

Jeff Turner

From: Matthew Johnson
Sent: 14 December 2006 12:17
To: 'tracey.rimmer@environment-agency.gov.uk'
Cc: 'chris.waring@environment-agency.gov.uk'

Dear Tracy

RE: Mersey Gateway; Surface Water Quality Data

I believe my colleague Jeff Turner (Gifford) and yourself recently discussed obtaining surface water quality data for the Mersey Estuary area. This is to update the data we have previously recieved from the Environment Agency(2005). Please find attached a list of the data we require. If you are unable to supply the information please could you supply us with a contact in customer services. If you have any questions, or need greater details of our request please contact me on the number/email below.

Regards,

Matt Johnson

GIFFORD

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

Our ref: SO/2003/021009/09-L01
Your ref: AJR/BJA/B4027/04/05

Date:

GIFFORD, CHESTER RECEIVED	
02 MAY 2007	
ACTION	MS
INTLS	MS
TO SEE	
INTLS	
DOC No	
FILE REF	

FAO Matt Johnson

Dear Sir

NEW MERSEY GATEWAY

I refer to your letter dated 2nd April 2007 regarding Bowers Brook in relation to the Mersey Gateway and apologise for the delay in responding.

We would answer your queries as follows:-

- 1.) Bowers Brook is classed as main river
- 2.) The primary requirements that need to be met in order for this realignment to occur:
 - Full detailed design of the proposed works
 - Full hydraulic model (and survey) upstream and downstream of the culvert given current conditions
 - Full hydraulic model upstream and downstream of the culvert given proposed conditions
 - Evidence that there will be no detrimental flood risk effects during, and following, the construction of the proposed works
 - Ecological survey
 - Evidence that there will be no detrimental ecological effects during, and following, the construction of the proposed works
 - Any information regarding to additional features that will benefit flood risk, ecology and amenity value
 - Environment Agency Consent.
- 3.) An act of Parliament would not be required to allow the realignment of Bowers Brook, only Environment Agency consent. The Agency requires two months to assess the application and grant or refuse consent. Given the scale of the works the Agency would expect to meet with the interested parties prior to consent submission in order to discuss the proposed in greater detail.

Environment Agency
Appleton House, 430 Birchwood Boulevard, Birchwood, Warrington, Cheshire, WA3 7WD.
Customer services line: 08708 506 506
Email: enquiries@environment-agency.gov.uk
www.environment-agency.gov.uk
Cont/d..



INVESTOR IN PEOPLE

4.) The best person to contact within the Agency with regard to design issues and Agency consent would be either Oliver Lowe or Graham Todd (01925 543408).

I hope this answers your queries, if you require any further information please do not hesitate to contact me.

Yours faithfully

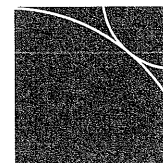
A handwritten signature in black ink that reads "C Waring". The signature is written in a cursive style with a horizontal line under the name.

Mr CHRIS WARING
Planning Liaison Technical Specialist

Direct dial 01925 543359

Direct fax 01925 852260

Direct e-mail chris.waring@environment-agency.gov.uk



Gifford

Our Ref: MJ/B4027C SWQ

2 April 2007

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E: info@gifford.uk.com

Environment Agency
Appleton House
430 Birchwood Boulevard
Warrington
Cheshire
WA3 7WD

For the attention of: Mr David Astbury

Dear Sir

MERSEY GATEWAY

Halton Borough Council is promoting a second crossing of the Mersey, within the Borough of Halton between Runcorn and Widnes, known as the Mersey Gateway. Gifford were appointed as Project Manager and Lead Consultant in July 2001 to undertake the further studies necessary to take the project forward. The site location is shown in Figure 1.

An Environmental Impact Assessment (EIA) is underway as part of the Orders and Applications development proposal for the Mersey Gateway. As part of the EIA process Gifford have been analysing the possible impacts the development may have on the water quality of both the Mersey Estuary and the surrounding watercourses which are located within the scheme study area.

During the course of this analysis we have noticed issues which we would appreciate your clarification and feedback.

Bowers Brook

The Mersey Gateway will cross a number of water bodies, one of which is Bowers Brook. Bowers Brook flows from its source North of Widnes, east of the town towards the River Mersey. Before reaching the Mersey it flows west alongside the St. Helens Canal to its outfall into the Mersey close to Spike Island. Flow also occurred in the opposite direction at high tides when water from the Mersey would flow upstream. The majority of the brook is culverted and was historically an important watercourse for local industry. However, it has suffered from a legacy of pollution and silting (due to the inflow of tidal water from the Mersey).

In 1959 the Bowers Brook improvement scheme constructed a land drain under the St. Helens Canal and across the salt marshes to the Mersey. Thus diverting the main flow of the brook away from the westward spur which is located alongside the St. Helens Canal. The improvement scheme also culverted the remaining open section of this westward spur, which is located within the grounds of the present day Thermphos factory. This section was regraded so that its flow is eastward towards the newly constructed land drain. The remaining section of the brook to the west of Thermphos continues to flow west to the outfall near Spike Island.

The Mersey Gateway proposals cross this newly culverted section of Bowers Brook within the land currently occupied by Thermphos, as shown in Figure 2. Recent studies along this section have shown that low flow is present from several discharges into the brook and that at high tides there is an inflow of estuarine waters via the land drain.

In relation to the current proposals for the crossing of Bowers Brook we require confirmation from yourselves to whether this section of Bowers Brook is classed as a main river?

The current proposals for the bridge with regard to the crossing of Bowers Brook may require the excavation of section of the culverted brook and the realignment of the brook around the constructed northern bridge abutment. The exact location of the bridge abutment is currently under review. However, the proposed realignment would retain any existing flow characterisations. What requirements would need to be met in order for this realignment of Bowers Brook to occur?

We understand that if Bowers Brook is a main river then an Act of Parliament may be required to allow any realignment of the brook. If this is the case, and Bowers Brook is classed as a main river, then what requirements do we need to meet and what is the deadline for submitting these requirements for this years parliamentary review list?

With regard to the proposals for Bowers Brook, who would be the best person within the Environment Agency with whom to discuss design issues?

We would welcome your clarification and comments on the above issues. If you should have any queries in the meantime please do not hesitate to contact Jeff Turner or the undersigned.

Yours faithfully



Matt Johnson

Environmental Scientist
For Gifford.

C.C. Mr C Waring – Environment Agency, Birchwood Office
Mr G Bates – Environment Agency, Birchwood Office
Mr D Walker – Gifford (Oxford)
Mr S Jones – Gifford (Chester)

Data requested from the Environment Agency

River Mersey:

Abbreviation	Sample Point	Data Requested
MEROL	Mersey Estuary at Runcorn Old Lock Helicopter Point16	12/01/05 – Present
MEICIW	Mersey Estuary at ICI Wigg Helicopter Point 17	13/12/04 – Present
MEWYW	Mersey Estuary Woodyard Widnes	13/12/04 – Present
MEHH	Mersey Estuary at Hale Head	13/12/04 – Present
MERS	Mersey Estuary Randles Sluices	13/12/04 – Present
MEFF	Mersey Estuary at Fiddlers Ferry	12/01/05 – Present

Manchester Ship Canal;

Abbreviation	Sample Point	Data Requested
MEICIRS	ICI Randle Site DR I Taylor ICI C&P LTD (Runcorn Site)	16/02/05 – Present
MSCBR	Manchester Ship Canal below Runcorn ETW(NO735) 14 miles above Eastham	17/01/05 – Present
MSCDSR	Manchester Ship Canal Downstream of Runcorn WWTW	16/02/05 – Present

Bridgewater Canal;

Abbreviation	Sample Point	Data Requested
BWCHGRB	Bridgewater Canal Runcorn Branch at Halton Gate	Any information since 1991
	Bridgewater Canal near Preston Brook	17/02/05 – Present

St Helens Canal;

Abbreviation	Sample Point	Data Requested
SHCCHF	St Helens Canal @ Carter House Footbridge	04/02/05 - Present

Stewards Brook;

Abbreviation	Sample Point	Data Requested
SBRG	Stewards Brook at recreational ground	ALL dates

Meeting Record

Gifford

Project: **NEW MERSEY CROSSING**
Meeting: **CONSULTEE MEETING**
Venue: EA Office, Warrington
Date: Wednesday 9th January 2002

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

Action by

Present: Gifford
Pedr Roberts - Project Manager
Paul Hillman - Environmental Team Leader
Nigel Cossons - Environmental Engineer
Simon Miller - Geotechnical Engineer
Bill Bellamy - APEM sub-consultant – Aquatic Ecology

Environment Agency

David Astbury - Flood Defence, Development Control North Bank
Simon Crozier - Environmental Protection Officer
Brad Palmer - Contaminated Land
Paul Green - Ecology
John Crellin - Flood Defence, Team Leader
Peter Jones - Marine and Special Projects

Apologies: Ray Gemmell (Gifford sub-consultant from ERAP, ecology)

Distribution: All above

1. INTRODUCTION

Pedr Roberts gave a brief update of the situation following the completion of the Desk Study. Having satisfied the client that a new crossing is feasible, Gifford & Partners are now embarking on Stage 2 of the commission which would lead to a formal planning application. The purpose of today's meeting is firstly to give an update on the position and to discuss with the EA, the preliminary stages in the preparation of a Scoping Report for the Environmental Impact Assessment.

A copy of the Desk Study (Executive Summary) was passed to the EA a copy of the full report would be forwarded shortly.

PR

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Action by

2. ISSUES

2.1. Ecology

Paul Green noted that EA concerns for ecology remain as previously:

1. physical disruption
2. disruption of hydrodynamics
3. mobilisation of pollutants from sediments and
4. the fragmentation of habitats.

The crossing is expected to be an EIA development. The EA will want to see an analysis in terms of environmental impacts. It was also pointed out that the Habitat Directive & Regulations are significant in this instance.

It was stressed that the EIA must cover all feasible routes.

2.2. Water Quality

The concern is the re-mobilisation of contaminated sediments.

PJ suggested that Fidler's Ferry Sailing Club may have some useful information about channel movements.

The general view is that the volume of the estuary stays approximately the same but that increased accretion upstream of Runcorn Gap is compensated by deeper channels downstream.

PJ noted that a report by Atkins into erosion at Arpley tip may be imminent.

2.3. Flooding

EA would be concerned about the number of piers in the river. It would also be important how the new road would be taken across the saltmarshes as these may be flooded at highwater

Bowers Brook discharges in a channel across Widnes Warth after passing beneath St Helens canal.

2.4. Contaminated Land

North Side:

BP reported that there is some saline intrusion on this side of the river and ground water flows are generally to the north. It is believed that the flow rate is about 100 years from Runcorn to Widnes.

It is believed that abstraction boreholes are operated by ICI, Fiddler's Ferry Power

PR

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	Action by
<p>Station and United Utilities. David Astbury would check on this.</p> <p>South Side:</p> <p>Wigg Island – there is processed material on this site. ICI had a sulphuric acid works there in the past and there is likely to be heavy metals present. The former MoD site is known to have processed mustard gas. The surface is capped with a brittle layer of calcium sulphate.</p> <p>Excavated material will require a tipping licence even if it is to be disposed of within the site.</p> <p>2.5. Environmental Protection</p> <p>SC confirmed that the concern was mobilisation and disposal of contaminated silts. Guidance for construction is available.</p> <p>3. GROUND INVESTIGATION</p> <p>Gifford to provide the EA with the Ground Investigation proposals and method statements for comment.</p> <p>4. OTHER ENQUIRIES</p> <p>Mersey Re-Genesis is a proposal of Warrington Borough Council to create a better environment near the town centre. It involves river re-modelling and the creation of a weir. It is believed to be dormant at the moment but Simon Crozier will check.</p> <p>Warrington Borough Council have a proposal for an inner by-pass near the Mersey bridge in their Local Plan.</p> <p>The Fiddlers Ferry water inlet is located near the Fiddlers Ferry PH.</p> <p>5. PROGRAMME</p> <p>Gifford and Partners to write to EA (FAO Chris Waring) confirming the outcome of this meeting and setting out the issues it is intended to address.</p> <p>6. CLOSE OF MEETING</p> <p>Gifford and Partners thanked EA officers for agreeing to this meeting and for their co-operation.</p>	<p>DA</p> <p>NC</p> <p>SC</p> <p>PR</p> <p>PR</p>

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