REPORT TO: Development Control Committee
DATE: 12 March 2012
REPORTING OFFICER: Strategic Director, Policy & Resources
SUBJECT: Planning Applications to be determined by the Committee
WARD(S): Boroughwide

PLAN NUMBER: 11/00466/FUL
APPLICANT: Mr D Leadbetter, Canalside Property Development Company
PROPOSAL: Proposed creation of new access
ADDRESS OF SITE: Constance Industrial Estate, Waterloo Road, Widnes, Cheshire, WA8 0PR.
WARD: Riverside

SUMMARY RECOMMENDATION:
Approve subject to conditions

CONSULTATION AND REPRESENTATION:
Surrounding properties have been notified by letter and a site notice has been displayed on the frontage of the site.

Any comments received after publication of this report will be reported orally to Committee.

SITE/LOCATION:
The site is known as Constance Industrial Estate, and is sited off Waterloo Road, approximately 1km southwest of Widnes town centre.

RELEVANT HISTORY:
Planning permission 99/00217/FUL has previously been granted for a similar proposal back in 1999 and included the proposed erection of gates to form a new access. However, the permission was never implemented and therefore timed out, hence the submission of this latest application.
DEVELOPMENT PLAN DESIGNATION, KEY POLICIES AND SUSTAINABILITY OBJECTIVES:

The site is designated as within the Southern Widnes Regeneration Area in the Halton Unitary Development Plan, Policy RG1 is therefore of particular relevance, as are Policies BE1 ‘General Requirements for Development’, BE2 ‘Quality of Design’, and BE22 ‘Boundary Treatments’.

OBSERVATIONS AND ISSUES

The application seeks permission for the construction of a new vehicle access off Waterloo Road, Widnes. The existing site entrance is off Constance Way.

This new proposal includes the erection of a set of 1.8m high vehicle access gates constructed of a metal frame with weldmesh infills, the design and appearance of the gates is considered to be acceptable and complies with Policy BE2 and BE22 of the Halton UDP.

The Highways Engineer has been consulted and has no objection to the proposal, though has noted that the new footway crossing will need to be constructed by the highways maintenance section at the applicant’s expense.

The proposal would require the removal of two ash trees that are approximately 35-45 years old, these form part of a row of trees which are very prominent in an area with very few trees adjacent to the highway. They are therefore of high amenity value. The applicant proposed the planting of ten trees with the boundary of the site as compensation. The Open Space Officer has been consulted, and is of the opinion that these trees would not be sufficient to compensate for the loss of the two mature Ash trees, as they would not be as visible from the public highway. Alternatively, the Open Spaces Officer has recommended a suitable compensatory payment through section 106 for replacement tree planting.

There are two further trees either side of the proposed access that may be affected, a suitable condition is recommended to provide tree protection measures during construction to ensure that these trees are not damaged.

RECOMMENDATION:

Approve subject to conditions relating to the following:

1. Standard time limits for implementation.
2. The applicant entering into a suitable legal agreement for the compensation for loss of trees.
3. Condition for tree / root protection measures
**PLAN NUMBER:** 12/00001/FULEIA, 12/00002/FULEIA and 12/00003/FULEIA

**APPLICANT:** Halton Borough Council

**PROPOSAL:** Proposed works to tie in to the existing highway network at the A562 Speke Road and the A533 Queensway in Widnes, and new works in South Widnes arising from the provision of the Mersey Gateway Bridge.

Proposed works to provide a new cable stay maximum 3 tower bridge to carry a dual three lane road over the River Mersey in Halton known as the Mersey Gateway Bridge to tie in to the Widnes approach works to the north of the St Helens Canal in South Widnes and the Runcorn/Central Expressway works to the south of the Manchester Ship Canal.

Proposed works to the existing highway network (specifically parts of Central Expressway, Lodge Lane junction and Weston Link junction) arising from the provision of the Mersey Gateway Bridge and new works to tie in to the New Bridge to the north of Bridgewater Junction.

**WARD:** The project runs through Kingsway, Riverside, Halton Castle, Halton Brook, Grange, Halton Lea, Heath and Beechwood but is of Borough wide interest.

**SUMMARY RECOMMENDATION:**

Approve subject to conditions

**CONSULTATION AND REPRESENTATION:**

Adjoining properties within at least 250m of the application boundaries were consulted (approximately 11,000 letters delivered). The application was also advertised by way of site notices (in various locations) and press notices.

The following Consultees were notified of the planning applications:

- Network Rail
- British Waterways
- CABE
- Civic Trust
- Civil Aviation Authority
- Mersey Conservancy
• The Directorate of Airspace Policy
• English Heritage
• Environment Agency
• Health and Safety Executive
• Natural England
• National Planning Casework Unit
• Countryside Commission
• Halton Friends of the Earth
• Northwest Regional Development Agency
• United Utilities
• Highway Agency
• Ramblers Association
• Royal Society for the Protection of Birds
• National Grid
• Cheshire West and Chester
• Liverpool City Council
• Sefton Metropolitan Council
• Metropolitan Borough of Knowsley
• St Helens Borough Council
• Wirral Metropolitan Borough Council
• Warrington Borough Council
• Daresbury Parish Council
• Moore Parish Council
• Hale Parish Council
• Sandymoor Parish Council
• Preston Brook Parish Council
• Liverpool Chamber of Commerce
• Halton Chamber of Commerce
• Warrington Chamber of Commerce
• Derek Twigg MP
• Cheshire Archaeological Office
• Bridgewater Canal Company
• Manchester Ship Canal Company
• Peel Holdings
• Mersey Basin Company
• Duchy of Lancaster
• West Bank Boat Club
• Mersey Health Protection
• Halton and St Helens PCT
• Fire Officer (Warrington)
• Cheshire Police
• Cheshire Wildlife trust
• Liverpool Airport PLC
• Business Post PLC
• Lidl Distribution Centre
• Saffil Ltd
• DHL Express (UK) Ltd
Summary of Consultee Responses

The responses relate to the scheme as a whole:

<table>
<thead>
<tr>
<th>CONSULTEE</th>
<th>SUMMARY OF RESPONSE</th>
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<tbody>
<tr>
<td>National Grid</td>
<td>Have stated that they have assets in the area and should be contacted about the works on and around these assets.</td>
</tr>
<tr>
<td>Civil Aviation Authority</td>
<td>Views should be sort from the Aerodrome operator. There will be a need for aviation obstruction lighting.</td>
</tr>
<tr>
<td>Environmental Health Officer</td>
<td>The modification to the applications will have no significant effect in the predicted noise impacts in previous assessments</td>
</tr>
<tr>
<td>British Waterways</td>
<td>As the proposal falls outside the consultation area for British Waterways therefore they have no comment to make.</td>
</tr>
<tr>
<td>Cheshire County Council</td>
<td>Refers back to previous advice which was as follows:</td>
</tr>
<tr>
<td>Archaeology</td>
<td>The methodology in terms of the assessment of archaeology was developed in partnership with Cheshire County Council.</td>
</tr>
<tr>
<td></td>
<td>Mitigation will be secured through a Watching Brief</td>
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during groundworks. This will focus on Halton Industrial Heritage as identified by the Cheshire Historic Towns Survey.

<table>
<thead>
<tr>
<th><strong>English Heritage</strong></th>
<th>The applications should be determined in accordance with national and local policy guidance</th>
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<tbody>
<tr>
<td><strong>Homes and Communities Agency</strong></td>
<td>Fully supports the scheme as the scheme will be a key economic driver for the locality, and will help to drive forward regeneration and development across Halton and the wider City Region.</td>
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</tbody>
</table>
| **Environment Agency** | Has no objection in principle providing the previously agreed conditions and mitigation measures are similarly applied.  
  
  **Flood Risk**  
  The supporting embankments and structures will need to take account of the floodwater flowing past or against the support features. This should be addressed as part of the detailed design of the project.  
  
  **Surface Water Management**  
  In order to ensure that appropriate surface water drainage provision is provided, the conditions relating to surface water management and the COPE (Construction and Operation Code of Practice for Environmental Management) should be carried forward onto any additional planning permissions. |
| **Sefton Council** | No objections to the proposals |
| **United Utilities** | No objections subject to sewer diversions and other informatives. |
| **Merseyside Environmental Advisory Service** | No objections and have stated that the Environmental Management measures should be secured by condition.  
  
  The Council should satisfy itself and Natural England in relation to compliance with the Habitats Regulations. |
| **Natural England** | Do not object in principle. They have set out a number of areas that need to be addressed as part of determination.  
  
  Natural England have stated that conditions in the order should be carried forward (where applicable) and conditions stated in their response are carried forward. They have also stated that a Habitat Regulations Assessment needs to be undertaken and forwarded to them for comment. |
In addition they have stated that the ES should be updated to take into account their comments.

<table>
<thead>
<tr>
<th>Organization</th>
<th>Response</th>
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<tbody>
<tr>
<td>Network Rail</td>
<td>No objection</td>
</tr>
<tr>
<td>Highways Agency</td>
<td>No objections subject to suggested conditions</td>
</tr>
<tr>
<td>Knowsley Council</td>
<td>No objections</td>
</tr>
</tbody>
</table>

All consultation responses can be seen as background documents attached to the planning application files.

**Letters to residents and neighbours**

Five letters have been received from members of the public.

One of these letters is in support of the Bridge and believes it will relieve the area of congestion and create employment opportunities.

The four letters of objection/concern raised the following comments:

- Concerns of noise, dust and fumes and that their property would not stand up to much vibration.
- Concern relating to the use of St Michaels Golf Course being used as a construction site.
- During construction the likely dust, noise and road closures.
- After construction traffic pollution, noise and scenery issues.
- Problems in selling their property.
- Adverse environmental effects from noise and impact on air quality.
- There would be an impact on property values.
- No specifications shown for the new proposal.
- Unable to compare proposals and concern that the applications are not going to a public inquiry.
- Public consultation on pre-application did not have accurate illustrations.
- Lodge Lane junction is incorrectly named.
- Suggested that no residents want the proposal.

During consultation, plans have been available online and at the Council’s Direct Link offices. The previous plans have also been made available at the Halton Direct Link Office at Halton Lea.

The applicant did carry out a consultation in line with the Council’s Statement of Community Involvement. The consultation generated 122 comments from a total of 55 responders. All details of the Statement of Community Involvement together with the analysis of the comments received and the responses given can be seen as background documents attached to the planning application files.
SITE CONTEXT

Halton Borough Council is situated in the North West of England, south east of the City of Liverpool. It principally comprises the towns of Widnes (to the north) and Runcorn (to the south) of the River Mersey.

The River Mersey runs broadly east to west, with the middle estuary to the west and the upper estuary to the east (the lower estuary being the section flowing through Liverpool into the Irish Sea). Between the middle and upper estuary is the Runcorn Gap, a natural narrowing of the river and therefore the historical crossing point and settlement location.

There is evidence of people crossing the river at this point for over 2000 years and although a ferry was in operation since 1190, the first bridge (the Ethelfreda Rail Bridge) was constructed in 1867 (a Grade II* Listed structure offering intercity and local services between Liverpool and London). A transporter bridge was constructed in 1905 and was dismantled when the Silver Jubilee Bridge (SJB) (Grade II Listed) was constructed in 1961.

Runcorn has a population of 59,000 and is the older of the two settlements originally established around the area to the south of the Runcorn Gap. The town’s expansion during the industrial revolution resulted in the digging of the Bridgewater Canal, linking the town to Manchester, that runs along the bottom of the sandstone ridge that rises some 400m back from the riverbank. With the development of the Weaver Navigation (linking the town to Cheshire and the south), the development of the railway east-west from Chester to Manchester and through to Liverpool later in the 19th century, and the much wider Manchester Ship Canal (MSC), the town’s industrialisation into the 20th century continued particularly in terms of chemicals, soap manufacturing and shipbuilding. The Manchester Ship Canal (MSC) is the widest of the manmade waterways in the town and is on average 50m wide and through its formation, cut-off a large north bound meander in the River Mersey, thereby forming the modern day Wigg Island, which was used originally for industrial processes, but has since adopted the dual role of public open space and waste tip.

The town was designated as a New Town in 1964 and involved its expansion south and west on the higher plateau, towards the prominent hill, which is occupied by Halton Castle. The M56 motorway runs east west (parallel to the railway line to the south of the town) and the New Town is arranged in neighbourhoods to its north. These neighbourhoods are subdivided by a system of expressways, including the Western Expressway (that loops to the west of the town linking J12 of the M56 with the SJB and is also known as the Rock Savage Expressway), of the Central Expressway, which runs north south from the southern end of the Western Expressway, towards the river where it connects to the Bridgewater Expressway to the west (connecting to the SJB and the Daresbury Expressway to the east). At the bottom of the Central Expressway is a link to the Southern Expressway that runs across the bottom of the town to the west.
Widnes has a population 55,000 and was established over the 19th century. As such it is characterised by more Victorian terrace housing around a town centre set some 800m back from the northern bank of the river (1.5km north of the Runcorn Gap). The cutting of the St. Helen’s Canal and Sankey Navigation, from the River Mersey, to the eastern side of the Runcorn Gap (an area known as West Bank) linked the town to the industrial towns of Lancashire. The canal cut-off a southern meander (opposite Wigg Island) forming a counterpart island to the north known as Spike Island. The construction of the SJB resulted in new relief roads through Widnes, including a branch to the north west of the town (Speke Road) which tracks the Ethelfreda Rail Bridge towards Liverpool and Liverpool John Lennon Airport, while a north eastern branch cuts through the town itself (to the south of the town centre, separating it from the largely industrial areas towards the canal. This road is formed by Ashley Way and Watkinson Way and is known as the Widnes Eastern Bypass and links up to Junction 7 of the M62 (the principal motorway linking Liverpool and Manchester).

RELEVANT HISTORY

Although feasibility studies were undertaken as early as 1978, it was not until 1991 that the Department for Transport (DfT) undertook the Mersey Crossing Study to identify if there was a need for a second crossing and if so where it should go. As a result a variation of 11 possible routes from Liverpool through to Warrington were identified. Five of these options were considered feasible and underwent further rigorous consideration. The preferred options (to the west of the Runcorn Gap and the existing crossings) were ruled out in 1994 by the DfT due to the harmful impact they would have on the important environmental designations of the middle estuary.

Following this, ministerial approval was granted for the setting up of the Mersey Crossing Group, which aimed to examine the feasibility of a new crossing to facilitate accessibility across the river and facilitate new development on both banks. Nine options were prepared in 1997 and the preferred routes taken forwards for further assessment in 1999. This concluded that a route to the east of the SJB would be feasible and further investigation should take place.

In 1999 the restraint of the existing SJB on the local highway network was formally recognised by the then Minister for Transport and the new Unitary Development Plan along with the Local Transport Plan, which identified the case for a new crossing. A potential zone to the east of the SJB was assessed at this time and it was found that that a preferred route lay between the end of the Central Expressway and an area to the east of Albright & Wilson on the north bank.

Between 2001 and 2003 a Major Scheme Appraisal (MSA) was prepared for the Central Expressway and east of Albright & Wilson, this included undertaking a consideration of the options available to Halton Borough Council with regards to securing a new crossing. This was formally submitted
in 2003 to the Department for Transport (DfT) and then resubmitted in 2004 with further additional data required by the DfT. This work required a comparison of the following objectives in order for the DfT to acknowledge the work as a satisfactory appraisal of all options.

- To remove the constraint that the SJB represents to local and regional traffic;
- Maximise development opportunities;
- Improve cross river public transport; and
- Encourage an increase in cycling and walking across the borough.

Options were then worked up for various routes within this zone and these alternatives had to demonstrate that they were environmentally sensitive while being economically viable. Options included:

1. Halton Travel Plan and similar initiatives;
2. SJB road user charging;
3. Lane management to ensure better road capacity;
4. Selective Traffic Tagging to SJB;
5. Road Space Reallocation;
6. Park and Ride;
7. Rail service improvements;
8. New road crossing to the west of the rail bridge;
9. New road crossing between SJB and rail bridge;
10. New road crossing to the east of the SJB; and
11. New road tunnels to west and east of SJB.

The additional information requested by the DfT for the resubmission in 2004 included the consideration of tolling. The study into tolling concluded that without a toll on both bridges the new crossing would not fully address congestion and therefore, prior to Programme Entry to the Department of Transport in March 2006, it was agreed by the DfT that the Mersey Gateway Project should be delivered through road tolling on both the new and existing bridges so as not to attract additional traffic to the crossing. Options were assessed into the position of the toll booths and the technology to be used along with the design and layout arrangement for the crossing itself.

A suite of 4 applications (so far as relevant to the current applications) have been approved by the Secretary of State Following a Public Inquiry. These in summary are as follows:

1. 08/00200/FULEIA: An application for planning permission for remote highway works within Runcorn, comprising the improvements to the Central Expressway, Western Link, the Western Point Expressway and M56 junction 12;
2. 08/00201/FULEIA: An application for planning permission for remote highway works within Widnes, comprising modifications to the northern approaches to the SJB;
3. 08/00211/HBCLBC: A Listed Building Consent to SJB to allow for the provision of modifications to the carriageway; and
4. 08/00325/TWA: A Transport and Works Order in association with the new suspension bridge spanning the River Mersey along with associated tolling, and link roads and modifications to the Central/Bridgewater/Daresbury Expressway (to the south of the river – Runcorn) and link roads and modifications to the A557 (to the north of the river – Widnes).

In addition to these applications there are Side Road Orders and Compulsory Purchase Orders (CPO) in conjunction with linking the development into the existing highway and acquiring necessary land on and adjacent to the new areas of highway.

DEVELOPMENT PLAN, KEY POLICIES AND SUSTAINABILITY OBJECTIVES

The ‘Development Plan’ consists of the Regional Spatial Strategy (RSS) and the adopted Halton Unitary Development Plan (April 2005).

European

Habitats Regulations Directive 92/43/EEC, refers to the “Conservation of Natural Habitats and Wild Fauna and Flora”. Under Regulation 48(1) of the Directive, a Habitats Regulation Assessment (HRA) needs to be undertaken when, (a) the proposal would have an effect on a European (Natura 2000) Sites, or (b) it is directly connected with the management of the European Site for nature conservation. Natura 2000 sites are designated for their value to the European community, in terms of their strategic importance

A HRA assesses the impact a land-use plan would have on conservation objectives of the site. If negative effects are identified then alternative options should be considered.

National

Planning Policy Guidance and Statements (PPG and PPS) explain national planning policies. On 25th July 2011, the Government issued its draft National Planning Policy Framework, which ‘simplifies’ the set of national policy documents into one document. It remains in consultation draft form and as such little weight should be given to it.

Planning Policy Statement 1 (PPS1): Sustainable Development, offers the Government’s key objectives in terms of ensuring the appropriate location of new housing, retail, commercial and industrial development along with the need to travel. It aims to protect urban and rural areas along with the natural and historic environment. The creation of regeneration and new opportunities for people through a sustainable agenda is encouraged and local authorities are advised to seek (Paragraph 27):

“Improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation by ensuring that new
development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car”

PPS1 supplement “Planning and Climate Change” (2007) addresses the spatial planning requirement necessary to reduce the impact of climate change. This includes the need to secure development that shapes places resilient to the effects of climate change in ways consistent with social cohesion and inclusion.

Planning Policy Guidance 2 (PPG2): Green Belt, sets out national policy on designating and safeguarding Green Belt. Green Belt is designated in order to limit the urban sprawl of towns, prevent neighbourhoods merging, safeguarding the countryside from encroachment, preserving the settings of towns, and assisting in urban regeneration.

The guidance notes that Green Belt provides access to the open countryside for the urban population, provide sports and recreational areas, retain attractive landscapes, improve damaged and derelict land around towns, secure nature interests and retain agricultural and forestry land.

Their greatest attribute is their openness and therefore inappropriate development, in the light of PPG2, is such that harms its openness. Only buildings, which are for agricultural, forestry, or outdoor recreational purposes are considered, in principle, to be acceptable. In addition, limited extensions to buildings, replacement of buildings, infill to villages and infill/redevelopment of major existing developed sites identified in adopted local plans, may be acceptable.

“Inappropriate development is, by definition, harmful to the Green Belt. It is for an applicant to show why permission should be granted. Very special circumstances to justify inappropriate development will not exist when the harm by reason or inappropriateness, and any other harm, is clearly outweighed by other considerations”.

When considering large-scale development in the Green Belt, PPG2 advises, “it should, so far as possible contribute to the achievement of the objectives for the use of land in Green Belts”.

In terms of visual amenity, development in Green Belts should be assessed on their siting, materials and design.


PPS9 notes that proposals for development within or outside Sites of Special Scientific Interest (SSSI) that will likely have a harmful impact would only be considered appropriate “where the benefits of development clearly outweigh both the impacts that it is likely to have on the features of the site that make it
of special scientific interest and any broader impact on the national network of SSSI's."

PPS9 reflects the national planning policy on conserving and enhancing biodiversity and the impact development might have on it and geological conservation. The ODPM Circular 06/2005 provides accompanying administrative guidance on the law surrounding planning and nature conservation.

PPS9 aims to provide a strategic approach to conserve, enhance and restore biodiversity and geology, recognising the role of site designations in managing this. Planning should prevent harm and conserve interest and appropriate mitigation should be used to secure “appropriate compensation measures”.

Planning Policy Statement 10 (PPS10): Waste highlights the need “to protect human health and the environment by producing less waste, and by using it as a resource wherever possible” (Para 1). It addresses the management of waste strategies and the prudent use of resources, as well as the Government’s policy on new waste management facilities.

It notes the responsibilities of both regional bodies as well as Local Authorities in managing all waste streams at a strategic level.

Planning Police Guidance 13 (PPG13): Transport (2001) provides strategic guidance on matters of transportation and its aims are:
• To integrate planning and transport to promote sustainable transport choices;
• Improve public transport, walking and cycling so as to reduce private car dependency; and
• Promote walking and cycling through improved infrastructure and creation of a priority environment for these users (lighting, cycle ways, wider pavements etc).

PPG13 recognises the continued importance of the role of the private car and as such local authorities are required to “protect sites and routes which could be critical in developing infrastructure to widen transport choices for future passenger and freight movements”.

Annex C of PPG13 notes that new transport infrastructure must ensure minimum impact on the environment both during construction and operation.

Planning Policy Statement 23 (PPS23): Pollution, advises that polluting activities necessary for wider social and economic reasons should be carefully sited and mitigated against to minimize adverse effects.

It expresses the Government’s precautionary principle when considering whether a development is an acceptable use of land. It considers the likelihood of the development having harmful effects on humans, animals, plants and the environment.

It considers the need to establish noise sensitive land uses away from noise generators, whilst locating potentially noisy developments where noise is less sensitive. Where separation is not possible, mitigation measures should be considered in the layout or to limit such noise.

It notes that the planning system should not place unjustifiable obstacles in the way of such development, whilst development should not cause unacceptable disturbance.


To assess risk PPS25 requires Flood Risk Assessments to be carried out and developments of infrastructure projects should design in flood management at an early stage.

Regional Policy

Regional Spatial Strategy
The Secretary of State has indicated his intention to revoke RSS, but to date RSS has not been revoked and as such it remains a material consideration and part of the development plan.

Policy RT2 – Managing Travel Demand – It further establishes the adopted RSS key principles through its focus on the need to manage, maintain and improve the Regional Highway Network infrastructure; reduce “the proportion of car-borne commuting” by considering “the effective relocation of road space in favour of public transport, pedestrians and cyclists alongside parking charges”. It acknowledges the need for a coordinated approach and that congestion is particularly heavy on the M56. It voices the need to ensure all major road improvement schemes are identified through an investigation into all practical solutions to a particular problem.

Policy RT4 – Management of the Highway Network – Recognises the congestion that occurs on strategic routes and therefore notes that “major highway improvements should only be included following an examination of all practical alternative solutions to a particular problem”. It seeks improvements to road safety through “reducing traffic growth and maintaining a high quality environment through mitigating the impacts of road safety on air, noise and health, with traffic encouraged to use the most appropriate routes wherever possible”.

Policy RT9 – Walking and Cycling – The policy notes that “when considering improvements to the region’s transport network, scheme promoters should take the opportunity to enhance walking and cycling routes wherever possible.
It considers the creation of “Attractive and safe routes for walking and cycling to widen accessibility and capitalise on potential environmental, social and health benefits” to be important.

Policy RT10 – Priorities for Transport Management and Investment – The general priorities for transport management and investment “will be determined in accordance with RSS objectives, spatial principles (DP1 – 9) and the regional and sub-regional spatial framework in RDF1 and sub-regional policies”. A full range of criteria must be satisfied, including:

- Behavioural change;
- Getting better use out of existing infrastructure;
- Technology and innovation;
- Pricing signals;
- Regulation and enforcement;
- Changes to public transport services;
- Small infrastructure schemes which address a specific need; and
- Major infrastructure schemes.

Policy DP3 – Promote Sustainable Development – Seeks to improve productivity so that the northwest closes the gap between its own prosperity and that of the other parts of the UK. It also promotes greater equality in terms of the economic, environmental, educational, health and other social inequalities at the sub-regional level.

Policy DP4 – Making the Best Use of Existing Resources and Infrastructure – The policy gives priority to developments, which are consistent with the regional and sub-regional spatial framework (Policy RDF1). It promotes development that utilises existing infrastructure and does not therefore require major investment in new infrastructure as a result.

Policy DP5 – Managing Travel Demand; Reduce the Need to Travel and Increase Accessibility – Aims to reduce the need to travel by car and promotes “a shift to more sustainable modes of transport for both people and freight”.

Policy DP7 – Promote Environmental Quality – Aims to protect and enhance environmental quality through:

- Understanding and respecting the character and distinctiveness of places and landscapes;
- Promoting good quality design in new development and ensuring that development respects its setting taking into account relevant design requirements, the NW Design Guide and other best practice;
- Reclaiming derelict land and remediating contaminated land for end-users to improve the image of the region and use land resources efficiently;
- Maximising opportunities for the regeneration of derelict or dilapidated areas;
- Assessing the potential impacts of managing traffic growth and mitigating the impact of road traffic on air quality, noise and health;
• Promoting policies relating to green infrastructure and the greening of towns and cities;
• Maintaining and enhancing the tranquillity of open countryside and rural areas; and
• Maintaining the quality and quantity of biodiversity and habitat, ensuring that plans, strategies and proposals which alone or in combination could have a significant effect on the integrity and conservation objectives of sites of international importance for nature conservation are subject to assessment, this includes assessment and amelioration of the potential impacts of development (and associated traffic) on air quality, water quality and water levels.

Policy DP9 – Reduce Emissions and adapt to Climate Change – The main thrust of the policy is towards the reduction of a variety of sources of carbon dioxide emissions. It notes an appropriate measure to be “reducing traffic growth, promoting walking, cycling and public transport”.

Policy RDF1 – Spatial Priorities – Provides a hierarchy of settlements across the region. The third tier of settlements refers to include both Runcorn and Widnes. The policy is considered, the supporting text, as the cornerstone of the RSS, “guiding decision making and the targeting of resources, for example, in connection with transport investment priorities”.

Policy RDF3 – The Coast – Aims to “enhance the economic importance of the coast and the regeneration of coastal communities”. It seeks to ensure the future sustainable use of the natural, built and cultural heritage of the area, in order to address environmental and socio-economic decline.

Policy W1 – Strengthening the Regional Economy – Identifies the need to promote opportunities for economic development in the region, including infrastructure. It promotes Liverpool as one of the Northwest’s three city regions, where such development should be secured. It seeks initiatives to promote “safe, reliable and effective operation of the regions transport networks and infrastructure in accordance with the policies and priorities of the regional transport policies”.

Policy EM1 – Integrated Enhancement and Protection of the Region’s Environmental Assets – Comprehensively addresses the wider environment of the north west, including landscaping, the natural environment, the historic environment, trees, woodlands and forests. It aims to ensure development is not at the expense of these assets and that offsetting measures are provided when necessary.

Policy EM3 – Green Infrastructure – Aims to secure social and economic benefits through the management of existing and creation of new green infrastructure. It also considers the use of green space and how access to it can be measured. These are important considerations for local authorities when considering new development.
Policy EM5 – Integrated Water Management – looks to protect the quality of surface, ground and coastal waters and manage flood risk. New development must be phased so that new infrastructure capacity can be provided without environmental harm.

Policy LCR3 – Outer Part of the Liverpool City Region Seeks to focus development within the regional towns surrounding Liverpool. It recognises the need to regenerate areas such as Halton, where it seeks to establish community facilities, services and employment.

Local Policy

Halton Unitary Development Plan (UDP) (April 2005).

The proposals map adopted with the UDP illustrates the land allocation and policy boundaries that falls along the length of the project corridor. Below is a summary of the policies and allocations within each of the 8 construction areas.

Area 1: Widnes approach and tolling infrastructure

- Green Space (Policy GE6 (e: golf course)) is situated either side (north and south) of Speke Road;
- Proposed Employment Development Site (Policy E1 (142: Ditton Road/Speke Road)). Consists of 1.44ha of previously developed land with allocated use classes B1, B2 and B8. This site is located south of Speke Road at the north bound on-slip road at Ditton Junction; and
- Central Widnes Action Area (Policy RG2) is located to the north side of Speke Road at the southbound off-slip road at Ditton Junction.

Area 2: Ditton Junction to the freight line

- Priority Employment Redevelopment Area (Policy E2).Consists of land to the west of the Ditton Junction (south of Ditton Road);
- Southern Widnes Action Area (Policy RG1) is located to the east of the Ditton Junction;
- Disused railway line (Policy TP3). The Garston to Timperley railway line; and
- Proposed station (Policy TP4 (e: Southern Widnes)). A station is proposed on the Garston to Timperley railway line (north of the project corridor).

Area 3: Freight line to St Helens Canal

- Southern Widnes Action Area (Policy RG1) occupies the area down to the St. Helens Canal either side of the project corridor;
- Coastal Zone Developed (Policy GE30). Covers the majority of the land either side of the project corridor down to the canal;
- Greenspace (Policy GE6) and Greenspace System (Policy GE10). A strip of land runs across the project corridor (north - south) and
continues down over the St Helens canal and encompasses Spike Island; and
- Canal (Policy GE29), the St. Helens Canal.

Area 4: St Helens Canal to the North abutment
- Coastal Zone Undeveloped (Policy GE30). Covers the land either side of the project corridor; and
- Greenspace (Policy GE6). Covers the land either side of the project corridor.

Area 5: North abutment to south abutment (new bridge spanning the estuary)
- Coastal Zone Undeveloped (Policy GE30). Covers the land either side of the project corridor for the extent of Astmoor Salt Marshes;
- Sites of Importance for Nature Conservation (Policy GE19) including the upper Mersey estuary intertidal areas and open water along with Widnes Warth Saltmarsh and Astmoor Saltmarsh and Swamp;
- Greenspace (Policy GE6). Covers the land either side of the project corridor;
- Greenbelt (Policy GE1) Covers the land either side of the project corridor across Wigg Island; and
- Canal (Policy GE29), the St. Helens Canal.

Area 6: Astmoor Viaduct to Central Expressway
- Proposed Greenway (Policy GE6) along the southern bank of the Manchester Ship Canal and northern bank of the Bridgewater Canal;
- Runcorn Busway (Policy TP2) crosses the project corridor from east to west;
- Primary Employment Area (Policy E3). The Astmoor Industrial Estate occupies the project corridor and land either side of it;
- Greenspace (Policy GE6). Parcels of land around and either side of the Bridgewater and Daresbury Junction; and
- Castlefield and Norton Priory Action Area (Policy RG6) is situated to the eastern side of the Central Expressway.

Area 7: Central Expressway to M56
- Greenspace (Policy GE6). Parcels of land around and either side of the Central Expressway, particularly around Halton Brow, Halton Lea, Cotton Lane, the Lodge Lane Junction, the Weston point Link and extensively down the Rocksavage Expressway;
- Greenspace System (Policy GE10) to the eastern side of the Central Expressway between Halton Brow and Halton Lea and the western side of the Central Expressway between the Cotton Lane and Halton Lodge Estates;
- Ancient woodland (Policy GE22). Three such woodlands are located around the Rocksavage Expressway, including Flood Brook;
• Runcorn Busway (Policy TP2) crosses the project corridor south of the Halton Lea Junction and runs either side of it connecting it to Cotton Land and Halton Lea Shopping Centre;
• Primary Residential Areas (Policy E8). Areas of housing are located either side of the project corridor, but do not fall within it;
• Disused railway line (Policy TP3). The Halton Curve railway line;
• Proposed station (Policy TP4 (c: Beechwood)). A station is proposed to the north of the Weston Point Link; and
• Primary Shopping Area (Policy TC1) Halton Lea town centre is located to the east of the project corridor adjacent to the Halton Lea Junction.

Area 8: Ditton Junction to Silver Jubilee Bridge

• Southern Widnes Action Area (Policy RG1) is located to the east of the Ditton Junction and the Queensway;
• Disused railway line (Policy TP3). The Garston to Timperley railway line crosses the project corridor under the Queensway (east – west);
• Priority Employment Redevelopment Area (Policy E2). Consists of land to the west of the Ditton Junction (south of Ditton Road);
• Primary Residential Areas (Policy E8). Areas of housing are located to the east of the Queensway in West Bank;
• The Trans-Pennine Trail (Policy TP10) is located along the northern bank of the River Mersey and passes east – west under the project corridor;
• Greenspace (Policy GE6) and Greenspace System (Policy GE10). An area of land is located to the west of the Queensway in Widnes and further parcels are located around the project corridor on the southern bank;
• Canal (Policy GE29), the Bridgewater Canal;
• Costal Zone Undeveloped (Policy GE30). Covers the land under the project corridor in the Runcorn Gap;
• Existing Station (Policy TP2). Runcorn station is situated just past the southern extremity of the project corridor.

Local Transport Plan 3

The UDP emphasises the strategic aims of Halton Borough Council’s Local Transport Plan (LTP), which are prepared in line with guidance set out in PPG13. Three such plans have been prepared and LTP3 (valid 2011 - 2026) provides a non-statutory policy framework for the ongoing development of the local network.

LTP3 - highlights the Mersey Gateway as a major scheme and states that it will address “the prime cause of congestion in the Borough and will enable the Silver Jubilee Bridge to cater for local sustainable travel within the Borough”.

UDP Saved Policies

In accordance with Schedule 8 to the Planning and Compulsory Purchase Act 2004, the following policies were “saved” by the Secretary of State on 7 April 2008.
There are a significant number of policies within the Halton UDP, which are relevant to the proposed development. Some of these policies are specific to the location to the development and some are general to all development within the Borough.

Policy S14 – A New Crossing of the River Mersey - states that a new crossing of the River Mersey east of SJB, will be promoted to relieve congestion on the existing bridge. It notes the severe congestion of the SJB which represents a “constraint on the economic development of the region, and severely restricts the development of an integrated transport strategy for Halton”

“A scheme for a new crossing of the River Mersey east of the existing Silver Jubilee Bridge will be promoted to relieve congestion on the existing bridge as part of an integrated transport system for Halton and the wider regional transport network. Any proposed route of the new crossing would be the subject of an environmental assessment”.

Whilst Policy S14 supports the crossing, it is given context within the introduction to UDP chapter 6 (Transport), where it is referred to under “The Wider Transport Network” as an important on the regional transport network, stating that the “existing severely congested Silver Jubilee Bridge is considered a constraint on the economic development of the Region and severely restricts the development of an integrated transport strategy for Halton. A strategic aim of the Council’s Local Transport Plan (LTP) and Part 1 of this Unitary Development Plan is therefore to pursue the provision of a new, sustainable crossing of the Mersey”.

Other policies of relevance that do not make specific reference to the delivery of the project are as follows.

Policy S2 – The Built Environment – Requires a high standard of design and landscaping in all new development. Its principle aim is to secure a safe, attractive and accessible built environment.

Policy S3 – The Green Environment – Seeks to protect and enhance existing assets in the open landscape and areas of landscaping and making improvements to areas void of such character. The supporting text recognises the value of greenspace and ensures “adequate provision of greenspace in terms of quality, quantity and distribution”.

Policy S4 – Pollution and Health – States that “development will not be permitted if it is likely to have an unacceptable effect on levels of air, surface water or ground water pollution, or ground contamination or noise or visual intrusion by artificial light”. The policy is concerned with protecting public health as well as the global environment.

Policy S10 - Reducing Greenhouse Gas Emissions – Requires all major applications to demonstrated how they would reduce greenhouse gas emissions. Applications should consider within their design process how they could achieve greater sustainability.
Policy S13 – Transport – The policy is concerned with providing a more inclusive and integrated transport system and provides the following criteria to guide the development of the borough:

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

Policy S21 – Greenbelt – Resists inappropriate development within the designated Greenbelt areas, except for very special circumstances. The policy is linked to Policy GE1 in Part 2 of the UDP where the merits of controlling development within the greenbelt are further considered.

Policy BE1 – General Requirements for Development - offers criteria for new development to adhere to in terms of securing high quality. These include:

- Environmental quality;
- Accessibility;
- Conservation and the natural environment;
- Infrastructure; and
- Management of Resources.

Policy BE2 – Quality of Design - addresses layout, density, scale and massing as being key issues in order to secure a high quality design. Historic fabric and nature conservation must be considered and landmark features may be appropriate if they create an attractive reference point.

Policy BE3 – Environmental Priority Areas – The policy is accompanied by a map of the borough illustrating the Environmental Priority Areas (Map 4), which includes Wigg Island, and areas of Southern Widnes and Widnes Waterfront. The policy requires development within these areas “to be of a quality design that enhances the character and appearance of that area”. A particular emphasis is made towards securing particular improvements to areas visible from main transport routes.

Policy BE4 – Scheduled Ancient Monuments – Resists development that would adversely affect the setting of a Scheduled Ancient Monument. These include the ruined keep of Halton Castle and the Augustinian Abbey of Norton Priory.

Policy BE5 – Other Sites of Archaeological Importance - advises that development will not be permitted where sites of archaeological significance. It goes on to state that “permission may be granted if it can be demonstrated that measures of mitigation (such as preservation by design or record) and compensation (such as advances in knowledge or public understanding) can be employed to ensure there is no net loss of heritage or archaeological value”.
Policy BE6 – Archaeological Evaluation - requires archaeological evaluations to be submitted with proposals that affect sites of known or suspected archaeological importance.

Policy BE9 – Alterations and Additions to Listed Buildings – The aim of the policy is for the “preservation of the special architectural or historic features and character of the building or structure”. As such it is necessary for development to respect character, scale and materials of that building/structure.

Policy BE10 – Protecting the Setting of Listed Buildings – states, “development which would affect the setting of a listed building should aim to preserve both the character of that setting and its historic relationship to the listed building”.

Policy BE12 – General Development Criteria – Conservation Areas – Aims to protect the special character of Conservation Areas in line with PPG15. The policy does not make specific reference to development outside of such areas, however it provides detailed criteria that must be satisfied in order to ensure that development is not harmful, this includes “it should not spoil or destroy attractive views and vistas into, within and out of the Conservation Area if they are important to the character of the area”.

Policy BE20 – Disabled Access in Public Places – The policy promotes ease of access for disabled people, with a particular emphasis within public areas, paths, pedestrian crossings and open space.

Policy GE1 – Control of Development in the Green Belt - has two key themes, as stated below:

- Planning permission will not be permitted for inappropriate development within the Green Belt or for development conspicuous from the Green Belt that would harm its visual amenity by reason of siting, materials or design. Development within the Green Belt will be regarded as inappropriate development unless it constitutes permissible development in accordance with the provisions of PPG2;
- Proposals for new development that are considered to be acceptable within the Green Belt will be required to preserve the openness of the Green Belt and minimize harm on visual amenity by means of siting, materials, and design in accordance with the purposes and objectives as expressed within PPG2.

Policy GE6 – Protection of Designated Greenspace - resists all development of Greenspace, which does not support the recreational role of the greenspace, or in the case of greenspace within educational uses, for educational benefits. Exceptions include:

- Part development raising the overall amenity value;
• An alternative replacement greenspace being provided of equivalent size and standard or significant enhancement to a nearby greenspace.
• A full justification would be required to give reasons why development resulting in loss of greenspace could be compensated for.

Policy GE10 – Protection of Linkages in Greenspace System – Development that severs or visually disrupts the greenspace systems and would have an adverse impact on the wildlife, recreational or functional movement through these spaces is not supported by the policy.

Policy GE11 – Protection of Incidental Greenspace – Incidental greenspace is defined in the policy as that which is provided between residential, industrial and commercial land uses and its loss or alteration should be assessed under the criteria of Policy GE6.

Local environment planning policy concerning nature conservation is housed in policies GE17, GE18, GE20, GE23 and GE24 of the UDP.

Policy GE17 – Protection of Sites of International Importance for Nature Conservation - directly relates to and enforces the European Natura 2000 designation, stating proposals would be refused unless there are imperative over-riding reasons of public interest, it is necessary for human health or public safety and no alternative solution can be found.

Policy GE18 - Protection of Sites of National Importance for Nature Conservation - subjects proposals affecting SSSI’s to special scrutiny. Should the proposal have a harmful effect, it would only be approved, if demonstrated that it would outweigh the nature conservation of the site.

Policy GE19 – Protection of Sites of Importance for Nature Conservation. This policy resists development harmful to Sites of Importance for Nature Conservation. These areas include:

- Upper Mersey Estuary: Widnes Warth and Fiddlers Ferry Saltmarsh;
- Upper Mersey Estuary: Astmoor Saltmarsh and Swamp; and the
- Upper Mersey Estuary: Intertidal Areas and open water.

Policy GE20 – Protection and Creation of Local Nature Reserves – Seeks to ensure that development does not have an unacceptable impact on existing nature reserves. The objectives of these designations are to secure conservation, recreation and education, amongst other things.

Policy GE21 – Species Protection – Only development that will deliver overriding social or economic benefits and mitigation measures is supported by the policy should it unacceptably harm species or habitat of flora or fauna protected under the national or international legislation.
Policy GE23 – Protection of areas of Special Landscape Reserves - notes that where proposals would have a harmful impact on Areas of Special Landscape Value, the development should satisfy the following criteria:

• It is sensitively sited and uses appropriate materials and design;
• It is integrated and landscaped to a high standard; and
• It can be accommodated without affecting the overall quality of the area.

Policy GE24 – Protection of Important Landscape Features - states that development will not be permitted where it will result in an unacceptable effect on the visual or physical characteristics for which a site was designated as having ‘Important Landscape Features’.

Policy GE29 – Canals and Rivers – The policy seeks to ensure that development adjacent to canals and rivers does not harm their recreational or ecological function or damage their wildlife, appearance, access or cleanliness.

Policy GE30 – The Mersey Coastal Zone – The policy designates areas of coastal zone that are to remain undeveloped, these include Astmoor and Widnes Warth Saltmarshes and Spike Island. Criteria is offered, which development must satisfy if development is to occur in these areas, this includes where development is “necessary for human health or public safety”

Policy PR1 – Air Quality – The policy defines the term “unacceptable effects” in relation to development and air quality. This includes the release of emissions that will unacceptably harm the amenity of, amongst other things, the local environment and public health.

Policy PR2 – Noise Nuisance – states that “development will not be permitted which contains any new noise source likely to cause a significant increase in ambient noise levels for either day or night time conditions and where it is likely to affect land allocated on the Proposals Map for residential or any other existing noise sensitive land use”.

Policy PR4 – Light Pollution and Nuisance – states that “development will not be permitted if it is likely to have an unacceptable effect on levels of light pollution or nuisance by visual intrusion of artificial light”.

Policy PR5 – Water Quality - advises against development that would affect waterways or the quality of groundwater. The supporting text makes it clear that this harm extends to flora and fauna and adequate pollution measures should be incorporated into proposals.

Policy PR6 – Land Quality – Resists development that causes contamination of soil or sub-soil and will therefore risk health and investment confidence.
Policy PR10 – Development within the Liverpool Airport Height Restriction Zone – Requires all development to fall under the height notified to the Council by the relevant airport authority.

Policy PR12 Development on Land Surrounding COMAH Sites notes that development is acceptable should the risk from the COMAH site not be significant or the development itself will mitigate the likely impact of a major accident.

Policy PR14 – Contaminated Land – Remedial measures must be provided in conjunction with development of land that is contaminated, this mitigation shall form part of an implementation and roll out programme.

Policy PG15 – Groundwater – states that “proposals that are likely to lead to an adverse impact on groundwater resources in terms of their quantity, quality and ecological features they support, will not be permitted”.

Policy PR16 – Development and Flood Risk – The policy seeks to resist development that, amongst other things, would “contribute to the risk of flooding elsewhere” or where “it will result in extensive culvert ing”.

Policy TP2 – Existing Public Transport Facilities – refers to the Runcorn Busway and the need to ensure development does not prejudice this facility.

Policy TP3 – Disused Public Transport Facilities – resists development that would prejudice the reopening of various closed transport facilities across the borough including the Garston to Timperley railway line.

Policy TP4 – New Public Transport Facilities – seeks to prevent development that will inhibit the construction of new railway stations including a station in South Widnes.

Policy TP6 – Cycling Provision as Part of New Development – Seeks development to provide “safe and convenient cycle access” and ensure that there are “cycle links with existing and proposed routes”. The supporting text refers to the encouragement of people to cycle and reduce dependency on the private car.

Policy TP7 – Pedestrian Provision as Part of New Development – The policy has two limbs that must be satisfied, these are as follows:

- “Development will be required to incorporate safe and convenient pedestrian footways or other safe pedestrian routes within the design and layout;
- Pedestrian routes that link into the existing pedestrian network and/or the Greenway Network, to public transport and to local facilities should be provided where appropriate”.

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Policy TP9 – The Greenway Network – consists of a proposed and potential off-road network of cycle, walking and horse riding routes. Development should not harm these routes and where possible aid their improvement.

Policy TP10 – The Trans-Pennine Trail and Mersey Way – is a long distance recreational route. The policy seeks to ensure development near the route does not harm the enjoyment of its use.

Policy TP19 – Air Quality – Is concerned with poor air quality specifically from the emissions of transport and as such resists development that will generate additional pollution from this source.

Policy E3 – Primary Employment Areas – The policy seeks to restrict particular employment uses to areas designated for employment uses, including business, general industry, storage and distribution and sui generic industrial uses.

Policy S1 – Regeneration – Is the primary policy in Part 1 of the UDP and sets out the Action Area Plans that are addressed specifically later on under Policy RG1, RG2, RG3 and RG6. These promote economic regeneration in South Widnes, Central Widnes, Widnes Waterfront and Castlefields and Norton Priory. According to Policy S1 there broad principle is to:

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

Core Strategy
The Core Strategy has been examined during December 2011. It is at an advanced stage of preparation and is therefore a material consideration. Policy CS16 (Mersey Gateway Project) is a positive and supportive policy covering the following issues:

a) Delivering the Mersey Gateway Project
The land and infrastructure necessary for the successful implementation of the Mersey Gateway Bridge will be safeguarded. Any proposals that would impact negatively or prevent the successful implementation of the Mersey Gateway Project and associated infrastructure will not be permitted. As part of the Mersey Gateway Project, associated works will be supported and safeguarded including those related to the road network, road junctions, main toll plazas and the M56 with a focus on its junctions in Halton.

b) Sustainable Transport Opportunities
Following the construction of the Mersey Gateway Bridge, opportunities to secure improved cross-river sustainable transport options will be capitalised upon, including sustainable transport opportunities associated with the Silver Jubilee Bridge.
c) Regeneration and Development Opportunities
Development proposals should seek to take advantage of the regeneration
and development opportunities attributable to the Mersey Gateway Project,
especially where this can assist in raising the quality of design in an area and
the in the creation of gateway features. This will be particularly encouraged in
the South Widnes (CS9) and West Runcorn (CS10) Key Areas of Change.

d) Environmental Impacts
Negative environmental impacts caused by the construction of the Mersey
Gateway will be mitigated where appropriate, and opportunities to enhance
the natural environment sought. This is particularly applicable to the Mersey
Estuary Special Protection Area (SPA), Ramsar site, and Site of Special
Scientific Importance (SSSI) and other areas of significant environmental
value.

PROPOSAL

The proposal is for the construction suspension bridge across the River
Mersey, with associated link roads to the north and south of the river and
upgrades to the primary highway network. The proposal is also to de-link the
existing Silvers Jubilee Bridge (SJB) along with alterations to the structure in
order to facilitate a reduction in capacity.

Summary of Proposal:

- Proposed works to tie in to the existing highway network at the A562
  Speke Road and the A533 Queensway in Widnes and new works in
  South Widnes arising from the provision of the Mersey Gateway
  Bridge.

- Proposed works to provide a new cable stay maximum 3 tower bridge
to carry a dual three lane road over the River Mersey in Halton known
as the Mersey Gateway Bridge to tie in to the Widnes approach works
to the north of the St Helens Canal in South Widnes and the
Runcorn/Central Expressway works to the south of the Manchester
Ship Canal.

- Proposed works to the existing highway network (specifically parts of
  Central Expressway, Lodge Lane junction and Weston Link junction)
arising from the provision of the Mersey Gateway Bridge and new
works to tie in to the New Bridge to the north of Bridgewater Junction.

As stated by the applicant the main modifications from those approved by the
Secretary of State are:

a) Adoption of Open Road Tolling Technology and Removal of Toll
Plazas: The introduction of an Open Road Tolling (ORT) system, which would
mean using cameras and number plate recognition technology for the
collection of tolls for crossing both the new bridge and the Silver Jubilee
Bridge. This would mean that vehicles would still be charged for crossing the
river, but there would be no toll booths or barriers along the route, thereby
reducing land-take, providing greater flexibility in design and minimising delay to traffic.

b) Re-design of Widnes Loops and Victoria Road: Without the need for toll plazas a conventional roundabout would be built to the north of the new bridge to allow traffic travelling to or from the A557 Widnes Eastern Bypass to access the Mersey Gateway. This roundabout would replace the previously proposed Widnes Loops junction and would facilitate future links into West Bank, Widnes allowing various redevelopment opportunities and improved access to the highway network.

c) There would be modifications to the bridge structures between the Garston to Timperley Rail Freight Line and Widnes Loops, including the structure that crosses over Victoria Road. These would be at a lower height than previously proposed which would lead to the structures in this area being suitable for supporting embankments rather than the open structures previously proposed.

d) Potential Modifications to the New Bridge’s Design – the new crossing over the River Mersey (the New Bridge) would still follow the same alignment across the river. However, the proposed modifications will introduce some flexibility in its technical design, allowing the Project Company (the company or consortium of companies that will design, build and operate the Project) the opportunity to improve the construction process.

The proposed modifications could affect the form and construction of the bridge deck; the spacing and form of the bridge supports and the geometry of the cables that support sections of the bridge deck; and the selection of materials used to construct the bridge, specifically the use of steel and concrete for the towers and bridge decks.

The Council remains committed to accommodating a possible river crossing for light rail should a route be promoted in the future. The modifications would make it much less likely that Light Rail Transit (LRT) could be accommodated on the New Bridge but would still mean that any possible light rail services that might be developed could be carried across the Silver Jubilee Bridge (SJB) instead of the New Bridge. Results from structural investigations into the LRT options show that it would be a feasible alternative. These are considered further in a technical report produced for the Council.

e) Modifications to Central Expressway: The traffic levels along the slip roads at either side of Halton Brow will be reduced. The proposed modifications to the plans would mean a reduction of up to 60% in projected peak time traffic levels using the slip roads at either side of Halton Brow alongside Warrington Road; there is no longer any need to adjust Calvers, and there would be improved access for traffic between the Central Expressway and Halton Lea to/from the north (the north facing slip roads would remain).
The existing Busway Bridge over the Central Expressway, which was previously due to be replaced to accommodate the realigned Central Expressway, would be retained. Adjustments to the alignment at Lodge Lane Junction to remove the need to replace the existing Busway Bridge are also proposed.

f) Adoption of urban highway standards in some locations where rural standards had been used due to the urban nature of the network on either side of the River (relatively close junctions and tight alignment).

The modifications outlined above do not alter the conclusions made by the Inspector. The modifications will either have a neutral effect or will reduce the impacts of the scheme such as the alterations to the slip roads at Halton Brow and Halton Lea. These modifications have come about as part of a value engineering and will provide flexibility to the proposals to achieve value for money.

Regular meetings have been held with the design team to discuss the design proposals, and the refinement of the design is an on-going process to be taken forward to the technical approval procedure post planning. It should be noted that the Highway Authority will be the technical approval Authority for the project and the detailed design will adhere as appropriate to the Design Manual for Roads and Bridges or other design standards existent at the time of technical approval.

With this in mind, the Highway Authority as regulator therefore does not wish to object to the scheme and a number of conditions have been recommended.

**OBSERVATIONS AND ISSUES**

**Applicant’s Supporting Submissions:**

Along with a comprehensive set of scaled plans illustrating the route of the new crossing, junction layout and details and new bridges and structures to be constructed, the following documents were submitted to allow for a full consideration to be made of the project as a whole:

1) Planning Statement;
2) Non Technical Summary;
3) Design and Access Statement
4) Statement of Community Involvement:
5) Environmental Statement, which included the following chapters
   a) Chapter 1: Introduction;
   b) Chapter 2: The Mersey Gateway Project;
   c) Chapter 3: Content and Approach to the Environmental Impact Assessment;
   d) Chapter 4: Description of Study Area;
   e) Chapter 5: Alternatives;
   f) Chapter 6: Planning Policy;
g) Chapter 7: Hydrodynamics and Estuarine Process;
h) Chapter 8: Surface Water Quality;
i) Chapter 9: Land Use;
j) Chapter 10: Terrestrial and Avian Ecology;
k) Chapter 11: Aquatic Ecology;
l) Chapter 12: Landscape and Visual Amenity;
m) Chapter 13: Cultural Heritage;
n) Chapter 14: Contamination of Soil, Sediments and Groundwater;
o) Chapter 15: Waste;
p) Chapter 16: Transport;
q) Chapter 17: Noise;
r) Chapter 18: Navigation;
s) Chapter 19: Air Quality and Climate;
t) Chapter 20: Socio-Economic Impact Assessment;
u) Chapter 21: Cumulative Effects Assessment;
v) Chapter 22: Mitigation and Enhancement Measures; and
w) Chapter 23: Environmental Management Plan

In addition, a full set of application forms, certificates and plans including location plans, layout drawings, structure drawings, highway detail drawings and landscape drawings have been submitted. The Environmental Statement is in the same format and order as that previously submitted.

**Transport**

Surpassed only by the M6 Thelwall Viaduct, the SJB is the second busiest crossing of the Mersey, carrying significantly more traffic than the Mersey Tunnels and the Warrington crossings at peak times.

The SJB was widened to accommodate a four-lane carriageway in 1977. At the time of the widening the bridge had a daily vehicle carrying capacity of 58,000 vehicles per day. Typically the SJB now carries 83,000 vehicles per weekday. It is also important to note that between the morning and evening peak periods, the traffic flow is typically in excess of 5000 vehicles per hour (two way) and is therefore operating in excess of 70% of its capacity. Incidents on the bridge or its approaches can result in extensive queues and delays that can impact on the road networks of Halton and surrounding Authorities. Such incidents affect businesses; residents and visitors across the sub-region, and can extend for long periods.

Whilst other crossings over the Mersey will continue to attract more traffic over the coming period up to 2015 (known as the project opening year), the SJB already operates at full capacity during peak periods and therefore the additional pressures on the crossing will result in longer peak periods, resulting in worsening environmental quality and journey-time reliability. The approach roads to the SJB also suffer problems with congestion. In addition the dependency of bus services on the SJB is also resulting in issues with local public transport reliability with a moderate to high negative significance.
Also of high negative significance is the lack of a cycleway across the river and lack of an acceptable pedestrian route. Instead pedestrians have a discrete cantilevered walkway. The SJB currently has 4 substandard width lanes, which cyclists must share with cars, buses and heavy goods vehicles. Alternatively they are required to dismount and share the walkway with pedestrians.

The effects of the scheme during the construction and operational phases has already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

Planning Policy Considerations

The application satisfies the requirements of Planning Policy Guidance 13 (PPG13): Transport (2001) as it promotes sustainable transport choices and facilitates improved cross-river walking and cycling.

RSS Policies RT2, RT4, RT9, DP5 are concerned with ensuring reduced dependency on the car through the securing of improvements to other modes of transport and as such are complied with.

Policy RT10 and DP4 of the emerging RSS is concerned with transport management and investment, including the need to improve existing infrastructure and changes to public transport services, which the Mersey Gateway satisfies.

In terms of the UDP, the project satisfies Policy S13 through its promotion of an integrated transport system. The project will deliver on Policies TP2, TP3, TP4, TP6 and TP7, which seek to protect existing and proposed new transport infrastructure and modes of sustainable transport.

There is no detriment in relation to Policy TP9: The Greenway Network or Policy TP10: The Trans-Pennine Trail and Mersey Way, which both cross the project corridor.

The project provides, through the Mersey Gateway, a more efficient transport route with greater capacity for the private car, which initially appears contrary to national, regional and local planning and transport policy, which aims to reduce dependency on private car use. However, the Transport Assessment and associated transport modelling undertaken in the Environmental Statement (ES) finds that the effect will be largely felt at the local level and the Gateway will not attract traffic from other crossing points over the Mersey. Tolling will ensure that the scheme does not attract new traffic but will result in a reallocation of the existing traffic from the SJB to the new crossing.

The primary benefits of the scheme are reduced journey times and congestion. The scheme will result in an 80% shift in traffic between the bridges so as to enable a sustainable local traffic and public transport route to
be provided across the SJB. As such Policy S14 of the UDP is satisfied and Policy T3 of the RSS is complied with.

The predicted benefits of the scheme will considerably outweigh any disbenefits.

Environmental Statement (ES) Issues

**Noise**

The ES considers the impact of noise and vibration as a result of both construction and operational phases and various periods in the future.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

No Material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above do not alter the conclusions made by the Inspector and approved by the Secretary of State.

**Noise Issues Summary**

Whilst further information is required it is recognised there is a likely conflict with Planning Policy Guidance 24 (PPG24): Planning and Noise Policy PR2 of the UDP, which aims to protect residents, and other noise sensitive uses from an increase to ambient noise levels. The noise assessment illustrates that overall noise will be reduced by the project; however, while a positive effect will be had around the SJB and Weston Point Expressway, it will generate some harm along the Central Expressway.

It is anticipated that with the project in place there will be a significant improvement in the level of noise throughout the application site.

**Air Quality and Climate**

The ES considers the impact of air quality as a result of both construction and operational phases and various periods in the future.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files. No material changes have occurred to the Environmental Statement (ES) and therefore the proposed modifications to the existing scheme outlined above do not alter the conclusions made by the Inspector and approved by the Secretary of State.
Air Quality and Climate Issues Summary

It is recognised that a likely conflict will arise between the project and Planning Policy Statement 23 (PPS23): Pollution, RSS Policy DP9 and Policy PR1 of the UDP with regards to air quality. These policies aim to ensure that the development does not generate air quality that affects the amenity of the local environment, human health or investment into the borough. The Air Quality Assessment undertaken as part of the ES highlights where positive and negative effects arise.

It is anticipated that following the submission and assessment of further information in the ‘Do Minimum Scenario’ – with the project in place, air quality would be improved in terms of carbon and carbon dioxide emissions. In the ‘Do Something Scenario’ NOx, PM10 and CO2 emissions fall due to new traffic patterns away from the SJB and the Weston Point Expressway. Following mitigation any negative impact identified in the ES, mainly along the Central Expressway will be of extremely low magnitude and the harm would not represent an unacceptable effect.

Contamination of Soil, Sediments and Groundwater

The ES considers the impact of Contamination of Soil, Sediments and Groundwater as a result of both construction and operational phases and various periods in the future.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

No material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above do not alter the conclusions made by the Inspector and approved by the Secretary of State.

Terrestrial and Avian Ecology

The ES considers the impact of Terrestrial and Avian Ecology as a result of both construction and operational phases and various periods in the future.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

The Council is currently undertaking a Habitats Regulation Assessment in relation to the proposal and are liaising with Natural England in this regard. It is not anticipated that this will generate a problem as no material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above do not alter the
conclusions made by the Inspector and approved by the Secretary of State. However, the application cannot be determined until the Habitat Regulations Assessment has been completed.

**Aquatic Ecology**

The ES considers the impact of Aquatic Ecology as a result of both construction and operational phases and various periods in the future.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

The Council is currently undertaking a Habitats Regulation Assessment in relation to the proposal and are liaising with Natural England in this regard. It is not anticipated that this will generate a problem as no material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above do not alter the conclusions made by the Inspector and approved by the Secretary of State. However, the application cannot be determined until the Habitat Regulations Assessment has been completed.

**Cultural Heritage**

The ES considers the impact of Cultural Heritage as a result of both construction and operational phases and various periods in the future.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

No material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above do not alter the conclusions made by the Inspector and approved by the Secretary of State.

**Waste**

The ES considers the impact of Waste as a result of both construction and operational phases and various periods in the future.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

No material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above
do not alter the conclusions made by the Inspector and approved by the Secretary of State.

**Surface Water Quality**

The ES considers the impact of Surface water as a result of both construction and operational phases and various periods in the future.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

No material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above do not alter the conclusions made by the Inspector and approved by the Secretary of State.

**Navigation**

The ES considers the impact of Navigation as a result of both construction and operational phases and various periods in the future.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

No material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above do not alter the conclusions made by the Inspector and approved by the Secretary of State.

**Hydrodynamics and Estuarine Process**

The ES considers the impact of Hydrodynamics and Estuarine Process as a result of both construction and operational phases and various periods in the future.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

No material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above do not alter the conclusions made by the Inspector and approved by the Secretary of State.
Regeneration

The EIA has assessed the effect of the project on the socio-economics of the borough, in particular the wards adjacent or playing host to the project.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

No material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above do not alter the conclusions made by the Inspector and approved by the Secretary of State.

Landscape, Visual Amenity and Design

The project corridor is situated in the most distinctive part of the Mersey Valley where the river naturally narrows to form an historic crossing point at the Runcorn Gap. While this area is not afforded any regional or national significance, it is of importance to local and sub-regions character.

The grouping of structures around the Runcorn Gap including the Grade II* Ethelfreda Railway Bridge and Viaducts, Grade II SJB, Runcorn Old Town and the settlement of West Bank (including its conservation area) are particularly important in forming the area’s character. The open plains of Lancashire characterise the north side of the estuary and the sandstone escarpment featuring Halton Castle dominates the south side.

The effects of the scheme during the construction and operational phases that has already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report can be seen as background documents attached to the planning application files.

The applicant has stated that the effects of the modifications resulting from the modifications would result in a reduction in the level of visual impact of the project generally along the extent of the route.

No additional significant landscape or visual effects have been found due to the amendments to the design.

Other Matters

Other matters (Greenbelt and Greenspace)

A land use assessment has been undertaken to establish the impact of the application on the land uses along the 500m width of the project corridor.

The assessment identifies existing uses to include:
• Residential Areas;
• Community Resources / Open Space / Greenspace;
• Commercial / Industrial / Employment Land
• Agricultural Land; and
• Roads and footpaths

The application uses an extensive amount of existing highway that it will be upgraded and redesigned and as such no residential land is lost.

**Greenspace**

A conflict arises between the project corridor at several points and UDP Policy GE6, through the loss of designated greenspace as the development is not proposed for the ancillary enjoyment of that space nor does it provide compensation.

There are extensive areas of greenspace along the length of the project corridor that forms the area of the application, in particular St Michaels Golf Course (Area 1), Land to the south of the Garston to Timperley Railway Line, Widnes Warth, Wigg Island (greenbelt), an area to the south of the Manchester Ship Canal and land surrounding the junction of the Bridgewater, Daresbury and Central Expressways. The majority of the lost openspace across the project will be under the application and is 29.6 hectares. The temporary loss of land will take place on Wigg Island and Widnes Warth, but will be permanent on St. Michaels Golf Course (11.63 ha). The large areas of land at St Michaels Golf Course will have a negative effect, however the changes suggested in this application will significantly reduce the land take by the use of open road tolling. While the smaller areas (the Central Expressway junction and area north of the St Helens Canal) are currently only embankments, incidental parcels of land or highway landscaping.

Widnes Warth Salt Marsh will lose some 6.23ha of land temporarily during the 20-month construction period with limited harm, however, 0.14ha of land will be lost permanently under the supporting piers of the approach viaduct to the crossing. The harm that risen from this is limited by virtue that the 0.14ha of land lost is small compared to the scale of the overall greenspace, it does not prejudice its recreational value, will not generate additional development on the greenspace and will only be limited in its visual harm, which planting of woodland scale trees will in part mitigate.

The large majority of open space used during the construction phase across Widnes Warth, Wigg Island and the salt marshes will be returned to open space again, with only the permanent loss of 0.26 hectares where the piers and abutments will be sited. A permanent effect however will be had on these areas.

There are various segments and pieces of greenspace either side of the Bridgewater Junction at the northern end of the Central Expressway. These pieces of land are lost, in part, in order to facilitate the widening of the existing carriageway and in the reconfiguration of the various junctions. The ES
appraisal concludes that the harm through the loss of these parcels of land is low and it should be noted that these pieces of land act only as incidental landscaping around existing junctions and highways that will be landscaped.

**Proposed Greenspace**

An area of proposed greenspace is situated on Wigg Island and would be lost contrary to Policy GE7. This policy offers no criteria to determine appropriate development and therefore the applicant has referred back to Policy GE6 which addresses land currently designated as greenspace. Whilst the development is not ancillary to the enjoyment of the greenspace or provides compensation, it will utilise a very small area of land (that taken up by the footprint of the piers), will not harm the overall enjoyment of the proposed greenspace and will be screened by new woodland scale planting. As such the extent of this harm is minimal.

**Green Belt**

There is conflict with Green Belt policy in relation to the designation at Wigg Island. The designation is bounded by the river to the north and the Ship Canal to the south and the new crossing would pass over it at a height of 24m on piers. The harm would be generated on two levels, that of effect on the purpose of the Green Belt and secondly that on the visual impact of the structure.

The purpose of the Green Belt is set out in para 1.5 of PPG2. In this respect the development constitutes a direct encroachment through the positioning of the piers. These however, would only develop 0.12ha of Green Belt in a segment of Green Belt that is 161ha in size. As such this encroachment is not only limited it would not undermine the function of the Green Belt in terms of the level of development.

The nature of the urban sprawl would be limited to the linear design of the bridge and the catalytic effect it would generate would be entirely within the boundaries of the existing urban areas not within the Green Belt. In terms of merging, again this is limited to the linear structure of the bridge and while it does physically link the two towns together, this is no greater than that presented by the Ethelfreda Railway Bridge and the SJB.

Indirectly the development generates urban sprawl through linking Runcorn and Widnes across the Estuary, which currently acts as a buffer separating the two urban areas. The bridge would have a major effect on this portion of Green Belt on Wigg Island. The visual assessment undertaken in the ES notes that the appearance of Wigg Island would be significantly altered and the aspect of the wider environment from Wigg Island would be significantly harmed. Substantial planting of trees on a woodland scale would provide some mitigation, however the harm would only be reduced rather than entirely overcome.
Para 3.15 of PPG2 addressed scale of harm through an assessment of visual detriment. As such it is noted that the passage of the deck over the island at 24m in height would preserve an open aspect at ground level through and around the structures. The design of the structure is considered in the Design and Access Statement and reflects the wide-open setting of the island and the estuary through its sleek linear proportions and vertical piers, which will blend with the mitigation measures delivered through planting. As such following consideration of the structure’s design merits and the planting offered it is argued by the applicant that the harm generated on the Green Belt is mitigated against.

Policy GE1 states that “Planning permission will not be given for inappropriate development within the Green Belt, as defined on the proposals map, except in very special circumstances” and PPG2 further supports this stance. Considering the regional significance and support for the crossing through the existing and emerging RSS, and the detailed selection process of electing Route 3A as the preferred crossing option, there is no alternative other than this scheme, which impact on the Green Belt, which is feasible to deliver the new crossing.

The ES considers the impact on Green Belt Policy as a result of both construction and operational phases and various periods in the future.

The effects of the scheme during the construction and operational phases have already been considered by the previous reports submitted to the Committee on the 28th July 2008 and in the Inspectors report that can be seen as background documents attached to the planning application files.

No material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above do not alter the conclusions made by the Inspector and approved by the Secretary of State.

**Financing and Compulsory Purchase Order**

Issues of financing (in terms of tolling) and the compulsory purchase of land in order to construct and operate this new highway network by the local authority and the concessionaire has been addressed by the TWA order, but are not the concern of this report, which is only concerned with assessing material planning issues.

**Naming of junction**

One of the objections raised to the scheme relates to the naming of the Lodge Lane junction.

The signage of Lodge Lane Interchange was part of a wider scheme dating back to 2007. This involved the erection of 23 new signs around the Runcorn Expressways and was part of an exercise at the request of Cheshire Police’s Northern Area Traffic Unit. The intention of the signage was to allow the
travelling public to have specific as possible, information of their location so that when required this can be passed on to the emergency services. Also there are Historic drawings from the 1960s and 70s which show the junction in question carrying the name Lodge Lane Interchange and when this topic was raised during the Public Inquiry the inspector didn’t have any objections to the process. Given the level of public consultation and the details of the plans submitted there is no confusion on what is proposed and where the proposals are for.

The applications forming the Mersey Gateway Project have been submitted with a full Environmental Statement (ES). The ES includes and makes reference to various models and assessments of base line data. For clarity it should be noted that several of these models consider the outputs and impacts at various periods over the project's life in order to understand the level of harm or benefit.

**Conclusion**

As stated the main modifications from those approved by the Secretary of State are:

a) Adoption of Open Road Tolling Technology and Removal of Toll plazas: The introduction of an Open Road Tolling (ORT) system, which would mean using cameras and number plate recognition technology for the collection of tolls for crossing both the new bridge and the Silver Jubilee Bridge.

This would mean that vehicles would still be charged for crossing the river, but there would be no toll booths or barriers along the route, thereby reducing land-take, providing greater flexibility in design and minimising delay to traffic.

b) Re-design of Widnes Loops and Victoria Road: Without the need for toll plazas a conventional roundabout would be built to the north of the new bridge to allow traffic travelling to or from the A557 Widnes Eastern Bypass to access the New Bridge. This roundabout would replace the previously proposed Widnes Loops junction and would facilitate future links into Widnes West Bank allowing various land plots to be redeveloped and gain access to the highway network.

There would be modifications to the bridge structures between the Garston to Timperley Rail Freight Line and Widnes Loops, including the structure that crosses over Victoria Road. These would be at a lower height than previously proposed which would lead to the structures in this area being suitable for supporting embankments rather than the open structures previously proposed.

c) Potential Modifications to the New Bridge’s Design – the new crossing over the River Mersey (the New Bridge) would still follow the same alignment across the river. However, the proposed modifications will introduce some
flexibility in its technical design, allowing the Project Company the opportunity to improve the construction process.

The proposed modifications could affect the form and construction of the bridge deck; the spacing and form of the bridge supports and the geometry of the cables that support sections of the bridge deck; and the selection of materials used to construct the bridge, specifically the use of steel and concrete for the towers and bridge decks.

The Council remains committed to accommodating a possible river crossing for light rail should a route be promoted in the future. The modifications would make it much less likely that Light Rail Transit (LRT) could be accommodated on the New Bridge but would still mean that any possible light rail services that might be developed could be carried across the Silver Jubilee Bridge (SJB) instead of the New Bridge. Results from structural investigations into the LRT options show that it would be a feasible alternative. These are considered further in a technical report produced for the Council.

d) Modifications to Central Expressway: The traffic levels along the slip roads at either side of Halton Brow will be reduced. The proposed modifications to the plans would mean a reduction of up to 60% in projected peak time traffic levels using the slip roads at either side of Halton Brow alongside Warrington Road; there is no longer any need to adjust Calvers, and there would be improved access for traffic between the Central Expressway and Halton Lea to/from the north (the north facing slip roads would remain).

The existing Busway Bridge over the Central Expressway, which was previously due to be replaced to accommodate the realigned Central Expressway, would be retained. Adjustments to the alignment at Lodge Lane Junction to remove the need to replace the existing Busway Bridge are also proposed.

e) Adoption of urban highway standards in some locations where rural standards had been used due to the urban nature of the network on either side of the River (relatively close junctions and tight alignment).

No material changes have occurred to the Environmental Statement and therefore the proposed modifications to the existing scheme outlined above do not alter the conclusions made by the Inspector and approved by the Secretary of State. Therefore the proposal is fundamental the same as that scheme approved by the Secretary Of State. It is within the parameters of the scheme set out within the Transport and Works Act. It will allow for additional options for delivering the scheme and the existence of additional options will maximise the chance to achieve value for money when the final scheme is chosen.
Recommendation

That the Operational Director – Policy, Planning and Transportation, in consultation with the Chair or Vice Chair, be given delegated authority to approve the application, subject to the awaited confirmation regarding the obligations of the Habitat Regulations, and subject to conditions relating to the following (Final wording to be delegated to the Operational Director – Policy Planning and Transportation:

Conditions

Widnes Approach application (12/00001/FULEIA)

In these conditions, unless the context otherwise requires:
“building” means any structure or erection, above the surface of the ground, but does not include any traffic light or sign or any plant or machinery;
“the Design and Access Statement” means the Design and Access Statement submitted pursuant to the planning application;
“the development” means the development authorised by the Order;
“the Environmental Statement” means the Environmental Statement submitted with the application;
“the local planning authority” means Halton Borough Council;
“the Order” means the River Mersey (Mersey Gateway Bridge) Order 2011;
“Planning Application Drawings” means the drawings accompanying the application submitted on [28 November 2011] and
“phase” means a defined section or part of the development, the extent of which has been submitted to and approved by the local planning authority in accordance with condition 4.
"River Mersey" means the area shown

Time Limits
1. The development hereby permitted shall be begun before the expiration of ten years from the date of this permission.
Reason: To ensure that the development is begun within a reasonable period of time and allow the proper sequencing of works comprised in the Mersey Gateway Project commensurate with a development of this magnitude.
2. Written notification of the planning permission being implemented, date of commencement of development and any phase thereof shall be submitted to the local planning authority at least seven days prior to such commencement.
Reason: To allow for the appropriate monitoring of the development to take place.

Drawings
3. Prior to the commencement of the development drawings showing the final design of the development shall be submitted to and approved in writing by the local planning authority in accordance with the accompanying Planning Application Drawings and the Design and Access Statement. The development shall be carried out in accordance with the approved drawings and Design and Access Statement.
Reason: To ensure that the design and external appearance of any works comprised in the development does not injure amenity and the development carried out is a development which was approved.

Phasing of Development
4. Before the development is commenced, a phasing strategy setting out the phases of the development shall be submitted to and approved in writing by the local planning authority. All development shall be carried out in accordance with the approved phasing strategy, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To provide certainty as to the development programme and the associated discharge of planning conditions.

Construction Methods Report
5. Before the development is commenced, a Construction Methods Report shall be submitted to and approved in writing by the local planning authority. The Construction Methods Report which is submitted for approval shall, unless otherwise agreed in writing by the local planning authority, be in accordance with the Construction Methods Report having reference [insert], and dated November 2011. All development shall be carried out in accordance with the approved report, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that proper controls are exercised during the construction of the development.

Design, External Appearance and Materials
6. No phase of the development shall be commenced until details of the design, external appearance and facing materials of any building to be constructed within that phase have been submitted to and approved in writing by the local planning authority in accordance with the Design and Access Statement. The development shall be carried out in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To enable proper control to be exercised over the design of the development.

Construction and Operation Code of Practice for Environmental Management
7. Prior to the commencement of development a Construction and Operation Code of Practice for Environmental Management (COPE) shall be submitted to and approved in writing by the local planning authority. The COPE which is submitted for approval shall have regard to the Construction Methods Report referred to in condition 5 and shall, unless otherwise agreed in writing by the local planning authority, be in accordance with the draft COPE having reference[insert] and dated November 2011. The COPE which is submitted for approval shall include a Construction and Environmental Management Plan (CEMP). The CEMP shall include the following elements:
(a) Site Waste and Resources Management plans;
(b) Pollution and contingency control, including monitoring regimes;
(c) Noise and Vibration management plan;
(d) Contamination and remediation management;
(e) Air quality management;
(f) Biodiversity management;
(g) Water and Hydrodynamics management;
(h) Construction health and safety plan;
(i) Hours of working; and
(j) Community Consultation provisions.

The approved COPE and CEMP, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be adhered to throughout the construction period.
Reason: To reduce the risk of adverse impact of construction on sensitive environmental resources and to minimise disturbance to local residents.

Construction Transport Management Plan
8. Prior to the commencement of development, a detailed Construction Transport Management Plan (CTMP) shall be submitted to and approved in writing by the local planning authority. This shall include the following:

(a) Traffic management at roads and junctions directly affected by construction of the development;
(b) Emergency vehicle routes;
(c) Bus routes and stops;
(d) Emergency vehicle recovery;
(e) Emergency plans;
(f) HGV routes and bans;
(g) Construction worker parking areas and routes;
(h) Times of operation;
(i) Vehicle washing; and
(j) Construction workforce travel plan.

The approved CTMP, or any subsequent revisions that have been submitted and approved in writing by the local planning authority, shall be adhered to throughout the construction period.
Reason: To ensure that adequate measures are put in place to maintain highway safety.

Landscaping
9. Prior to the commencement of each phase of development, a detailed landscaping scheme and associated working methodology for that phase shall be submitted to and approved by the local planning authority. The scheme shall be in accordance with the landscape proposals comprised in the Design and Access Statement, and shall include details of the following:
a) Vegetation to be retained and its means of protection during construction;
b) Existing, proposed and finished levels and contours;
c) Earth mounding, screen bunds, vertical barriers for noise and visual attenuation, including details of height, width and location;
d) All materials and finishes; and
e) Soft landscaping including trees and shrubs to be planted, including their location, number, species, size and planting density.

All landscaping shall be carried out in accordance with the approved scheme for that phase of the development, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure the appropriate landscaping of the development.

10. If, within a period of five years from the date of planting in accordance with the approved landscaping scheme, any tree is removed, uprooted, destroyed or dies, another tree of the same species and size as that originally provided shall be planted unless written consent to any variation is provided by the local planning authority.
Reason: To ensure that the landscape treatment is brought forward and maintained in accordance with the agreed principles.

Street Furniture and Lighting

11. Prior to the commencement of each phase of the development, details according with the Design and Access Statement shall be submitted to and approved in writing by the local planning authority for all elements of street furniture that are to be included in that phase of the development. The street furniture shall be provided in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that the detail is appropriate.

12. Before any permanent lighting is erected on any part of the site, a scheme for the provision of such lighting shall be submitted to and approved in writing by the local planning authority. The lighting shall be provided in accordance with the approved scheme, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that the detail is appropriate and to avoid disturbance to adjoining premises and the surrounding area from glare or excessive light spillage.
Reason: To ensure that the detail is appropriate.

Permanent and Temporary Highway and Footpath Access

13. Before the development of each phase commences, details of the siting, design and layout of any new or altered vehicular access to the highway network (which will serve the works within that phase) and any highway junction improvements other than those shown on the Planning Application Drawings, shall be submitted to and approved in writing by the local planning authority. The vehicular accesses/highway junction improvements shall be provided/undertaken in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. Any works necessary to ensure highway safety shall be completed before construction activity served by such works or accesses is commenced.
Reason: To ensure highway safety.
14. Prior to the commencement of each phase of the development, details of alternative access routes and/or diversions along the existing greenway, footway and cycle networks within that phase shall be submitted to and approved in writing by the local planning authority. The alternative access routes and/or diversions shall be provided in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. The temporary and permanent closures of any street permitted by the Order shall not be implemented until the designated alternative or diversion routes are available. Reason: To enable community routes and facilities to be accessed during the construction stage of the development, and to ensure that the integrity of the footpath network is maintained.

Contaminated Land
15. Prior to the commencement of each phase of the development a method statement shall be prepared in respect of contaminated land, soils and groundwater within the development site. The statement shall address all matters as identified within Chapter 14 of the Environmental Statement. The statement shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be undertaken in accordance with the provisions of the approved method statement, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that the identified contaminants are dealt with in an appropriate manner.

Drainage
16. No development shall take place until details of the drainage works to be carried out in accordance with the Flood Risk Assessment have been submitted to and approved in writing by the local planning authority. The works shall be implemented in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure adequate drainage provision is provided and subsequently implemented.

Terrestrial and Avian Ecology
17. Prior to the commencement of each phase of development, details of construction methods and techniques to minimise the physical impacts of development upon avian ecology, species and habitats shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To protect and minimise the impacts of development upon existing areas of ecological value.

18. Prior to the commencement of any development, details of an ecological monitoring programme to be undertaken during site clearance and throughout the construction and operation phases of the development shall be
submitted to and approved in writing by the local planning authority. Monitoring shall thereafter be undertaken in accordance with the approved programme or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that mitigation is effective

19. Before any demolition commences within each phase or before any buildings or structures are externally altered or removed within a phase, a survey shall be undertaken for the purpose of establishing the presence of any bats in those structures and any other likely bat roosts. The survey and details of any mitigation measures shall be submitted to and approved in writing by the local planning authority. The survey, together with any programme of mitigation measures, shall be undertaken in accordance with the relevant current guidance prepared by Natural England and the Department for Environment, Food and Rural Affairs. In locations where predemolition mitigation measures are approved, no other works shall commence until these measures have been completed.
Reason: To ensure that any species that may be found are sufficiently protected.

20. Any clearance of vegetation undertaken as part of any phase of the development which is likely to affect bird breeding habitat shall be undertaken outside of the bird breeding season of March to September in any calendar year in accordance with the provisions as set out within the Terrestrial and Avian Ecology Chapter 10 of the Environmental Statement.
Reason: To ensure that the bird population is sufficiently protected.

Archaeology
21. Before development is commenced, a scheme for the investigation of areas of archaeological potential (as defined in Chapter 13 of the Environmental Statement) shall be submitted to and approved in writing by the local planning authority. That scheme shall provide for further detailed walk-over surveys and document study; intrusive investigation before construction is commenced; a watching brief during construction and appropriate measures for recording any archaeological finds. All archaeological investigations and recording shall be carried out in accordance with professional best-practice and in consultation with the archaeological advisors approved by the local planning authority. The scheme, or any subsequent revisions submitted to and approved in writing by the local planning authority, shall be carried out as approved.
Reason: To ensure adequate protection and recording of archaeological remains.

Construction Compounds
22. Before each phase of development is commenced, details of the location of any site construction compound for the proposed development within that phase shall be submitted to and approved in writing by the local planning authority. The details shall include a full methodology setting out the proposed working arrangements and the proposals for restoration. The approved details, or any subsequent revisions that have been submitted to
and approved in writing by the local planning authority, shall be adhered to throughout the relevant phase of construction.
Reason: To avoid obstruction of the highway by delivery vehicles manoeuvring and unloading, and from on-street parking by construction workers.

23. Within one year of development being opened to traffic, any land which has been used as a temporary site compound shall be restored in accordance with a scheme to be submitted to and approved in writing by the local planning authority.
Reason: To ensure effective reinstatement of land not permanently required by the development.

Wheel Cleaning Facilities
24. Prior to the commencement of each phase of development, details of wheel washing facilities to be provided in accordance with the provisions of the Construction Transport Management Plan shall be approved in writing by the local planning authority. The facilities shall be used and maintained for the whole period of construction of the relevant phase.
Reason: To prevent mud, stones and other debris being carried on to the public highway to the detriment of road safety.

Signage Strategy
25. Before development is commenced, a construction and handover signage strategy to be carried out within the Borough of Halton shall be submitted to and approved in writing by the local planning authority. The construction and handover signage strategy shall also have regard to the desirability of limiting CO2 emissions produced by traffic. The details shall include a full methodology setting out the proposed arrangements and signage types at all new junctions. The approved signage strategy, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be implemented prior to the opening to traffic of the phases of the development to which it relates.
Reason: To ensure that both during construction and operation of the development appropriate and clear signage across the borough is maintained having regard to the requirements and sustainability objectives of the Mersey Gateway Project and good highway design principles.

Design and Access Statement.
26. The development will be carried out in accordance with the principles and detail contained in the Design and Access Statement submitted with the planning application

Stewards Brook
27. Prior to the commencement of development, details of a buffer zone preventing construction within a distance of Stewards Brook together with details of protective fencing along the boundary of the water course, shall be submitted in writing to the local planning authority. The scheme shall be carried out in accordance with the approved details or any subsequent
revisions that have been submitted to and approved in writing by the local planning authority, before the development begins.

CONDITIONS WHICH HALTON BOROUGH COUNCIL MAY ATTACH TO THE PLANNING PERMISSION FOR THE NEW BRIDGE (12/00002FULEIA)

In these conditions, unless the context otherwise requires:
“building” means any structure or erection, above the surface of the ground, but does not include any traffic light or sign or any plant or machinery;
"the Design and Access Statement" means the Design and Access Statement submitted pursuant to the planning application
“the development” means the development authorised by the Order;
“the Environmental Statement” means the Environmental Statement submitted with the application;
“the local planning authority” means Halton Borough Council;
“the Order” means the River Mersey (Mersey Gateway Bridge) Order 2011;
“Planning Application Drawings” means the drawings accompanying the application submitted on [28 November 2011] and
“phase” means a defined section or part of the development, the extent of which has been submitted to and approved by the local planning authority in accordance with condition 4.
"River Mersey" means the area shown

Time Limits
1. The development shall be begun before the expiration of five years from the date of this permission.
Reason: To ensure that the development is begun within a reasonable period of time commensurate with a development of this magnitude.

2. Written notification of the planning permission being implemented, date of commencement of development and any phase thereof shall be submitted to the local planning authority at least seven days prior to such commencement.
Reason: To allow for the appropriate monitoring of the development to take place.

Drawings
3. Prior to the commencement of the development, drawings showing the final design of the development shall be submitted to and approved in writing by the local planning authority in accordance with the Planning Application Drawings and the Design and Access Statement. The development shall be carried out in accordance with the approved drawings and Design and Access Statement.
Reason: To ensure the design and external appearance of any works comprised in the development do not injure amenity and the development carried out is development which was approved.

Phasing of Development
4. Before the development is commenced, a phasing Strategy setting out the phases of the development shall be submitted to and approved in writing by the local planning authority. All development shall be carried out in
accordance with the approved phasing strategy, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To provide certainty as to the development programme and the associated discharge of planning conditions.

Construction Methods Report
5. Before the development is commenced, a Construction Methods Report shall be submitted to and approved in writing by the local planning authority. The Construction Methods Report which is submitted for approval shall, unless otherwise agreed in writing by the local planning authority, be in accordance with the Construction Methods Report having reference [insert] and dated November 2011. All development shall be carried out in accordance with the approved report, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that proper controls are exercised during the construction of the development.

Design, External Appearance and Materials
6. No phase of the development shall be commenced until details of the design, external appearance and facing materials of any building to be constructed within that phase have been submitted to and approved in writing by the local planning authority in accordance with the Design and Access Statement. The development shall be carried out in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To enable proper control to be exercised over the design of the development.

Construction and Operation Code of Practice for Environmental Management
7. Prior to the commencement of development, a Construction and Operation Code of Practice for Environmental Management (COPE) shall be submitted to and approved in writing by the local planning authority. The COPE which is submitted for approval shall have regard to the Construction Methods Report referred to in condition 5 and shall, unless otherwise agreed in writing by the local planning authority, be in accordance with the draft COPE having reference [insert] and dated November 2011. The COPE which is submitted for approval shall include a Construction and Environmental Management Plan (CEMP). The CEMP shall include the following elements:

(a) Site Waste and Resources Management plans;
(b) Pollution and contingency control, including monitoring regimes;
(c) Noise and Vibration management plan;
(d) Contamination and remediation management;
(e) Air quality management;
(f) Biodiversity management;
(g) Water and Hydrodynamics management;
(h) Construction health and safety plan;
(i) Hours of working; and
(j) Community Consultation provisions.

The approved COPE and CEMP, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be adhered to throughout the construction period.
Reason: To reduce the risk of adverse impact of construction on sensitive environmental resources and to minimise disturbance to local residents.

Construction Transport Management Plan
8. Prior to the commencement of development, a detailed Construction Transport Management Plan (CTMP) shall be submitted to and approved in writing by the local planning authority. This shall include details of the following:

(a) Traffic management at roads and junctions directly affected by construction of the development;
(b) Emergency vehicle routes;
(c) Bus routes and stops;
(d) Emergency vehicle recovery;
(e) Emergency plans;
(f) HGV routes and bans;
(g) Construction worker parking areas and routes;
(h) Times of operation;
(i) Vehicle washing; and
(j) Construction workforce travel plan.

The approved CTMP, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be adhered to throughout the construction period.
Reason: To ensure that adequate measures are put in place to maintain highway safety.

Landscaping
9. Prior to the commencement of each phase of the development, a detailed landscaping scheme and associated working methodology for that phase shall be submitted to and approved in writing by the local planning authority. The scheme shall be in accordance with the landscape proposals comprised in the Design and Access Statement, and shall include details of the following:

a) Vegetation to be retained and its means of protection during construction;
b) Existing, proposed and finished levels and contours;
c) Earth mounding, screen bunds, vertical barriers for noise and visual attenuation, including details of height, width and location;
d) All materials and finishes; and
e) Soft landscaping including trees and shrubs to be planted, including their location, number, species, size and planting density.
All landscaping shall be carried out in accordance with the approved scheme for that phase of the development, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. Reason: To ensure the appropriate landscaping of the development.

10. If, within a period of five years from the date of planting in accordance with the approved landscaping scheme any tree is removed, uprooted, destroyed or dies, another tree of the same species and size as that originally provided shall be planted unless written consent to any variation is provided by the local planning authority. Reason: To ensure that the landscape treatment is brought forward and maintained in accordance with the agreed principles.

Street Furniture and Lighting

11. Prior to the commencement of each phase of the development, details according with the Design and Access Statement shall be submitted to and approved in writing by the local planning authority for all elements of street furniture that are to be included in that phase of development. The street furniture shall be provided in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. Reason: To ensure that the detail is appropriate.

12. Before any permanent lighting is erected on any part of the site, a scheme for the provision of such lighting shall be submitted to and approved in writing by the local planning authority. The lighting shall be provided in accordance with the approved scheme, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. Reason: To ensure that the detail is appropriate and to avoid disturbance to adjoining premises and the surrounding area from glare or excessive light spillage. Reason: To ensure that the detail is appropriate.

Permanent and Temporary Highway and Footpath Access

13. Before the development of each phase commences, details of the siting, design and layout of any new or altered vehicular access to the highway network (which will serve the works within that phase) and any highway junction improvements other than those shown on the Planning Application Drawings, shall be submitted to and approved in writing by the local planning authority. The vehicular accesses/highway junction improvements shall be provided/undertaken in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. Any works necessary to ensure highway safety shall be completed before construction activity served by such works or accesses is commenced. Reason: To ensure highway safety.

14. Prior to the commencement of each phase of the development, details of alternative access routes and/or diversions along the existing greenway, footway and cycle networks within that phase shall be submitted to and
approved in writing by the local planning authority. The alternative access routes and/or diversions shall be provided in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. The temporary and permanent closures of any street permitted by the Order shall not be implemented until the designated alternative or diversion routes are available. Reason: To enable community routes and facilities to be accessed during the construction stage of the development, and to ensure that the integrity of the footpath network is maintained.

Contaminated Land
15. Prior to the commencement of each phase of the development a method statement shall be prepared in respect of contaminated land, soils and groundwater within the development site. The statement shall address all matters as identified within Chapter 14 of the Environmental Statement. The statement shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be undertaken in accordance with the provisions of the approved method statement, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. Reason: To ensure that the identified contaminants are dealt with in an appropriate manner.

Hydrodynamics
16. All temporary works undertaken as part of this development and sited within the River Mersey shall be removed within three months of the end of the construction of any relevant phase. Reason: To ensure the appropriate restoration of the River Mersey.

17. Details of a suitable programme for morphological monitoring of the River Mersey shall be contained in the COPE submitted to and approved in writing by the local planning authority under condition 7 prior to development commencing. Monitoring shall then be undertaken in accordance with the approved programme. Reason: To monitor the hydrodynamic impacts of the development and to enable an appropriate assessment of the effects of the proposal to be identified.

Surface Water Quality
18. Prior to the commencement of any phase of the development affecting existing watercourses, the details of the physical techniques to be utilised to prevent pollution of water bodies caused by the accidental spillage of materials and surface run-off shall be submitted to and approved in writing by the local planning authority. The measures to be adopted shall be in accordance with the draft COPE referred to in condition 7 above. The approved provisions shall be implemented in accordance with the approved COPE. Reason: To enable reasonable and proper control to be exercised over those aspects of the development which could potentially harm existing surface water.
Drainage
19. No development shall take place until details of the drainage works to be carried out in accordance with the Flood Risk Assessment have been submitted to and approved in writing by the local planning authority. The works shall be implemented in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. Reason: To ensure adequate drainage provision is provided and subsequently implemented.

Terrestrial and Avian Ecology
20. Prior to the commencement of each phase of development, details of construction methods and techniques to minimise the physical impacts of development upon avian ecology, species and habitats at the following locations shall be submitted to and approved in writing by the local planning authority together with a programme for their implementation:

- River Mersey Local Wildlife Site;
- Middle Mersey Estuary;
- St. Helens Canal Local Wildlife Site;
- Manchester Ship Canal Local Wildlife Site; and
- Wigg Island Local Wildlife Site and Local Nature Reserve.

The development shall be carried out in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. Reason: To protect and minimise the impacts of development upon existing areas of ecological value.

21. Prior to the commencement of any development, details of an ecological monitoring programme to be undertaken during site clearance and throughout the construction and operation phases of the development shall be submitted to and approved in writing by the local planning authority. Monitoring shall thereafter be undertaken in accordance with the approved programme, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. Reason: To ensure that mitigation is effective.

22. Before any demolition commences within each phase or before any buildings or structures are externally altered or removed within a phase, a survey shall be undertaken for the purpose of establishing the presence of any bats in those structures and any other likely bat roosts. The survey and details of any mitigation measures shall be submitted to and approved in writing by the local planning authority. The survey, together with any programme of mitigation measures, shall be undertaken in accordance with the relevant, current guidance prepared by Natural England and the Department for Environment, Food and Rural Affairs. In locations where pre-demolition mitigation measures are approved, no other works shall commence until these measures have been completed.
Reason: To ensure that any species that may be found are sufficiently protected.

23. Before the commencement of any relevant phase of development a Method Statement in respect of the impact of the development on the water vole population within that phase or otherwise likely to be affected shall be submitted to and approved in writing by the local planning authority. The Statement shall have regard to colonisation, creation of habitats and necessary mitigation. The approved Statement, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be adhered to throughout the construction period.
Reason: To ensure that the species is sufficiently protected.

24. Any clearance of vegetation undertaken as part of any phase of the development which is likely to affect bird breeding habitat shall be undertaken outside of the bird breeding season of March to September in any calendar year in accordance with the provisions as set out within the Terrestrial and Avian Ecology Chapter 10 of the Environmental Statement.
Reason: To ensure that the bird population is sufficiently protected.

25. A scheme and programme in accordance with the COPE referred to in condition 7 above for the mitigation of the effects of the Project on Wigg Island Local Nature Reserve shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The proposed scheme and programme shall have regard to the creation of new and managed habitats and, opportunities for translocation as set out within Chapter 10 of the Environmental Statement. The development shall be carried out in accordance with the approved scheme and programme, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To deliver an appropriate degree of mitigation within the Local Nature Reserve.

26. Before any phase of development is commenced which will have a physical impact on the saltmarsh land at Astmoor and Widnes Warth, as agreed in writing with the local planning authority, a Saltmarsh Method Statement in accordance with the Biodiversity Management Plan contained in the COPE referred to in condition 7 above shall be submitted to and approved in writing by the local planning authority. The Statement shall set out the details of the following:

a) restoration and reinstatement of the affected saltmarsh following Completion of Construction Works;
b) mitigation and conservation management techniques that will be employed following Completion of the Works approved under paragraph (a) above; and
c) measures for protection of retained and restored saltmarsh areas (fencing, monitoring methodology etc.).
The approved Statement, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be adhered to throughout the construction period, and the restored saltmarsh shall thereafter be managed in accordance with the Biodiversity Management Plan.
Reason: To ensure appropriate protection of the identified saltmarsh areas.

27. A scheme for the improvement of bird breeding habitat, including the creation of pools, and the conversion of ungrazed to grazed saltmarsh in accordance with the Biodiversity Management Plan contained in the COPE referred to in condition 7 above shall be submitted to and approved in writing by the local planning authority before development commences. The approved Biodiversity Management Plan, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be adhered to throughout the construction period.
Reason: To secure the wider benefit to the saltmarsh areas.

Aquatic Ecology

28. Prior to the commencement of any phase of development which will affect the River Mersey, details of an aquatic ecology management scheme, which shall include details of monitoring to be carried out during construction of the development and remedial measures to be deployed during construction, shall be submitted to and approved in writing by the local planning authority. If the aquatic ecology sampling carried out pursuant to the management scheme shows significant changes (the thresholds for which shall be specified in the management scheme) in the River Mersey then any remedial measures approved by the local planning authority as part of the aquatic ecology management scheme, or any subsequent revisions submitted to and approved in writing by the local planning authority, shall be implemented and maintained thereafter.
Reason: To ensure that existing ecological habitats are protected.

Archaeology

29. Before development is commenced, a scheme for the investigation of areas of archaeological potential (as defined in Chapter 13 of the Environmental Statement) shall be submitted to and approved in writing by the local planning authority. That scheme shall provide for further detailed walk-over surveys and document study; intrusive investigation before construction is commenced, in any location where this is necessary; a watching brief during construction, in any location where this is necessary; and appropriate measures for recording any archaeological finds. All archaeological investigations and recording shall be carried out in accordance with professional best-practice and in consultation with the archaeological advisors approved by the local planning authority. The scheme, or any subsequent revisions submitted to and approved in writing by the local planning authority, shall be carried out as approved.
Reason: To ensure adequate protection and recording of archaeological remains.
Navigation
30. Prior to the commencement of any phase of development which will have an effect on navigation, as agreed in writing with the local planning authority, signage shall be installed to notify masters of vessels to the presence of cofferdams, piled jetties and air cushioned plant within the Estuary, in accordance with a scheme which shall be submitted to and approved in writing by the local planning authority. Reason: To minimise the risk to vessels and site workers.

31. Prior to the commencement of development, the Civil Aviation Authority shall be informed of all temporary obstacles to be erected which will exceed 300 feet (91.4 metres) above ground level. Reason: To ensure aircraft safety.

32. Except in an emergency, Fiddlers Ferry Sailing Club and West Bank Boat Club shall be given notice in writing not less than 28 days prior to commencement of any maintenance works to the new bridge that will reduce navigational air clearance or result in obstructions to navigation in the River Mersey. Reason: To ensure user safety.

Construction Compounds
33. Before each phase of development is commenced, details of the location of any site construction compound for the proposed development within that phase shall be submitted to and approved in writing by the local planning authority. The details shall include a methodology setting out the proposed working arrangements and the proposals for restoration. The approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be adhered to throughout the relevant phase of construction. Reason: To avoid obstruction of the highway by delivery vehicles manoeuvring and unloading, and from on-street parking by construction workers.

34. Within one year of the development being opened to traffic, any land which has been used as a temporary site compound shall be restored in accordance with a scheme to be submitted to and approved in writing by the local planning authority. Reason: To ensure effective restoration of land not permanently required by the development.

Wheel Cleaning Facilities
35. Prior to the commencement of each phase of development, details of wheel washing facilities to be provided in accordance with the provisions of the Construction Transport Management Plan shall be approved in writing by the local planning authority. The facilities shall be used and maintained for the whole period of construction of the relevant phase. Reason: To prevent mud, stones or other debris being carried on to the public highway to the detriment of road safety.
Signage Strategy
36. Before development is commenced, a construction and handover signage strategy to be carried out within the Borough of Halton shall be submitted to and approved in writing by the local planning authority. The construction and handover signage strategy shall also have regard to the desirability of limiting CO2 emissions produced by traffic. The details shall include a full methodology setting out the proposed arrangements and signage types at all new junctions. The approved signage strategy, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be implemented prior to the opening to traffic of the phases of the development to which it relates.
Reason: To ensure that both during construction and operation of the development appropriate and clear signage across the borough is maintained having regard to the requirements and sustainability objectives of the Mersey Gateway Project and good highway design principles.

St Helens Canal
37. The temporary infilling of the St Helens Canal as part of the construction of the development shall comprise no substances except inert materials. Culverts or pipes shall be maintained at all times during the period of infilling works and the period the infill is in place.
Reason: To ensure that the appropriate materials and methods are used in order to maintain the connectivity of the waterway at St Helens Canal.

Tower Construction
38. The main bridge towers to be constructed as part of the development in the River Mersey shall have a plan form within the tidal range that is circular or a regular polygon having at least 8 sides.
Reason: To ensure that the towers for the bridge are constructed in accordance with the approved design and to limit the effects of scour in the River Mersey.

Widnes Replacement Open Space
39. Prior to commencement of that element of the development lying between the Garston to Timperley Freight Railway Line and St Helens Canal, incorporating the new Widnes Loops junction, a detailed landscaping scheme for that replacement open space shown on [insert] shall be submitted to and approved in writing by the local planning authority. The scheme shall reflect the overall approach set out within the landscape proposals comprised in the drawings contained in Chapter 12 of the Environmental Statement and shall also reflect the following objectives:

(i) design and layouts shall take account of public health, crime prevention and community safety considerations;
(ii) the space should provide uncluttered open space, with pedestrian routes clearly defined by ground moulding and textured surfaces chosen to suit each particular use and function;
(iii) the space should retain both a physical (pedestrian route) and a visual link beneath the structure of the new bridge to ensure that there is a direct connection between the elements of the space either side;
(iv) both the structural and hard landscaping elements should be designed to avoid or reduce shadowing effect;
(v) the appearance of the bridge abutment, piers and other surfaces should be softened by the use of texture and colour; and
(vi) lighting should be provided to increase the levels of safety and the usability of the space and to make the space and its users more visible.

The scheme shall include details of the following:

(a) existing, proposed and finished levels and contours;
(b) all materials and finishes;
(c) lighting of the area under St Helens Canal bridge structure; and
(d) soft landscaping including trees and shrubs to be planted, including their location, number, species, size and planting density.

All landscaping shall be carried out in accordance with the approved scheme, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.

Condition 10 shall apply to this landscaping scheme in the same manner as it applies to any landscaping scheme approved under condition 9.
Reason: To ensure that the replacement open space is equally advantageous to the users of the existing open space and to the public.

De-linking Works
40. The roads comprised in the development shall not be opened to traffic or subject to tolls unless and until a contract has been let for the carrying out of the de-linking works in Widnes authorised by planning permission granted pursuant to application [insert].
Reason: To ensure that, before the new roads are opened, there is a commitment to undertake the de-linking works in Widnes.

Location of Piers
41. Prior to the commencement of development details of the location of the bridge piers for the approach viaducts to be provided in the development shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that the piers are located on the saltmarsh in accordance with the Order.

Design and Access Statement.
42. The development will be carried out in accordance with the principles and detail contained in the Design and Access Statement submitted with the planning application on [insert]
Reason: To ensure that the appearance of the development is acceptable
In these conditions, unless the context otherwise requires:
“building” means any structure or erection, above the surface of the ground, but does not include any traffic light or sign or any plant or machinery;
“the Design and Access Statement” means the Design and Access Statement submitted pursuant to the planning application;
“the development” means the development authorised by the Order;
“the Environmental Statement” means the Environmental Statement submitted with the application;
“the local planning authority” means Halton Borough Council;
“the Order” means the River Mersey (Mersey Gateway Bridge) Order 2011;
“Planning Application Drawings” means the drawings accompanying the application submitted on [28 November 2011] and
“phase” means a defined section or part of the development, the extent of which has been submitted to and approved by the local planning authority in accordance with condition 4.
"River Mersey" means the area shown

Time Limits
1. The development hereby permitted shall be begun before the expiration of five years from the date of this permission.
Reason: To ensure that the development is begun within a reasonable period of time commensurate with a development of this magnitude.
2. Written notification of the planning permission being implemented date of commencement of development and any phase thereof shall be submitted to the local planning authority at least seven days prior to such commencement.
Reason: To allow for the appropriate monitoring of the development to take place.

Drawings
3. Prior to the commencement of the development, drawings showing the final design of the development shall be submitted to and approved in writing by the local planning authority in accordance with the Planning Application Drawings and the Design and Access Statement. The development shall be carried out in accordance with the approved plans and Design and Access Statement.
Reason: To ensure the design and external appearance of any works comprised in the development do not injure amenity and the development carried out is development which was approved.

Phasing of Development
4. Before the development is commenced, a phasing strategy setting out the phases of the development shall be submitted to and approved in writing by the local planning authority. All development shall be carried out in accordance with the approved phasing strategy, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To provide certainty as to the development programme and the associated discharge of planning conditions.

Construction Methods Report
5. Before the development is commenced, a Construction Methods Report shall be submitted to and approved in writing by the local planning authority. The Construction Methods Report which is submitted for approval shall, unless otherwise agreed in writing by the local planning authority, be in accordance with the Construction Methods Report having reference [insert] and dated November 2011. All development shall be carried out in accordance with the approved report, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that proper controls are exercised during the construction of the development.

Design, External Appearance and Materials
6. No phase of the development shall be commenced until details of the design, external appearance and facing materials of any building to be constructed within that phase have been submitted to and approved in writing by the local planning authority in accordance with the Design and Access Statement. The development shall be carried out in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To enable proper control to be exercised over the design of the development.

Construction and Operation Code of Practice for Environmental Management
7. Prior to the commencement of development, a Construction and Operation Code of Practice for Environmental Management (COPE) shall be submitted to and approved in writing by the local planning authority. The COPE which is submitted for approval shall have regard to the Construction Methods Report referred to in condition 5 and shall, unless otherwise agreed in writing by the local planning authority, be in accordance with the draft COPE dated November 2011.
The COPE which is submitted for approval shall include a Construction and Environmental Management Plan (CEMP). The CEMP shall include the following elements:

(a) Site Waste and Resources Management plans;
(b) Pollution and contingency control, including monitoring regimes;
(c) Noise and Vibration management plan;
(d) Contamination and remediation management;
(e) Air quality management;
(f) Biodiversity management;
(g) Water and Hydrodynamics management;
(h) Construction health and safety plan;
(i) Hours of working; and
(j) Community Consultation provisions.
The approved COPE and CEMP, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be adhered to throughout the construction period.
Reason: To reduce the risk of adverse impact of construction on sensitive environmental resources and to minimise disturbance to local residents.

Construction Transport Management Plan

8. Prior to the commencement of development, a detailed Construction Transport Management Plan (CTMP) shall be submitted to and approved in writing by the local planning authority. This shall include the following:

(a) Traffic management at roads and junctions directly affected by construction of the development;
(b) Emergency vehicle routes;
(c) Bus routes and stops;
(d) Emergency vehicle recovery;
(e) Emergency plans;
(f) HGV routes and bans;
(g) Construction worker parking areas and routes;
(h) Times of operation;
(i) Vehicle washing; and
(j) Construction workforce travel plan.

The approved CTMP, or any subsequent revisions that have been submitted and approved in writing by the local planning authority, shall be adhered to throughout the construction period.
Reason: To ensure that adequate measures are put in place to maintain highway safety.

Landscaping

9. Prior to the commencement of each phase of the development, a detailed landscaping scheme and associated working methodology for that phase shall be submitted to and approved in writing by the local planning authority. The scheme shall be in accordance with the landscape proposals comprised in the Design and Access Statement, and shall include details of the following:

a) Vegetation to be retained and its means of protection during construction;
b) Existing, proposed and finished levels and contours;
c) Earth mounding, screen bunds, vertical barriers for noise and visual attenuation, including details of height, width and location;
d) All materials and finishes; and
e) Soft landscaping including trees and shrubs to be planted, including their location, number, species, size and planting density.

All landscaping shall be carried out in accordance with the approved scheme for that phase of the development, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure the appropriate landscaping of the development.
10. If, within a period of five years from the date of planting in accordance with the approved landscaping scheme any tree is removed, uprooted, destroyed or dies, another tree of the same species and size as that originally provided shall be planted unless written consent to any variation is provided by the local planning authority.
Reason: To ensure that the landscape treatment is brought forward and maintained in accordance with the agreed principles.

Street Furniture and Lighting
11. Prior to the commencement of each phase of the development, details according with the Design and Access Statement shall be submitted to and approved in writing by the local planning authority for all elements of street furniture that are to be included in that phase of development. The street furniture shall be provided in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that the detail is appropriate.

12. Before any permanent lighting is erected on any part of the site, a scheme for the provision of such lighting shall be submitted to and approved in writing by the local planning authority. The lighting shall be provided in accordance with the approved scheme, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that the detail is appropriate and to avoid disturbance to adjoining premises and the surrounding area from glare or excessive light spillage.

Permanent and Temporary Highway and Footpath Access
13. Before the development of each phase commences, details of the siting, design and layout of any new or altered vehicular access to the highway network (which will serve the works within that phase) and any highway junction improvements other than those shown on the Planning Application Drawings, shall be submitted to and approved in writing by the local planning authority. The vehicular accesses/highway junction improvements shall be provided/undertaken in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. Any works necessary to ensure highway safety shall be completed before construction activity served by such works or accesses is commenced.
Reason: To ensure highway safety.

14. Prior to the commencement of each phase of the development, details of alternative access routes and/or diversions along the existing greenway, footway and cycle networks within that phase shall be submitted to and approved in writing by the local planning authority. The alternative access routes and/or diversions shall be provided in accordance with the approved details or any subsequent revisions that have been submitted to and approved in writing by the local planning authority. The temporary and
permanent closures of any street permitted by the Order shall not be implemented until the designated alternative or diversion routes are available. Reason: To enable community routes and facilities to be accessed during the construction stage of the development, and to ensure that the integrity of the footpath network is maintained.

Contaminated Land
15. Prior to the commencement of each phase of the development a method statement shall be prepared in respect of contaminated land, soils and groundwater within the development site. The statement shall address all matters as identified within Chapter 14 of the Environmental Statement. The statement shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be undertaken in accordance with the provisions of the approved method statement or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that the identified contaminants are dealt with in an appropriate manner.

Drainage
16. No development shall take place until details of the drainage works to be carried out in accordance with the Flood Risk Assessment have been submitted to and approved in writing by the local planning authority. The works shall be implemented in accordance with the approved details or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure adequate drainage provision is provided and subsequently implemented.

Terrestrial and Avian Ecology
17. Prior to commencement of each phase of development, details of construction methods and techniques to minimise the physical impact of development upon avian ecology, species and habitats shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To protect and minimise the impacts of development upon existing areas of ecological value.

18. Prior to the commencement of any development, details of an ecological monitoring programme to be undertaken during site clearance and throughout the construction and operation phases of the development shall be submitted to and approved in writing by the local planning authority. Monitoring shall thereafter be undertaken in accordance with the approved programme or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that mitigation is effective.
19. Before any demolition commences within each phase or before any buildings or structures are externally altered or removed within a phase, a survey shall be undertaken for the purpose of establishing the presence of any bats in those structures and any other likely bat roosts.

The survey and details of any mitigation measures shall be submitted to and approved in writing by the local planning authority. The survey, together with any programme of mitigation measures, shall be undertaken in accordance with the relevant current guidance prepared by Natural England and the Department for Environment, Food and Rural Affairs. In locations where pre-demolition mitigation measures are approved, no other works shall commence until these measures have been completed.

Reason: To ensure that any species that may be found are sufficiently protected.

20. Any clearance of vegetation undertaken as part of any phase of the development which is likely to affect bird breeding habitat shall be undertaken outside of the bird breeding season of March to September in any calendar year in accordance with the provisions as set out within the Terrestrial and Avian Ecology chapter 10 of the Environmental Statement.

Reason: To ensure that the bird population is sufficiently protected.

Aquatic Ecology
21. Prior to the commencement of the development, a survey shall be carried out to establish whether any Great Crested Newts are present. If any Great Crested Newts are found to be present, a Method Statement shall be prepared, which sets out, in accordance with Chapter 11 of the Environmental Statement, detailed measures for mitigating the impact of the development on them. The Method Statement shall be submitted to, and approved in writing by, the local planning authority. Any mitigation measures contained in the approved Method Statement shall be implemented in accordance with a programme to be agreed in writing with the local planning authority, or any subsequent revisions submitted to and approved in writing by the local planning authority, and maintained for the duration of the construction of the development.

Reason: To ensure that the species is sufficiently protected.

Archaeology
22. Before development is commenced, a scheme for the investigation of areas of archaeological potential (as defined in Chapter 13 of the Environmental Statement) shall be submitted to and approved in writing by the local planning authority. That scheme shall provide for further detailed walk-over surveys and document study; intrusive investigation before construction is commenced; a watching brief during construction; and appropriate measures for recording any archaeological finds. All archaeological investigations and recording shall be carried out in accordance with professional best-practice and in consultation with the archaeological advisors approved by the local planning authority. The scheme, or any subsequent revisions submitted to and approved in writing by the local planning authority, shall be carried out as approved.
Reason: To ensure adequate protection and recording of archaeological remains.

Construction Compounds
23. Before each phase of development is commenced, details of the location of any site construction compound for the proposed development within that phase shall be submitted to and approved in writing by the local planning authority. The details shall include a methodology setting out the proposed working arrangements and the proposals for restoration. The approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be adhered to throughout the relevant phase of construction.
Reason: To avoid obstruction of the highway by delivery vehicles manoeuvring and unloading, and from on-street parking by construction workers.

24. Within one year of the development being opened to traffic, any land which has been used as a temporary site compound shall be restored in accordance with a scheme to be submitted to and approved in writing by the local planning authority.
Reason: To ensure effective reinstatement of land not permanently required by the development.

Wheel Cleaning Facilities
25. Prior to the commencement of each phase of development, details of wheel washing facilities to be provided in accordance with the provisions of the Construction Transport Management Plan shall be approved in writing by the local planning authority. The facilities shall be used and maintained for the whole period of construction of the relevant phase.
Reason: To prevent mud, stones or other debris being carried on to the public highway to the detriment of road safety.

Signage Strategy
26. Before development is commenced, a construction and handover signage strategy to be carried out within the Borough of Halton shall be submitted to and approved in writing by the local planning authority. The construction and handover signage strategy shall also have regard to the desirability of limiting CO2 emissions produced by traffic. The details shall include a full methodology setting out the proposed arrangements and signage types at all new junctions. The approved signage strategy, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, shall be implemented prior to the opening to traffic of the phases of the development to which it relates.
Reason: To ensure that both during construction and operation of the development appropriate and clear signage across the borough is maintained having regard to the requirements and sustainability objectives of the Mersey Gateway Project and good highway design principles.
M56 Junction 12
27. No development shall commence until full design and construction details of the proposed off site improvements to Junction 12 of the M56 shown in outline in Drawing B4027/H/SK/224 dated July 2008 (which includes details of signalisation) have been submitted to and approved in writing by the Secretary of State for Transport. The details to be submitted shall include:

- How the scheme interface with the existing highway alignment, details of the carriageway markings and lane destinations;
- Full signing and lighting details;
- Confirmation of full compliance with current Departmental Standards (DMRB) and Policies (or approved relaxations/departures from standards);
- Independent Stages One and Two Road Safety Audits (Stage Two to take account of any Stage One Road Safety Audit recommendations) carried out in accordance with current Departmental Standards (DMRB) and Advice Notes; and

No part of the development shall be brought into its intended use unless and until the highway improvements as approved have been implemented.
Reason: To ensure so far as appropriate that the development functions in a sustainable fashion.

Emergency Access
28. Prior to the commencement of the development, details of the design and provisions for maintaining emergency vehicular access between number 7 and number 5 Rothbury Close, shall be submitted to and approved in writing by the local planning authority. The emergency vehicular access shall be provided in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority, before the development begins.
Reason: To ensure that the existing emergency vehicular access is and shall be maintained to Rothbury Close throughout the period of development and thereafter.

Betchworth Crescent Landscaping Scheme
29. Prior to the commencement of the development, details of a landscaping scheme providing for the restriction of access between the existing boundaries of the properties directly to the rear of Betchworth Crescent and the new noise fencing to be constructed as part of the development, shall be submitted to and approved in writing by the local planning authority. All landscaping shall be carried out in accordance with the approved details, or any subsequent revisions that have been submitted to and approved in writing by the local planning authority.
Reason: To ensure that access is restricted between any new noise fencing and physical features shall be retained and the existing properties at Betchworth Crescent in order to discourage anti-social behaviour.
Design and Access Statement.

30 The development will be carried out in accordance with the principles and detail contained in the Design and Access Statement submitted with the planning application.