

Appendix 6.2

Policy BE1 – General Requirements for Development

This policy establishes a series of criteria which all development proposals should satisfy where appropriate, as follows:

Policy Wording	Assessment	Compliance	Mitigation and Residential Impacts
ENVIRONMENTAL QUALITY			
a) It must be of a high quality of design that respects or where necessary creates local distinctiveness;	The Project has been designed throughout having full regard to its local context and its inter-relationship with its neighbouring uses. With regard to the main bridge span the Design and Access Statement explains that its lightness of cabling and structural form and choice of materials, ensures that it has the capacity to be considered as an iconic structure in its own right within the Estuary setting.	The Mersey Gateway Project is in compliance with this policy objective.	No mitigation measures are proposed, and no residual impacts arise for review
b) It must contain proposals for a carefully designed landscape scheme that reflects the essential character of the area and the use of the new buildings;	The Project is accompanied by detailed landscape proposals setting out tree and shrub planting which on implementation and maturity will serve to minimise the visual impacts associated with the structure and deliver overall improvement to the wider public realm.	Given the intrinsic landscape benefits associated with the Project it is considered to be in general compliance with this policy objective.	Given the landscaping provision proposed as part of the scheme and thus the compliance with this element of the policy, no mitigation or residual impact arises
c) It must avoid unacceptable loss of amenity to occupiers or users of adjacent land or buildings, by virtue of noise disturbance, noxious fumes, and dust or traffic generation. Adjacent residential uses should not suffer unacceptable loss of amenity through overlooking, overshadowing or overbearing appearance;	The accompanying Environmental Assessment shows that the Project is unlikely to generate an unacceptable loss of amenity for any of the effects cited within the policy. Whilst some effects are identified the ES identifies the appropriate mitigation to ensure that the	Subject to the incorporation of appropriate mitigation the Project is considered to be in full accord with this policy element.	

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	effects are minimised. A Construction Environmental Management Plan will be established by the contractor in accordance with good practice guidance. A number of additional measures including road noise barriers will also be constructed within the route corridor to reduce associated road traffic noise generation.		
d) It must be compatible with existing and proposed surrounding uses;	The Project as whole has been designed so as to be compatible with both its local context and surrounding land uses as it passes through Widnes and Runcorn. The main bridge span across the Estuary will become a notable feature within the estuary, sitting alongside and complementary to the Silver Jubilee Bridge.	The Mersey Gateway Project is considered to be in compliance with this policy objective.	Given the compliance, no mitigation measures are proposed, and no residual impacts arise for review.
e) It must be designed in such a way that minimises the fear and risk of crime;	The Project as a transportation based proposal does not directly lend itself to this policy objective. However the Project will assist in the policy objective in terms of its proposed improvements to the Silver Jubilee Bridge.	The proposals would raise no issue of fear or risk of crime.	Not applicable.
f) It must not cause unacceptable levels of pollution or nuisance.	The technical appraisal undertaken as part of the ES has identified where impacts could potentially arise both during the construction period and during ongoing operation. The exercise finds that the Project will not cause an unacceptable level of pollution or nuisance. Whilst some level of impact is identified in terms of noise, air quality, water quality and contamination, the incorporation of appropriate mitigation ensures that the residual effects are not unacceptable. Further, the imposition of tolls will not lead to unacceptable increases in road traffic and assist in demand management.	Subject to the implementation of the mitigation measures proposed to minimise potential effects The Mersey Gateway Project is considered to be in general compliance with this policy objective.	Given the compliance, no mitigation is proposed.

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<p>ACCESSIBILITY</p> <p>a) Proposals for the design and layout of roads, footpaths, accesses and servicing areas must comply with the Council's standards;</p>	<p>The Mersey Gateway Project will represent a modern road facility designed to accord with current standards and with ample capacity to accommodate current and future traffic levels.</p>	<p>The Mersey Gateway Project is considered to be in compliance with this policy objective.</p>	<p>No mitigation measures are proposed, and no residual impacts arise for review.</p>
<p>b) It must make adequate provision for, and be easily accessible by, pedestrians (including those with restricted mobility), cyclists, public transport and should have easy access to the existing rail network wherever possible in compliance with the Council's standards;</p>	<p>The Mersey Gateway Bridge will comprise provision for vehicular movements. However, it will not incorporate cycling or pedestrian provision. The works to the Silver Jubilee Bridge will provide enhanced provision for local traffic, public transport, walking and cycling cross-river movements. This will enhance multi-modal access to rail, ports and airports as well as between the towns of Runcorn and Widnes.</p>	<p>The Mersey Gateway Project is considered to be in compliance with this policy objective.</p>	<p>No mitigation measures are proposed, and no residual impacts arise for review.</p>
<p>c) It must not overload the capacity of the surrounding highway network nor be detrimental to highway safety;</p>	<p>To enhance road safety, the Project comprises a number of measures as follows:</p> <p>Introduction of new road capacity to provide for journeys between Widnes and Runcorn; on opening of the Mersey Project, the Transport Assessment contained in this ES states that the level of traffic on the Silver Jubilee Bridge will be reduced by about 80%.</p> <p>Enhanced pedestrian and cycling provision; and</p> <p>De-linking of the Silver Jubilee Bridge so as to reduce vehicular movements around the Silver Jubilee Bridge.</p> <p>These measures each represent an inherent</p>	<p>The Mersey Gateway Project is considered to be in compliance with this policy objective.</p>	<p>No direct mitigation is proposed. The physical improvements which raise road safety standards will be brought forward as part of the scheme design.</p>

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	improvement in road safety.		
d) New buildings where the public will have access must have adequate provision for people with disabilities or restricted mobility, particularly in terms of signage, access, facilities and car parking;	The overall project has been designed so as to be fully compliant with accessibility standards (dropped kerbs, tactile paving, and safe crossing provisions etc) On the Silver Jubilee Bridge, the new footpath provision will be accessible for people with disabilities and restricted mobility.	The Mersey Gateway Project is considered to be in compliance with this policy objective.	No mitigation measures are proposed, and no residual impacts arise for review.
e) It must not prejudice access onto the identified Greenway Network, and where appropriate, should improve or enhance greenway linkages.	The Project will affect four existing greenways. Effects on these greenways will be temporary and restricted to the construction period only and temporary diversions will be implemented. There will be no direct change from their current land-use	The Project will not prejudice the long-term operation or expansion of the greenway network in Halton and as such is in compliance with this policy objective.	Subject to appropriate mitigation during construction no residual impacts therefore arise for review.
CONSERVATION OF THE NATURAL AND HISTORIC ENVIRONMENT			
a) It must ensure the retention, conservation, enhancement and integration of sites and features of particular historic, archaeological, landscape, ecological or amenity value;	The assessment of Cultural and Built Heritage undertaken as part of the ES exercise concludes that no material impact arises in respect of any historic or identified archaeological feature. With regards to ecological matters the Es exercise concludes that no adverse effects arise from the proposal upon the SSSI, SPA and Ramsar designations of the Middle Mersey Estuary, nor on any matters within and adjacent to the application site. The Project will not have a significant impact on aquatic ecology, biodiversity, or to the habitat and wild bird importance of the Estuary.	On this basis, the scheme is considered to be in compliance with this policy objective.	An archaeological brief will be maintained on all groundworks. Appropriate planning conditions may be applied in relation to archaeological investigations and recording operations. With regard to ecology, any impacts of development may be compensated

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			through the enhancement of the wildlife corridor of the Upper Mersey Estuary. Appropriate construction techniques may also be applied to minimise impacts upon Terrestrial and Avian Ecology.
b) It must ensure the retention, conservation, enhancement and integration of features within and adjoining the site if they have intrinsic value or make a valuable contribution to the character or amenity of the site or surrounding area;	The Project does not affect nor involve the loss of any feature of intrinsic value to the character or amenity of the area. Whilst some demolition and clearance is proposed this primarily affects low grade industrial buildings and land. The main bridge span across the River is in keeping with and is readily accommodated within the grand scale of the estuary setting. The Silver Jubilee Bridge and Aethelfleda Railway Bridge are both listed. However given the relative separation, the scale of the setting, the exemplary design features of the Project, and the clear difference in design and style between with the existing listed structures, the relationship is considered to be one of appropriate co-existence.	The Mersey Gateway Project is considered to be in compliance with this policy objective.	No adverse impact in relation to either the setting or the fabric of existing listed structures is identified. On this basis, no residual impacts arise for review.
c) It must not result in the unacceptable loss of designated greenspace or other important amenity open space;	The Mersey Gateway Project will result in the loss of c. 24ha of Greenspace within the route corridor, representing 1.4% of total Greenspace in Halton. The loss is mainly at St Michaels Golf Course, which is heavily contaminated and currently closed to the	The Project will result in the loss of Greenspace. The main loss at St Michaels Golf Course will not however result in any current loss of amenity	No mitigation measures for the proposed loss of designated Greenspace are proposed as part of

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	general public. There are no current proposals nor timescale for its remediation.	given that it is closed nor will it prejudice the ability of the space to function as greenspace when it has been remediated. Whilst there is therefore a loss of greenspace, there is no suggestion that the scale of loss is unacceptable.	the Mersey Gateway Project. The residual impacts will however be limited.
d) It must not use the best and most versatile agricultural land grades 1,2, and 3a, and if any agricultural land is used the impact on agricultural viability and productivity should be minimised.	The Mersey Gateway Project will result in the loss of low (grade 5) agricultural land at Wigg Island. This land does not form part of an active agricultural unit. The remainder of the Green Belt at construction will continue to be suitable for use as agricultural land following development if so required.	The Project is considered to be in general compliance with this policy objective.	No mitigation measures are proposed, and no residual impacts arise for review.
INFRASTRUCTURE			
a) It must include adequate provision for any necessary improvements to utilities and services resulting from the development. It must not result in unacceptable public expenditure to secure necessary improvements in infrastructure;	Whilst this policy is of limited relevance, where necessary the Mersey Gateway Project provides for the improvement of local infrastructure and services.	The Project is considered to be in compliance with this policy objective.	No mitigation measures are proposed, and no residual impacts arise for review.
b) It must meet the Council's on site drainage requirements and where there are off-site drainage problems this must be dealt with to the Council's satisfaction.	The proposed highway drainage strategy will lessen the rate of discharge of run-off to local watercourses and will therefore reduce flood-risk. The proposed surface water drainage systems will also ensure that there is no increase in the risks of flooding within the application site or the surrounding catchment area.	The Project is considered to be in compliance with this policy objective.	No impact arises, no mitigation measures are proposed, and no residual impacts arise for review.
MANAGEMENT OF RESOURCES			
a) It must not prejudice the planned development of a larger site or area for which comprehensive proposals have been	The Project will not prejudice any comprehensive proposals which are either	The Mersey Gateway Project is considered to be	No mitigation measures are

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approved or are in preparation;	approved or in preparation. Conversely the Project can act as a catalyst for the regeneration of Southern Widnes and Runcorn, and contribute to the comprehensive redevelopment of these areas in accordance with the policy framework set out in the emerging LDF.	in compliance with this policy objective.	proposed, and no residual impacts arise for review.
b) It must take in to account the need for energy efficiency by means of building orientation, site layout and by use of passive and active energy saving designs;	The Project constitutes a transportation based development. This policy objective is not therefore applicable to the proposal.	Not applicable.	Not applicable.
c) It must maximise the use of recycled materials within the development;	Whilst the scope is limited, the Project will utilise recycled materials where appropriate.	The proposal will accord with this policy objective where the opportunity arises.	No mitigation measures are proposed, and no residual impacts arise for review.
d) It must minimise the amount of waste produced during construction and subsequent operation of the development;	Given the nature of the proposal, the Project is likely to give rise to significant quantities of waste during the construction phase. The intention is however that the quantity of waste will be minimised where construction and methodology allows.	The proposal is considered to be in compliance with this policy. In any event a Site Waste Management Plan to establish a framework for systematically identifying and quantifying Project waste arisings, and developing an appropriate management plan and reporting project wastes.	No residual impact arises.
e) It must ensure that adequate on-site provision is made for waste storage and collection, in a suitably enclosed and screened area;	The on-site recycling of waste materials were appropriate is proposed to be delivered as part of the Site Waste Management Plan	The proposal is considered to be in compliance with the	No impact arises and no residual impacts arise for review.

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		provisions of this element of the policy	
f) It must promote means to reduce the demand for water, by making the best use of current resources;	The Mersey Gateway Project is transportation focused, and the provisions of this element of the policy are not relevant	Not applicable.	Not applicable.
g) It must take into account the need and potential for sustainable drainage techniques.	Where possible, existing highway drainage will be utilised or adapted. The proposed surface water drainage systems will ensure that there is no increase in the risk of flooding within the Study area and within the surrounding catchment areas.	The Mersey Gateway Project is considered to be in compliance with this policy objective.	

Policy BE2 – Quality of Design

The quality of design of a development proposal will be assessed by considering it against the following matters that influence overall design

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<p>1. The quality of design of a development proposal will be assessed by considering it against the following matters that influence overall design:</p> <ul style="list-style-type: none"> • Layout; • Density; • Scale; • Massing; • Height; • Materials; • Landscape; • Access; • Accessibility; • Public realm issues e.g. open space, squares etc.; • Topography and site levels; • Local distinctiveness & character; • Energy conservation. 	<p>The Project design has had regard to those elements that are relevant by virtue of the following:</p> <ul style="list-style-type: none"> - Seeking to deliver an iconic design which not only fulfils its highway function but which is capable of acting as a regional landmark - Incorporating landscaping from the outset; - Engineering has responded to environmental impacts; - Setting, scale and geometry arising in response to the urban fabric; - Introducing greenery into the degraded margins of the estuary consistent with environmental objectives and improved habitat diversity; - Deploying measures for visual, noise and environmental mitigation through design development; - Responding to the character of the landscape; 	<p>The evolution of the Project design has had full regard for the provisions of policy BE2.</p>	<p>No mitigation measures are proposed, and thus the residual impacts will be neutral.</p>

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	<p>- Providing, maintaining and developing permeable vehicular, pedestrian and cycle linkages.</p>		
<p>2. In considering a development proposal against the above matters particular regard will be had to the following guiding principles. Development should be designed to:</p> <p>a) Respect and utilise any positive characteristics of the site.</p>	<p>The Project utilises land in Widnes that is primarily degraded industrial in character and land in Runcorn which is partly industrial but primarily highway land. There is little that is positive that is capable of being utilised. In respect of the natural Estuary features the Project will have no significant morphological or estuarine impacts upon the Mersey Estuary in excess of the naturally occurring rate of change. During both construction and operation, the Project, given appropriate mitigation, will cause no significant harm to biodiversity or to the habitat and wild bird importance of the integrity of the Mersey Estuary SSSI, SPA or Ramsar Site</p>	<p>The Project is considered to be in compliance with this policy objective.</p>	<p>No impact nor residual impact arises</p>
<p>b) Respect and relate well to existing adjacent buildings and features of townscape value.</p>	<p>The ES exercise has undertaken a full review of the</p>	<p>The proposal is therefore considered to be in broad compliance with this policy</p>	<p>No mitigation measures are</p>

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	Project in respect of existing buildings and townscape features and concludes that no material impact would arise. In respect of the two listed bridge structures (SJB and Aethelfleda) the main bridge structure is considered to be in keeping with and capable of being readily accommodated within the grand scale of the estuary setting. No adverse impact is identified.	objective.	proposed and no residual impacts arise for review.
c) Optimise the relationship and integration of buildings, and the surrounding hard and soft landscape.	The landscape and public realm proposals which accompany the application submissions demonstrate that, on implementation, the built elements of the proposals will be effectively integrated with the existing built environment.	The Project is considered to be in general compliance with this policy objective.	No mitigation measures are proposed and no residual impacts arise for review.
d) Respect the nature and character of the surrounding area including its established arrangement and alignment of streets, building frontages, any architectural or historical characteristics, other structures and landscape features and their interrelationship.	The Project as a whole has sought to respect the existing nature and character of the existing built fabric. The ES exercise has undertaken a review of the architectural and historic value within existing buildings and has concluded that no material adverse impact would arise. In respect of the two listed bridge structures the assessment concludes that the proposed works would not	The Mersey Gateway Project is considered to be in compliance with this policy objective.	No mitigation measures are proposed, and no residual impacts arise for review.

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	materially affect their character or setting.		
e) Create visual interest, particularly at street level, by attention to detailing such as decoration, pattern, use of colour and materials, lighting and landscaping.	The Project works as a whole have sought to incorporate visual interest and to create visually attractive spaces at ground level as it passes through Widnes and Runcorn. In respect of the main river crossing the quality of the design, its lightness of cabling and structure, and choice of materials ensures that it has the capacity to generate visual interest and to be considered as an iconic structure and regional landmark.	The Project is considered to be in general compliance with this policy objective.	No mitigation measures are proposed, and no residual impacts arise for review.
f) Provide an attractive built frontage with quality facing materials if it is easily visible from a road, footpath, open space, canal or railway.	The Project design has taken particular care to ensure that the public elements of the road works, embankments, walling etc are as attractive as they can be having regard to their function and context. The Design and Access Statement sets out how this will be achieved and provides visual representation of the proposed works.	The design evolution of the Project has sought to minimise the visual impacts and provide enhancement where possible. The Project is therefore considered to be in general compliance with this policy objective so far as possible.	No mitigation measures are proposed, and no residual impacts arise for review.
g) Maintain and protect views which are important to the character and visual amenities of the area.	The main views, which are important to the character and	The Project is considered to be in general compliance with this policy objective.	No mitigation measures are

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	amenity of the area, are mainly those related to the Estuary and the Silver Jubilee Bridge, and to a lesser extent the Aethelfleda Railway Bridge. It is anticipated that the Project and in particular the main span across the River will become a notable feature within the estuary setting, adding positively to the existing visual character and not detracting from any existing view or visual character		proposed, and no residual impacts arise for review.
h) Be of a height, massing, density and layout that respect's human scale.	The Project works have to successfully achieve their function as a major link in the regional transport infrastructure. This means that the scale of the project is inevitably large. However within this constraint exerted by its function the Project has sought to incorporate human scale elements wherever possible in terms of landscaping, public realm etc.	The Project is considered to be in general compliance with this element of the policy.	No mitigation measures are proposed, and no residual impacts arise for review.
3. Development should also take the following factors into account: a) Original and innovative architecture will be encouraged provided that it respects the character and appearance of its setting.	The Project will represent a modern road facility designed to accord with current standards. The scheme design has sought to incorporate an innovative approach to architecture through the lightness of cabling and structure, and choice of materials.	The Project will as far as possible incorporate innovative and original architecture and as such is considered to be in general compliance with this policy objective.	No mitigation measures are proposed, and no residual impacts arise for review.

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<p>b) Developments which create a landmark or focal point will be acceptable where they will create an attractive 'reference point' or help to create identity in an area lacking character or attractiveness.</p>	<p>The intention is that the architectural merit of the proposals will allow for the bridge to become regarded as an iconic structure in its own right within the Estuary setting, set alongside the Silver Jubilee Bridge and Aethelfleda Railway Bridge.</p>	<p>The Project will as far as possible protect the existing built heritage of the area, and concurrently add to the existing character of the area. The proposal is therefore considered to be in compliance with this policy objective.</p>	<p>No mitigation measures are proposed, and no residual impacts arise for review.</p>
<p>c) Where the existing area has little character or clear form then development should be designed to give a stronger identity to that area; developments of more than one building should have a co-ordinated overall design with consideration given to proper provision of access into and between the various elements of the scheme.</p>	<p>Those parts of Widnes and Runcorn where the built elements of the works pass through have little inherent character or form. The proposals will deliver new areas of public realm and landscaping whilst also acting as the catalyst for wider spatial change that can be brought forward as part of the LDF process.</p>	<p>The Project works are, where relevant, considered to be in compliance with the provisions of this element of the project.</p>	<p>No mitigation measures are proposed, and no residual impacts arise for review.</p>
<p>d) The provision of public art and the integration of art and craftwork into the design of the development scheme.</p>	<p>Given the nature of the proposal, this policy objective is not relevant to the project works.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>
<p>4. External Appearance and Style</p> <p>Planning permission will not be granted for development that would have an unacceptable effect on the character of the surrounding area because of its external appearance and style.</p>	<p>The Environmental Assessment and Design and Access Statement undertaken as part of the submission exercise concludes that the style and appearance of the proposals, both as it passes through the</p>	<p>The Mersey Gateway Project is considered to be in keeping with the character and appearance of its setting and has the ability to add to the estuary setting and be regarded as an iconic structure and regional landmark. The proposal is therefore considered to be in</p>	<p>No mitigation measures are proposed, and no residual impacts arise for review.</p>

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	<p>built up area of Widnes and Runcorn and as it crosses the Estuary, would not have an unacceptable effect on the character of the surrounding area.</p>	<p>general compliance with this policy objective.</p>	