved which will enable the bridge to become part of the strategic road network and maintainable by the Local Highway Authority, but with the cost of the operation and maintenance of the lift bridge being split between the three parties to the Agreement. Details of the proposed agreement are set out in the report however the precise terms of the agreement remain to be agreed and will be finalised in accordance with the delegations set out in the report
Equality/Diversity Implications:	None
Sustainability Implications:	See below regarding carbon reduction
Resources Implications: eg Staffing/ICT/Assets	None direct
Risk Management Implications:	No direct implications
Carbon Reduction	No direct implications. The report relates to an existing bridge which will be adopted as part of the highway network.
Health and Wellbeing Implications:	No direct implications
Health and Safety Implications:	No direct implications.

## 1.0 Background

1.1 The Trafford Waters development was granted outline planning permission in December 2018 for up to 3000 dwellings, 80,000sqm of office space, 6,700sqm of commercial floorspace, hotels, a care home and a primary school. Trafford Waters comprises the entirety of the residential element of the Trafford Centre Rectangle development plan allocation – Policy SL4 of the adopted Trafford Core Strategy. Its delivery is critical to the overall trajectory of housing development within Trafford. In light of this monies from the

Homes England Housing Infrastructure Fund have been secured, contingent on no fewer than 350 units being delivered at the site before the end of 2025. Most pre-commencement conditions have been discharged, including the adoption of a detailed Design Framework for the whole of the site, and the first of the reserved matters for site wide infrastructure has been submitted and is under consideration (ref. 106809/RES/21) with a positive decision expected later in 2022. Pre-application discussions in relation to the first two residential plots to come forward in to reserved matters are advancing well and formal applications are expected to be submitted in the next couple of months.

- 1.2 The permission at Trafford Waters is constrained by a number of limiting infrastructure conditions, including the adoption of the WGIS Bridge prior to commencement of development, the construction of Part WGIS before the occupation of 250 units, and the construction of full WGIS prior to the occupation of 1050 units. There are other highways and public transport infrastructure conditions relating to, for example, specific junction improvements and Metrolink (the latter of which has been satisfied with the opening of the Trafford Park Line). Approval of the matters subject of this report will enable the discharge of the pre-commencement condition relating to the adoption of the WGIS Bridge.
- 1.3 In 2018 Trafford secured a funding allocation from the Housing Infrastructure Fund (HIF), Marginal Viability Fund (MVF) of £4.08m for Trafford Waters. The allocation is to support delivery of Phase 1 of the Trafford Waters development two packages of infrastructure enabling works to Redclyffe Road and Trafford Way. This funding will support the accelerated delivery of the first 350 new homes and the creation of a new neighbourhood within the Trafford City area. Delivery of the remaining units would follow from 2022 subject to the delivery of additional infrastructure.
- 1.4 The Redclyffe Road package will include a new junction, traffic signal improvements, services and utilities installation, and internal estate roads. The Trafford Way package will comprise a new junction from Trafford Way, services and utilities installation, and internal estate roads. The total costs of the infrastructure enabling works will be £8.217m. Peel will be responsible for the delivery of the works, funding the balance against the HIF allocation and for any 'at risk' costs or overruns.
- 1.5 Delays caused by various reasons, including Covid-19, has resulted in the draft Deed of Variation (DoV) just being agreed by both Peel and the Council. The DoV is due to be signed and sealed by the Council's Legal Team on the 28th February. This will then allow the Council to drawdown the first part of the funding on behalf of Peel so they can commence the infrastructure works. There is a requirement for all HIF MVF funding to be spent by March 2023.

## **2.0 Part-WGIS**

- 2.1 Part-WGIS is a major regional highway scheme, which serves the consented Port Salford and Trafford Waters along with other strategic development sites on either side of the Manchester Ship Canal. Adoption of Part-WGIS will ensure this strategic route network will

be maintained by the Local Highway Authority in perpetuity ensuring free flowing movement of traffic, pedestrians and cyclists. For Part-WGIS the adoption process is laid out under Section 38 and Section 278 of the Highways Act 1980.

2.2 The intention is to adopt the Trafford associated highway assets when the present snagging list has been completed and signed off by all parties to the agreement. This work presently remains with Peel L&P to action and to confirm completion.

### **3.0 WGIS lifting bridge legal agreement**

3.1 Following detailed negotiations between Trafford Borough Council, Salford City Council and Peel L&P, in principle agreement has been reached on a mechanism to jointly share the costs of maintaining the WGIS lifting bridge.

3.2 The basic principles which this report is seeking approval to are as follows:

- Ownership of the bridge and maintenance will remain Peel L&P's responsibility.
- The costs of the operation and maintenance of the bridge by Peel L&P will be split between Peel L&P, Salford City Council and Trafford Borough Council. The split of costs will be equal, with each party paying one-third of the costs.
- That liability will commence once a certain amount of development happens on specified sites in each of the council areas. The proposal is that commencement will be on the later of (a) completion of 140 units at the Trafford Waters development in Trafford Borough Council's area, or (b) completion of the next commercial unit at Port Salford.
- There is a maximum cap on the costs payable by each council. This contribution will initially be £60,000 each per annum and at current prices will rise to a maximum of £110,000 each per annum over a period of years. The contribution will be index-linked and will be subject to review every 5 years from the commencement of the liability to pay costs. The review will be based on the increase in income for each council from council tax (in Trafford, from the Trafford Waters development) or business rates (in Salford, from Port Salford), with the intention that the contribution increases by the lower increase and remains the same for each council. The overall cap will be a maximum of £110k (index linked) or one third of the costs, whichever is the lower.

3.3 For context the expected per annum Council Tax from the first 140 residential units at Trafford Waters would be in the region of £150k (before taking account of the additional cost of council services). Subsequent to this, the Council would expect to receive circa £105k Council Tax income for every 100 properties completed and occupied.

### **Other Options**

The Council could not enter into the agreement, but this would put at risk delivery of up to 3,000 residential properties at Trafford Waters and also leave the position in relation to the future maintenance of the bridge uncertain.

## **Consultation**

Consultation is not required on this report. The Trafford Waters development was subject to consultation as part of the planning application process.

## **Reasons for Recommendation**

Entering into the agreement will secure the arrangements for the future maintenance of the bridge and enable the development of the first 1,500 residential units at Trafford Waters, along with associated infrastructure, along with the further development of Port Salford, delivering economic growth to the western part of Greater Manchester.

Finance Officer Clearance    GB

Legal Officer Clearance        JLF

**CORPORATE DIRECTOR'S SIGNATURE** *(electronic)*



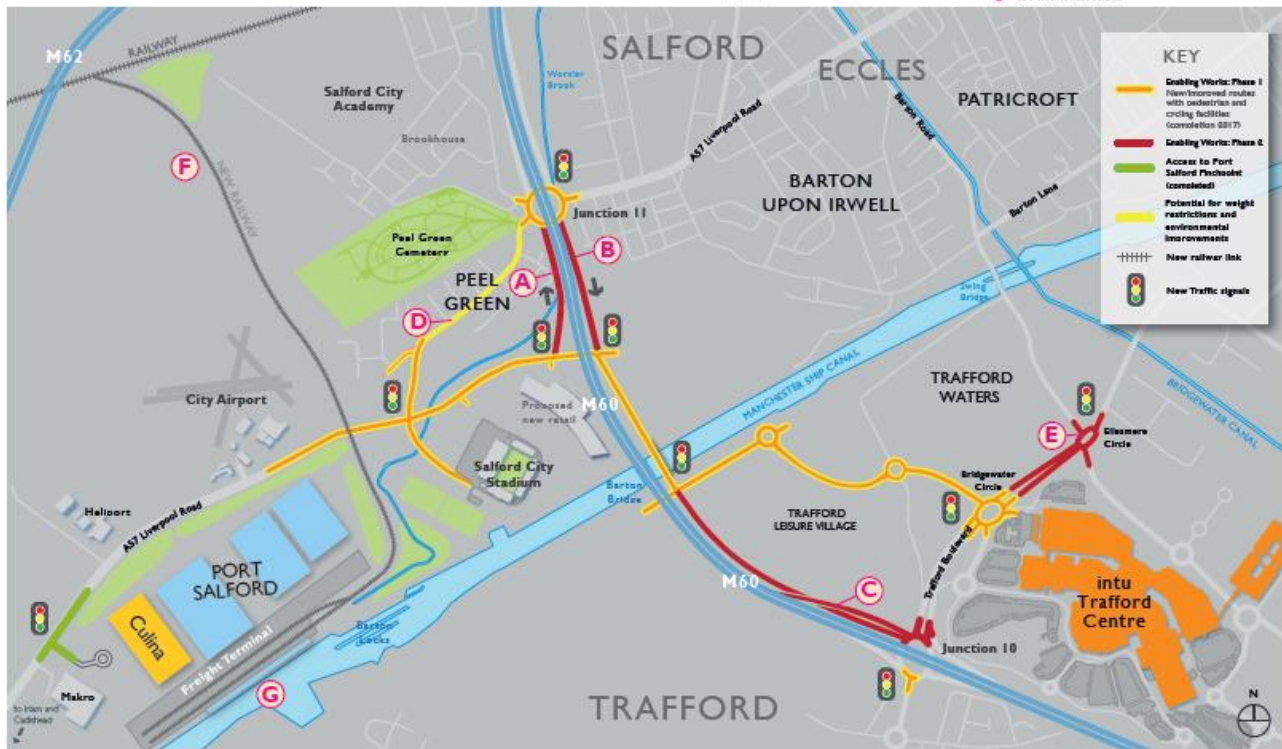
To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.

# Appendix A – Plan of industrial units and Infrastructure components

## Greater Manchester Western Gateway Infrastructure Scheme

### Components of Scheme

- New Link to Salford and Northbound M60.
- New Link to Port Salford, M60 & Cadishead, Trafford, M50 Southbound.
- Redesigned motorway slip road and new link to Junction 10 roundabout.
- Potential for weight restrictions and environmental improvements through Peel Green.
- Improvements made to Elmsmere Circle.
- New Peil Link.
- New Wharf Infrastructure.



**KEY**

- Enabling Works: Phase 1 (New improved routes with pedestrian and cycling facilities (completion 2017))
- Enabling Works: Phase 2
- Access to Port Salford (Packmoat (completed))
- Potential for weight restrictions and environmental improvements
- New railway link
- ⚡ New Traffic signals



Salford City Council



GMCA GREATER MANCHESTER COMBINED AUTHORITY

