

THE TRANSPORT AND WORKS ACT 1992

**THE TRANSPORT AND WORKS (APPLICATION AND OBJECTIONS PROCEDURE)
(ENGLAND AND WALES) RULES 2006**

THE RIVER MERSEY (MERSEY GATEWAY BRIDGE) ORDER

**REQUEST FOR DIRECTION UNDER SECTION 90 (2A)
OF THE TOWN AND COUNTRY PLANNING ACT 1990
RULE 10(6)**

To: The Secretary of State for Transport, Great Minster House, 76 Marsham Street, London SW1P 4DR.

1. Halton Borough Council (the "**Applicant**") hereby seeks, pursuant to rule 10 (6) of the above rules (the "**Rules**"), a direction from the Secretary of State under section 90 (2A) of the Town and Country Planning Act 1990 that planning permission, so far as it is required, be deemed to be granted for the development sought to be authorised by the Order now being applied for within the various limits provided for in the draft Order and the accompanying deposited plans and sections.
2. The proposed development comprises the construction and operation of a new carriageway and bridge crossing of the River Mersey between Widnes and Runcorn (the Mersey Gateway Bridge) and its linkage with the existing highway network. The principal works proposed in the Order comprise:
 - a) From the A562 Speke Road in Widnes, the creation of a Main Toll Plaza, canopies and accompanying administration and staff welfare facilities;
 - b) Construction of extended link roads to the north and south of the Main Toll Plaza to allow access from Speke Road to Ditton Junction for vehicles not proposing to cross the Mersey Gateway Bridge;
 - c) Re-configuration of the existing Ditton junction from a roundabout to a signal controlled arrangement and the creation of a grade separated junction, with the new

highway taken over the local road system on a single span bridge. The southbound on-slip and the northbound off-slip roads from the new carriageway to the Ditton junction area to accommodate toll collection facilities;

- d) Construction of a single span bridge or tunnel over the Garston to Timperley rail freight line;
 - e) Construction of a viaduct crossing of Victoria Road comprising a high-level, multi-span viaduct connecting the structure at d) above to the edge of the Widnes Loops Junction, including the crossing of Victoria Road;
 - f) Construction of three new bridges over the new Widnes Loops Junction carriageways;
 - g) Formation of new embankments to support the new highway infrastructure;
 - h) Construction of the new St. Helens Canal Bridge crossing the St. Helens Canal;
 - i) Construction of the main bridge across the estuary comprising a total length of 2.13km from the northern abutment to the southern abutment, and incorporating cable stayed decks supported from three towers situated in the Upper Mersey Estuary;
 - j) Construction of a high level, multi-span viaduct over Astmoor Industrial Estate between the southern abutment of the Mersey Gateway Bridge and Bridgewater Junction, including demolition of light industrial building structures to accommodate the viaduct supports; and
 - k) Formation of a two-level interchange at the Bridgewater Junction with east-west movements at the lower level and the new road linking to the Central Expressway at the higher level, crossing the Bridgewater Canal.
3. The Order also provides for the compulsory purchase of land, various highway works (including their improvement, stopping-up or alteration), and other ancillary works.
 4. The proposed development is located wholly in the administrative area of Halton Borough Council.
 5. The Applicant's interest in the proposed development is as the local highway authority for the administrative area of Halton Borough. The Applicant's interest in land outside its ownership or control is as prospective purchaser.

6. Notice to property owners and occupiers affected by the proposed development has been given by way of service of notices under Rule 15 of the Rules and by other publicity required by those Rules.
7. The proposals are a Schedule 2 Project within the meaning of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and, therefore, no part of the proposals are permitted development within the meaning of the Town and Country Planning (General Permitted Development) Order 1995.
8. The following aspects of the proposals contained in the draft Order are or may be development requiring planning permission under section 57(1) of the Town and Country Planning Act 1990 as follows:

Proposals	Draft Order - Articles/Schedules
The scheduled works	Article 4 and Schedule 1
Miscellaneous ancillary works	Articles 4 (3) and 4 (4)
Highway alterations and improvements	Article 7 and Schedules 2 and 3
Ancillary works	Articles 4 (3) and 4 (4)

9. Further particulars of items currently identified as forming elements or possible elements of development proposed are contained in Appendix 1 to this request and comprise the development for which deemed planning permission is hereby sought.
10. The direction sought is one of deemed planning permission to be granted for the whole development and for each element of it and, in accordance with rule 10(6)(c) of the Rules, with aspects of access, appearance, landscaping, layout and scale being reserved for subsequent approval by the local planning authority to the extent and in the manner set out in conditions attached to the direction. Attached as Appendix 2 to this request are draft conditions which the Applicant currently wishes to propose.
11. There also accompanies this application, pursuant to rule 10(6)(d) of the Rules, a set of Planning Direction drawings showing some of the elements of development in further detail. These show the planning application boundary, the Limits of Land to be Acquired or Used and certain areas to be protected under the terms of the draft Planning Conditions in Appendix

2 of this Request, but are otherwise for illustrative purposes only. A schedule of the drawings is attached at Appendix 3.

12. An Environmental Statement also accompanies this application in accordance with the Rules.

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APPENDIX 1

ELEMENTS OF THE DEVELOPMENT OR POSSIBLE DEVELOPMENT

1. Works to the A562 Speke Road and construction of a New Toll Plaza

- a) Construction of carriageway and a new toll plaza on land formed by the line of the A562 Speke Road and an adjacent area to the south occupied by the disused St Michael's Golf Course.
- b) Construction of northbound and southbound toll booths and associated canopy structures, creation of traffic islands, introduction of lighting columns and provision of safety fencing, road signage and accompanying gantries.
- c) Construction of administration and staff welfare facilities for use in association with the toll plaza and crossing.
- d) Extended link roads at grade to the north and south of the new toll plaza to bypass the toll booths allowing access from Speke Road to Dutton Junction for non Mersey Gateway traffic.
- e) Extension of the existing culverts to the west of the new toll plaza which accommodate Stewards Brook and a public footpath so as to reflect the increased width of the carriageway.
- f) Formation of balancing ponds to the south of the new carriageway on either side of Stewards Brook.
- g) Use of land at St Michael's Golf Course as a works construction site; contractors construction compound for storage of materials, plant and machinery, contractors officers and parking together with erection of fencing and security measures. Restoration by re-grading to a state suitable for recreational purposes.

2. Ditton Junction to Timperley Freight Line

- a) Formation on embankment of a new carriageway running eastwards from the new toll plaza.
- b) Engineering and construction works relating to the formation of a signal controlled facility at Ditton Junction to replace the existing roundabout, with the associated

works to highway and kerb alignment, creation of traffic islands and accompanying safety fencing, road signage and gantries.

- c) Formation of a two span bridge to carry the new carriageway over the new Ditton Junction ground level arrangement, creating a grade separated facility in place of the former Ditton junction roundabout.
- d) Formation of an embankment to carry the new carriageway on eastward from the new Ditton Junction arrangement.
- e) Construction of a northbound off slip road from the new carriageway east of Ditton Junction to connect Queensway with associated embankment works. Engineering works associated with the formation of the new junction with Queensway including traffic signals, highway realignment and other works as appropriate.
- f) Construction of a southbound on slip road from Ditton Junction to the new carriageway with associated embankment works. Engineering works associated with the formation of the new junction including traffic signals, highway realignment and other works as appropriate.
- g) Construction of toll booths and associated canopy structures on the new southbound on slip and northbound off slip with associated lighting columns, safety fencing, signage and accompanying gantries.
- h) Relocation of the existing electricity sub station adjacent to the Anglo Blackwell compound on Ditton Road and construction of a replacement facility.
- i) Demolition of existing single storey commercial premises on Ditton Road and the removal of a scrap yard facility.
- j) Demolition of the existing alignment of the Widnes Eastern Bypass.

3. Timperley Freight Line to St Helens Canal, incorporating the new Widnes Loops junction

- a) The construction of a new single span bridge over the Garston to Timperley Freight Line to carry the new carriageway.

- b) The construction of a new, high level multi-span viaduct supporting the new carriageway and connecting the Freight Line Bridge to the edge of the Widnes Loops Junction, including the crossing of Victoria Road.
- c) Formation of a new junction between the Mersey Gateway and the existing A557 Widnes Eastern Bypass known as the Widnes Loops and comprising a northbound off slip and a southbound on slip. Works to be primarily based on embankment and substantial earthworks, structures within the junction would either be portal or box structures in reinforced concrete set within the earthworks.
- d) Construction of toll booths and associated canopy structures on the new northbound off-slip and southbound on slip with associated lighting columns, safety fencing, signage and gantries.
- e) Construction of a new bridge to carry the new southbound on slip over itself.
- f) Construction of the St. Helens Canal bridge comprising a high level three span crossing, linking the new carriageway to the north abutment of the Mersey Gateway Bridge.
- g) Removal of the existing road surface associated embankment of the Widnes Eastern Bypass between the new Widnes loops junction and Queensway and its reinstatement to grade.
- h) Demolition of existing brick properties and structures in the vicinity of Victoria Road and earthworks associated with the existing Widnes Eastern Bypass.
- i) Removal of the existing electricity sub station adjacent to Thermphos and the construction of a replacement facility elsewhere within the Thermphos site.
- j) Creation of a new culvert for the realignment of Bowers Brooks through the spans of the new St. Helens Canal Bridge.
- k) Temporary infill of the St. Helens Canal whilst maintaining its drainage water transfer function so as to provide for the main reception/transition and working area for the main bridge construction. On completion the Canal would be reinstated with some minor change to the alignment.

- l) Creation of a corridor to maintain the Transpennine Trail cycle and footpaths throughout the construction works.

4. Mersey Gateway Bridge

- a) Formation of the Mersey Gateway Bridge having a total length of 2.13 km between abutments. The crossing will comprise three sections as follows:
 - carriageways and approach spans of 550m from the north abutment to the edge of Widnes Saltmarsh;
 - an estuary crossing of 1,000m of cable stayed carriageway consisting of four spans supported by three towers. The towers will be polygonal, with a diameter of c.10m at water level tapering to a rectangular shape rising to c. 120-140m above the river level. The decks of the cable stayed spans will be twin parallel decks; and
 - carriageway and approach spans of c.580m from the the edge of Astmoor saltmarsh, over Wigg Island, Manchester Ship Canal and connecting with the south abutment positioned in Astmoor Industrial Estate.

Typical span lengths of the approach viaducts are 70-100m with an overall deck depth of 26m. There will be a maximum of 30 piers on the saltmarshes, of reinforced concrete 2m by 5m with height varying between c.12m (north) and c.23m (south) to match the vertical deck profile.

- b) Temporary use of part of Widnes Saltmarsh to allow for the creation of a stone haul road, approximately 5m wide and 500m thick with appropriate passing bay provision.
- c) Temporary use of part of Astmoor Saltmarsh and Wigg Island to allow for the creation of a stone haul road, approximately 5m wide and 500mm thick with appropriate passing bay provision.
- d) Construction of two temporary, piled jetties extending from the end of the two temporary haul roads allowing for access to construction of the foundations and towers within the inter-tidal zone.
- e) Construction of temporary cofferdam structure around the base of the towers, of 30m diameter with fixed vehicular links accessed from the piled jetties.

- f) Clearance of industrial structures within Astmoor Industrial Estate beneath the corridor of the new carriageway to allow for the construction of the end span and south abutment.
- g) Construction of the south abutment tower approximately 85m wide.
- h) General finishing works to the superstructure including painting, waterproofing, surfacing and installation of wind shielding, parapets, street lighting navigation lights, signage, gantries and road markings.
- i) Construction of a temporary transshipment facility between the Manchester Ship Canal and the River Mersey.

5. Astmoor Viaduct

- a) Formation of a high level multi span structure to be known as Astmoor Viaduct, crossing Astmoor Industrial Estate and linking the carriageway crossing of the estuary via the south abutment with a new crossing of Bridgewater Junction. The viaduct would be approximately 340m long comprising 12 spans with c20m end spans and c30m intermediate spans.
- b) Demolition and clearance of existing building/structures within Astmoor Industrial Estate to enable construction to take place.
- c) General finishing works including fitting parapets, kerbing carriageway construction, street lighting, road marking, safety fencing, signage and gantries.
- d) Temporary traffic diversions on Astmoor Road and Astmoor Busway during construction as required.

6. Bridgewater Junction

- a) Closure of the existing Daresbury/Bridgewater Expressway through route and its incorporation into the new Bridgewater Junction as the lower level within a grade separated arrangement.
- b) Formation of a new grade-separated Bridgewater Junction with the higher level linking the new carriageway north south with Central Expressway. This high level five span viaduct would be approximately 150m long and 27m wide.

- c) Formation of new north and south facing sliproads connecting the new carriageway with Daresbury/Bridgewater Expressway.
- d) Demolition of the two existing bridges carrying the existing line of the Central Expressway over the Bridgewater Canal.
- e) Construction of two new single span bridges over the Bridgewater Canal carrying the northbound off slip and southbound on slip.
- f) Construction of retaining walls and appropriate engineering operations.
- g) Finishing works including parapets, kerbing, street lighting, road markings, safety fencing and road signs.
- h) Removal of redundant Daresbury/Bridgewater Expressway carriageway within middle of the new Bridgewater Junction.

7. General Items Throughout the Works

- a) Diversion and relocation of services, plant and other equipment belonging to statutory undertakers, utility companies and others to facilitate the construction of the new carriageway.
- b) Works to permit the diversion of traffic, cycle and pedestrian routes affected by the proposed development.
- c) Relocation and/or provision of new road traffic signs, street lighting and carriageway lane workings at various locations along the alignment of the new carriageway.
- d) Formation of areas of hard and soft landscaping adjacent to and in the vicinity of the new carriageway and associated structures.

APPENDIX 2

The Town and Country Planning Act 1990

THE RIVER MERSEY (MERSEY GATEWAY BRIDGE) ORDER

DRAFT CONDITIONS ATTACHED TO THE DIRECTION AS TO DEEMED PLANNING PERMISSION DATED []

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 development" means the development authorised by the Order;

"the Environmental Statement" means the Statement submitted with the application for the Order on or about 30 May 2008;

"the local planning authority" means Halton Borough Council;

"the Order" means the River Mersey (Mersey Gateway Bridge) Order 200[];

"the Planning Direction Drawings" means the drawings of that description accompanying the application for the Order submitted on or about 30 May 2008;

"the relevant limits" means the limits within which, under the deemed planning permission to which these conditions relate, the development may be carried out; 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.

MERSEY GATEWAY PROJECT

Proposed Conditions

Time Limits

1. The development shall be commenced no later than the expiration of ten years beginning with the date that the Order comes into force.

Reason: To ensure that the development is commenced within a reasonable period of time commensurate with a development of this magnitude.

2. Written notification of the date of commencement of development or any phase thereof shall be sent to the local planning authority within seven days of such commencement.

Reason: To allow for the appropriate monitoring of the development to take place.

3. The development shall be carried out in accordance with the Planning Direction Drawings or otherwise within the Order Limits shown on the works plans and sections referred to in the Order and the provisions of Article 5 of the Order. Where it is proposed to construct the development otherwise than in accordance with the Planning Direction Drawings such development shall not commence, unless the prior approval of the local planning authority to the detailed plans of such development is first obtained.

Reason: To ensure that the design and external appearance of any works comprised in the development does not injure the amenity of the Borough of Halton and/or that reasonable modifications can be secured to avoid such injury.

Phasing of Development

4. Before the development is commenced, a Phasing Strategy setting out the stages (or sections) of the development shall be submitted to and approved by the local planning authority. Once the Phasing Strategy is approved, all development shall be carried out in accordance with this, 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.

Design, External Appearance and Materials

5. No phase of the development shall be commenced until details of the design, external appearance and facing materials of any building (as set out in the definitions above) within that phase have been submitted to and approved by the local planning authority.

Reason: To enable proper control to be exercised over the design of the development.

Construction Environmental Management Plan

6. Prior to the commencement of development a Construction Environmental Management Plan (CEMP) will be submitted to and approved by the local planning authority. As a minimum the Plan will comprise of the following elements:
- (a) Site Waste management plan;
 - (b) Pollution and contingency control, including monitoring regimes;
 - (c) Landscape and Visual management plan;
 - (d) Noise and Vibration management plan;
 - (e) Contamination and remediation management;
 - (f) Archaeology and cultural heritage management;
 - (g) Air quality management;
 - (h) Biodiversity management;
 - (i) Water and Hydrodynamics management; and
 - (j) Construction health and safety plan.

The development shall thereafter be implemented and operated in accordance with the approved plan, unless otherwise agreed in writing by the local planning authority.

Reason: To reduce the risk of adverse impact of construction on sensitive environmental resources and to minimise disturbance to local residents.

Construction Transportation Management Plan

7. Prior to the commencement of any phase of development, a detailed Construction Transport Management Plan (CTMP) will be prepared and submitted to the local planning authority for approval in writing. As a minimum this will include the following:
- (a) Traffic management at key nodes;
 - (b) Emergency vehicle routes;

- (c) Bus routes and stops;
- (d) Emergency vehicle recovery;
- (e) Emergency plans;
- (f) HGV routes and bans;
- (g) Worker parking areas and routes;
- (h) Times of operation; and
- (i) Vehicle washing.

The development shall thereafter be implemented and operated in accordance with the approved CTMP, unless otherwise agreed in writing by the Local planning authority.

Reason: To ensure that adequate measures are put in place to maintain highway safety.

Travel Plan

- 8. Prior to commencement of operation of any phase of the development commencing a Workplace Travel Plan shall be submitted to and approved in writing by the Local planning authority. The development shall then be operated in accordance with the Plan unless otherwise agreed in writing by the local planning authority.

Reason: To ensure so far as appropriate that the development functions in a sustainable fashion.

Landscaping

- 9. Prior to the commencement of each phase of development, a detailed landscaping scheme and associated working methodology shall be submitted to and approved 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 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.

The development shall thereafter be implemented in accordance with the approved scheme.

Reason: To ensure the appropriate landscaping of the development.

- 10. If, within a period of five years from the date of planting any tree that is removed, uprooted is 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 shall be submitted to and approved by the local planning authority for all elements of street furniture that is to be brought forward as part of the development.

Reason: To ensure that the detail is appropriate.

- 12. Before any 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 scheme shall include proposed levels of light, and levels of light spillage outside the order limits. Thereafter, no lighting shall be provided at the site other than in accordance with an approved scheme or an amended scheme approved 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 stage) and any highway junction improvements other than those shown on the Planning Direction Drawings, shall be submitted to and approved by the local planning authority. Any works necessary to ensure highway safety shall be completed before substantive construction activity served by such works or accesses is commenced during that phase.

Reason: To ensure highway safety.

14. Prior to the commencement of each phase of the development as set out within the Phasing Strategy, details of alternative access routes and/or diversions along the existing greenway, footway and cycle networks shall be submitted to and approved 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. Temporary closures shall be for no longer than is necessary to enable the works to be undertaken, unless otherwise agreed in writing by the local planning authority.

Reason: To enable community routes and facilities to be accessed during the construction stage of the Project, and to ensure that the integrity of the footpath network is maintained.

Contaminated Land

15. Prior to any phase of development commencing 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 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 statement unless otherwise agreed 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 construction works undertaken as part of this development and sited within the Upper Mersey Estuary are to be removed within three months of the end of the construction of any relevant phase

Reason: To ensure the appropriate restoration of the Upper Mersey Estuary.

17. Morphological monitoring of the Upper Mersey Estuary shall be undertaken during the construction period and for the first five years post construction of the Project. Details of a suitable Monitoring Programme shall be submitted to and approved in writing by the local planning authority prior to development commencing. Monitoring shall then be undertaken in accordance with the Programme unless otherwise agreed in writing by the local planning authority.

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.

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. Development shall not commence until drainage works have been carried out in accordance with an approved drainage strategy to be 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:

- a) Upper Mersey Estuary Local Wildlife Site;
- b) Middle Mersey Estuary;
- c) St. Helens Canal Local Wildlife Site;

- d) Manchester Ship Canal Local Wildlife Site; and
- e) Wigg Island Local Wildlife Site and Local Nature Reserve.

The development shall be carried out in accordance with the approved details.

Reason: To protect and minimise the impacts of development upon existing areas of ecological value.

- 21. Prior to development, details of an ecological monitoring programme to be undertaken during site clearance and throughout the construction and operation phase of the development will be submitted to and approved in writing by the local planning authority. Monitoring shall thereafter be undertaken in accordance with the programme unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that mitigation is effective.

- 22. Before any demolition commences or before the removal of any buildings or structures, an appropriately licensed bat survey shall be undertaken. Where bats are found the appropriate legislative requirements will be adopted including an application for a Natural England bat licence and the preparation of a suitable methodology for relocation.

Reason: To ensure that the species are sufficiently protected.

- 23. Before the commencement of any relevant phase of development a Method Statement shall be prepared in respect of the impact of the development on the water vole population for approval by the local planning authority. The Statement shall have regard to colonisation, creation of habitats and appropriate mitigation. The development shall be carried out in accordance with the techniques identified in the approved statement.

Reason: To ensure that the species are sufficiently protected.

- 24. Any clearance of vegetation undertaken as part of any phase of the Project which potentially affects bird breeding habitat should be undertaken outside of the bird breeding season of March to September in accordance with the provisions as set out within the Terrestrial Ecology chapter of the Environmental Statement.

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

25. A scheme and programme for the enhancement of Wigg Island LNR shall be submitted to and approved by the local planning authority. The proposals shall have regard to the creation of new and managed habitats, opportunities for translocation and the establishment of water bodies as set out within the ES. The scheme shall be carried out in accordance with the approved programme.

Reason: To deliver an appropriate degree of enhancement within the LNR.

26. Before any phase of development is commenced which has any physical impact on the saltmarsh land at Astmoor and Widnes Warth, a Saltmarsh Method Statement shall be prepared which shall set out the details of the following:

- a) the proposed translocation of the saltmarsh;
- b) storage methodology;
- c) restoration of the saltmarsh post construction;
- d) mitigation and management post restoration; and
- e) protection of retained saltmarsh areas (fencing, monitoring methodology etc).

The development shall thereafter be implemented in accordance with the approved methodology unless agreed in writing by the local planning authority.

Reason: To ensure appropriate protection of the identified saltmarsh areas.

A proposal for the improvement of bird breeding habitat, including the creation of pools, improvement of breeding habitat and the conversion of ungrazed to grazed saltmarsh shall be submitted to the Local planning authority before development commences.

Reason: To secure the wider benefit to the saltmarsh areas.

Aquatic Ecology

27. Prior to the commencement of any phase of development likely to affect the River Mersey aquatic ecology sampling shall be conducted within the Upper Mersey Estuary to ensure that no significant change in baseline conditions has occurred since the initial monitoring programme was completed in 2007. Details of these investigations shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that existing ecological habitats are protected.

28. Prior to the commencement of any relevant phase of development a Method Statement shall be prepared, submitted and approved in respect of the amount of Great Crested Newts that may be present within or affected by the development. The development shall thereafter be undertaken in accordance with the approved Statement unless otherwise agreed in writing by the local planning authority.

Reason: To ensure that the species is sufficiently protected.

Noise Monitoring

29. Before development is commenced, a Noise and Vibration Management Plan setting out the details of noise monitoring and attenuation during construction shall be prepared and submitted to and approved by the local planning authority.

Reason: To ensure that construction noise is adequately mitigated.

Archaeology

30. Before development is commenced, a written scheme for the investigation of areas of archaeological potential (as defined in the Environmental Statement) shall be submitted to and approved 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; and a watching brief during construction and recording works where this is necessary carried out in accordance with professional best-practice and in consultation with the archaeological advisors of the local planning authority.

Reason: To ensure adequate protection and recording of archaeological remains.

31. Prior to the carrying out of any works within the Widnes and Runcorn industrial heritage zones, works to Listed Buildings, and the industrial heritage zones/Conservation Areas will be preceded by the undertaking of Building Recording in accordance with the English Heritage standards outlined in Understanding Historic Buildings. A guide to good recording practice (2006) and will be detailed in a Written Scheme of Investigation to be prepared in consultation with the Cheshire County Council Historic Environment Officer (Archaeology) and English Heritage.

Reason: To ensure adequate protection of listed building and conservation areas identified to be affected by the development.

Navigation

32. Prior to the commencement of any phase of development which would have a potential effect on navigation, signage shall be installed to notify masters of vessels to the presence of cofferdams, piled jetties and air cushioned plant within the Estuary.

Reason: To minimise the risk to vessels and site workers.

33. Prior to the commencement of any phase of development, the Civil Aviation Authority will be informed of all temporary obstacles which exceed 300 feet (ft) (or 91.4m) above ground level for the purpose of communication to all pilots via Notices to Airmen (NOTAM) as 'Temporary Navigation Warnings'.

Reason: To ensure aircraft safety.

34. Prior to the commencement of any phase of development which affects the Upper Mersey Estuary, (Fiddlers Ferry Sailing Club and West Bank Boat Club) shall be notified of any proposed maintenance work on the New Bridge which may require a reduction in navigational air clearance or result in obstructions to navigation.

Reason: To ensure user safety.

Construction Compound

35. Before any phase of development is commenced, details of the location of any site construction compound for the proposed development 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 development shall thereafter be undertaken in accordance with the approved provisions.

Reason: To avoid obstruction of the highway by delivery vehicles manoeuvring and unloading, and from on-street parking by construction workers.

36. Any temporary site compound shall be reinstated to its former condition, or such condition as the local planning authority may approve, within one year of the completion of the development opening to the traffic unless otherwise agreed in writing by the local planning authority

Reason: To ensure effective reinstatement of land not permanently required by the development.

Wheel Cleaning Facilities

37. Prior to the commencement of any phase of development, details of wheel washing facilities provided in accordance with the provisions of the Construction Transportation Management Plan shall be confirmed in writing to the Local planning authority. The facilities shall be maintained for the whole period of construction for the cleaning of wheels of vehicles leaving the site and such equipment shall be used as necessary to prevent mud and stones being carried on to the highway.

Reason: To prevent stones and mud being carried on to the public highway to the detriment of road safety.

Implementation

38. All works or measures which require approval under these conditions shall be carried out in accordance with that approval, unless otherwise agreed by the local planning authority.

Reason: To ensure that these works or measures are implemented as approved.

APPENDIX 3

SCHEDULE OF DRAWINGS

Title	Drawing Number
Scheme Plan 1:10,000	B4027/4/H/100/200B
General Arrangement 1:2,500	B4027/4/H/100/201B
General Arrangement 1:2,500	B4027/4/H/100/202B
General Arrangement 1:2,500	B4027/4/H/100/203B
General Arrangement 1:2,500	B4027/4/H/100/204B
General Arrangement 1:2,500	B4027/4/H/100/205B
General Arrangement 1:2,500	B4027/4/H/100/206B
Structures Location Plan	B4027/4/B/001
Ditton Junction Bridge	B4027/4/B/PL/100
Freight Line Railway Bridge	B4027/4/B/PL/200
Victoria Road Viaduct	B4027/4/B/PL/300
Widnes Loops West Bridge	B4027/4/B/PL/401
Widnes Loops East and Slip Road Bridges	B4027/4/B/PL/510
Widnes Loops Slip Road Bridge	B4027/4/B/PL/610
St. Helens Canal Bridge	B4027/4/B/PL/700A
Mersey Gateway Bridge Sheet 1 of 4	B4027/4/B/PL/800
Mersey Gateway Bridge Sheet 2 of 4	B4027/4/B/PL/801
Mersey Gateway Bridge Sheet 3 of 4	B4027/4/B/PL/802
Mersey Gateway Bridge Sheet 4 of 4	B4027/4/B/PL/803

Astmoor Viaduct Sheet 1 of 2	B4027/4/B/PL/902
Astmoor Viaduct Sheet 2 of 2	B4027/4/B/PL/903
Bridgewater Viaduct	B4027/4/B/PL/1000A
Bridgewater Canal West Bridge	B4027/4/B/PL/1100A
Bridgewater Canal East Bridge	B4027/4/B/PL/1200A
General Arrangement Sheet 1 of 25	B4027/4/H/100/01
General Arrangement Sheet 2 of 25	B4027/4/H/100/02
General Arrangement Sheet 3 of 25	B4027/4/H/100/03
General Arrangement Sheet 4 of 25	B4027/4/H/100/04
General Arrangement Sheet 5 of 25	B4027/4/H/100/05
General Arrangement Sheet 6 of 25	B4027/4/H/100/06
General Arrangement Sheet 7 of 25	B4027/4/H/100/07
General Arrangement Sheet 8 of 25	B4027/4/H/100/08
General Arrangement Sheet 9 of 25	B4027/4/H/100/09
General Arrangement Sheet 10 of 25	B4027/4/H/100/10
General Arrangement Sheet 11 of 25	B4027/4/H/100/11
General Arrangement Sheet 12 of 25	B4027/4/H/100/12
General Arrangement Sheet 13 of 25	B4027/4/H/100/13
General Arrangement Sheet 14 of 25	B4027/4/H/100/14
General Arrangement Sheet 15 of 25	B4027/4/H/100/15
General Arrangement Sheet 16 of 25	B4027/4/H/100/16
General Arrangement Sheet 17 of 25	B4027/4/H/100/17

General Arrangement Sheet 18 of 25	B4027/4/H/100/18
General Arrangement Sheet 19 of 25	B4027/4/H/100/19
General Arrangement Sheet 20 of 25	B4027/4/H/100/20
General Arrangement Sheet 21 of 25	B4027/4/H/100/40
General Arrangement Sheet 22 of 25	B4027/4/H/100/41
General Arrangement Sheet 23 of 25	B4027/4/H/100/42
General Arrangement Sheet 24 of 25	B4027/4/H/100/43
General Arrangement Sheet 25 of 25	B4027/4/H/100/44
General Arrangement Sheet 25a of 25	B4027/4/H/100/33
General Arrangement Sheet 25b of 25	B4027/4/H/100/35