

**DARESBURY STRATEGIC SITE, HALTON – PLANNING APPLICATIONS:
16/00495/OUTEIA, 17/00406/FULEIA and 17/00407/OUTEIA**

**IMPROVEMENTS TO THE BRIDGEWATER CANAL AND ITS CORRIDOR –
DARESBURY STRATEGIC SITE**

BRIDGEWATER CANAL COMPANY LIMITED

24 JANUARY 2018

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INTRODUCTION

The Bridgewater Canal Company Limited (BCC) is the Statutory body responsible by statute for the navigation and maintenance of the Bridgewater Canal.

Bridgewater Canal related improvements are required within the Council's adopted planning policy, and in particular in the adopted Core Strategy. These improvements are in planning policy terms directly related to the development of the Daresbury Strategic Site and reflect the central role the Bridgewater Canal is anticipated to play in the successful delivery of this key Strategic Site.

Redrow North West (Redrow) have submitted a number of planning applications and appeals in relation to their major residential led mixed use development proposals for the Daresbury Strategic Site. The as yet undetermined applications are given the following reference numbers: 16/00495/OUTEIA, 17/00406/FULEIA AND 17/00407/OUTEIA. The Bridgewater Canal runs centrally through the Daresbury Strategic Site and through the wider Borough of Halton. Further information on the Bridgewater Canal can be found at <http://www.bridgewatercanal.co.uk/>.

We understand that Redrow and the Council are discussing setting up a Section 106 Agreement funding 'pot', the monies within which are to be used as an alternative to providing a new Marina and Linear Country Park along the Canal, to meet policy objectives associated with the development of the Daresbury Strategic Site. The monies are to be secured by a Section 106 Agreement related to the development proposals being brought forward by Redrow at Daresbury.

The Council has asked BCC to identify what Bridgewater Canal related improvements it considers are necessary as a consequence of the development currently proposed by Redrow. Appendix 1 includes details of the relevant Core Strategy policy and provisions within the Council's Draft Infrastructure Plan.

This report therefore sets out BCC's requested improvements to the Bridgewater Canal and its corridor within the Daresbury Strategic Site. The improvements are explained, justified and set in context. The plans attached show the Bridgewater Canal in the context of the Borough boundary and highlight some of the proposed areas for improvement.

The cost of the improvements identified by BCC are estimated at £3,797,000. The full cost should be met either directly from Redrow or via the Section 106 'pot' which the Council might establish. BCC considers that the improvements identified meet the CIL Regulation tests i.e. that they are necessary to make the development acceptable in planning terms, are directly related to the development, and are fairly and reasonably related in scale and kind. BCC also notes that Redrow are including within their scheme houses on the c. 5 acre site which is allocated for a new marina in the Core Strategy – by doing this Redrow will gain in land value and reduce their development costs (by not building the marina). This adds weight to the case for there being substantial funds made available for the Bridgewater Canal and canal related improvements.

In preparing this report and in identifying the improvements it includes, BCC has been mindful that in a number of key respects, the proposals being brought forward by Redrow within the Strategic Site depart from adopted policy. For example, Redrow are not currently committed to delivering a new Marina within the Strategic Site, are not proposing a Linear Country Park along the Canal and are not presently proposing to contribute to other improvements to the Canal and its Corridor.

Whilst BCC does not consider that the delivery of the improvements set out in this report will fully mitigate the loss of the key investments and infrastructure such as a new Marina and Linear Country Park, they would go some way towards ensuring that the development that comes forward at Daresbury brings some reciprocal benefit to the Bridgewater Canal and the wider area and would go some way towards meeting policy objectives.

The Bridgewater Canal was envisaged in the Core Strategy to be a focal point within the Daresbury Strategic Site because it's a unique historic asset for the Borough as a whole.

It is inevitable that development at Daresbury will directly benefit from the presence of the Canal, be it in terms of the quality of the environment, the heritage, ecological, amenity, recreational and sustainable transport opportunities it presents. It is inevitable that the use of the canal towpath will increase and that BCC's costs for maintaining and managing the Canal will increase as a result of new adjacent development. BCC will see no direct benefit from the development but will only incur increased cost. Securing improvements to the Canal and contributions to its future maintenance is considered to be entirely reasonable.

The improvements would make the Canal a more accessible and attractive place to visit and use for new residents at Daresbury, existing communities, boaters and others.

Key issues and opportunities are now considered in more detail in the following sections of this report.

Attached to this report are the following plans:

Plan 1 – Halton’s Administrative Boundary and the Bridgewater Canal

Plan 2 – The area between the A558 Eastern Express Way and the Borrows Bridge area

Plan 3 – Extract from the adopted Core Strategy, showing the proposals for the Daresbury Strategic Site

Plan 4 – Redrow’s Indicative Masterplan for their proposals within the Daresbury Strategic Site

REDROW'S PROPOSALS FOR THE DARESBUARY STRATEGIC SITE

Redrow have submitted planning applications for the following development within the Daresbury Strategic Site:

- 850 residential units
- 15,000 m² employment uses (B1) and
- a Local Centre of 3,000 m²

on c. 142 acres.

The as yet undetermined applications are given the following reference numbers: 16/00495/OUTEIA, 17/00406/FULEIA AND 17/00407/OUTEIA. There is a further parcel of 27 acres where no planning application has yet been submitted.

The total number of residential units delivered at Daresbury could be in the region of 1,200 – a significant and sizeable development by any measure.

The BCC has objected to Redrow's current proposals as they do not comply with the policy requirements of the adopted Core Strategy – in terms of the absence of critical necessary canal infrastructure that is required (including new bridge crossings of the Canal and a Marina), the physical interface of the proposals with the Bridgewater Canal and a lack of clarity as to how funds will be pooled to deliver the necessary canal infrastructure in the future.

This report focusses on the physical interface of the development proposals with the Canal and in particular how the proposals can and should deliver the objectives of maximising the interface between the development and the Canal – to make the best use of the Canal in the context of the Strategic Site.

The Bridgewater Canal is a major Heritage Asset and is being ignored. The Canal is a major linear asset that provides a source of open space, leisure and recreation opportunities which benefits both existing and new communities / developments and the wider community of Halton. The proposals submitted to date by Redrow turn their back on the Canal and its opportunities, which is disappointing and contrary to the objectives of the Core Strategy – in particular the absence of a Linear Country Park, a Marina and contributions to the improvement and maintenance of the Canal are considered serious omissions.

In line with the aspirations set out in the Core Strategy and the objectives which underpin shared sub regional initiatives such as The Bridgewater Way, BCC expects that the Council will ensure that new development in the vicinity of the Canal always make the most of potential interfaces with the Canal – in leisure, recreation, sustainable transportation and amenity terms. The Canal is a linear asset that provides a source of open space, leisure and recreation opportunities which benefits both existing and new communities / developments.

TO ACHIEVE POLICY COMPLIANCE – IMPROVEMENT PROPOSALS FOR THE BRIDGEWATER CANAL WITHIN THE DARESBUURY STRATEGIC SITE

BCC and Peel ownership within the Daresbury Strategic Site amounts to 45 acres. This ownership includes the Bridgewater Canal and its towpath and Preston Brook Marina – assets which will contribute directly to the quality of open space, landscape and public realm and the status of the Daresbury site as one which is ‘Strategic’ and transformational for the Borough.

Whilst Redrow’s planning applications propose connectivity to the Bridgewater Canal and the making use of its towpath / open space, with further open space being proposed adjacent to the canal as a key component of the scheme, Redrow’s proposals do not deliver the Linear Park that is required by the Core Strategy nor do they propose improvements to the Canal and its Corridor – again as required by the Core Strategy.

It is BCC’s view that the proposals within the Daresbury Strategic Site should pay for improvements to and should make the best use of the Canal and its Corridor as a source of heritage, open space, leisure, ecology, sustainable transport and recreational opportunities – to achieve policy compliance.

In a consultation response made on 27 September 2013 in relation to Redrow’s first planning application, BCC noted that the following enhancements / contributions to the Canal Corridor, paid for by Redrow would be necessary:

- the hard surfacing of the canal towpath between Keckwick Bridge and Waters Meeting
- the provision of new hard surfaced links to the towpath
- additional street furniture, signage and
- a maintenance contribution by way of a commuted sum to reflect the increased activity and thereby maintenance requirement that the BCC will inherit.

Subsequently, Redrow have made a number of further applications and the scale of the development proposals has increased.

It is further understood that discussions between Redrow and the Council are ongoing in relation to establishing a Section 106 Contributions ‘pot’ to fund works / improvements which align with the Core Strategy.

BCC has therefore now considered the scale and extent of the improvements that would be appropriate to the Bridgewater Canal, and these are detailed below. The current absence of Marina, Linear Country Park and contributions towards the improvement and maintenance of the Canal have been taken account of in formulating the proposals details.

The proposals are intended to go some way towards off-setting the potential loss of the Marina and Linear Country Park, but BCC reserves it right to maintain its original objections to the absence of these critical infrastructure items.

The works and improvements detailed below are intended to make the Bridgewater Canal and its corridor, more attractive and user friendly – in line with the objectives of the Core Strategy and shared initiatives such as the Bridgewater Way. They will benefit the new residents and occupiers at the Daresbury Strategic site and benefit the wider existing and proposed communities of Halton and beyond.

Further discussions in relation to these (and other proposals that the Council may have in mind) would be welcomed.

The location of the site specific works identified below are shown on the attached drawings.

1) Landscape Improvements within the Daresbury Strategic Site

The Canal corridor within the Daresbury Strategic Site should be improved. This should apply to the section of the Canal which falls between the A558 Eastern Expressway and beyond Borrow's Bridge (including Preston Brook Marina).

This area is shown on Plan 2. Within this 2.4 mile section planting and landscaping works should be completed.

An allowance of £30 per linear metre is assumed for these works – with a total resultant budget of £117,150. These works should include native shrub planting to help define boundaries and/or works to existing vegetation to enhance the appearance of the canal and towpath. Wildflower and the planting of fruiting plants would add interest and enhance biodiversity.

2) Improvements to Existing Pedestrian Connection / Access Points

In the section of the Canal between the Eastern Expressway and beyond Borrow's Bridge, more obvious locations for new or improved connection points would be at Borrow's Bridge, Cawley's Bridge, Waters Meet Bridge, Red Brow Lane, George Gleave's Bridge, Keckwick Hill Bridge and Keckwick Bridge from the two proposed employment parcels adjacent to the western edge of the Canal.

At the key connection / access points it is essential that signage, steps and barriers (where necessary) are provided to ensure that the routes are both clear, user friendly and safe in the context of anticipated increased usage.

A cost allowance of £50,000 is appropriate for each of the 7 existing connection points – to provide / improved signage, steps, barriers and handrails etc. This would give a total cost of £350,000.

The requirement for well-considered, properly designed connection points needs to be secured by planning condition / obligation. BCC will need the right to approve any new towpath connections / improvements to existing access points.

Improving connectivity within and around the Daresbury Strategic site must be a priority as Redrow are not proposing to link the A558 Eastern Expressway with the A56 until a later stage of their development. Improved connectivity will improve the development's sustainability.

3) Bridgewater Way – Towpath Improvements

The Canal towpath in Halton was the first of the Bridgewater Canal to be upgraded to 'Bridgewater Way' to form a multi user route.

The 7.5 miles in Halton were completed in 2006/07 to a 'rural' standard. In the 10 years since Halton was completed an additional 18.6 miles in the Leigh, Salford, Manchester and Trafford areas have been completed.

The cycle friendly, multi-user routes have been very successful and lessons have been learnt over the 10 years and the specification has developed, as follows;

- The width is now a minimum of 1.8m (where achievable) to help prevent collisions between users
- The 'rural' Bridgewater Way is no longer installed and specification has been upgraded to one which is more suitable and safer for cycle use.

The photographs below show the current section in Daresbury, Halton (top) and the most recently upgraded sections in Salford (bottom). Issues with width and ponding within the Daresbury section are evident.



Daresbury





Salford



To coincide with the planting and landscaping works and improved access points, there should be improvements to the towpath between the Eastern Expressway and Borrow's Bridge. These towpath works would align with the anticipated increase in usage arising from the development proposals at Daresbury and would transform the appearance of the Canal and corridor in the areas around and related to Daresbury.

A budget of £250 per linear metre would be required over the 2.4 mile / 3,905m section, giving a cost of £976,250.

Improving connectivity within and around the Daresbury Strategic site must be a priority as Redrow are not proposing to link the A558 Eastern Expressway with the A56 until a later stage of their development. Improved connectivity will improve the development's sustainability.

4) New Benches

Alongside these towpath improvements it is proposed that 5 new benches be installed along the Canal section between the Eastern Expressway and beyond Borrow's Bridge – one every ½ mile for user convenience.

A cost of £1,500 is allowed for the supply and fitting of each bench, resulting in a total cost of £7,500.

5) Aesthetic Improvements to Bridge Structures

There are six bridges within the section of Canal between the Eastern Expressway and Borrow's Bridge and one aqueduct (Red Brow Lane).

Improvements to the appearance of these structures should be undertaken. For example, graffiti on the Waters Meet Bridge should be removed and concrete repairs affected. Brick work can be cleaned and repointed. These works will complement the improvements works proposed to the towpaths and will do much to improve the users experience of the Canal and its corridor.

A sum of £40,000 per structure is assumed, resulting in a total cost of £280,000. This cost includes a general allowance for costs of gaining access for works to the bridges.

The photograph shows the existing footbridge at Waters Meet, which should be cosmetically improved.



6) Installation of Mooring Rings

The installation of 50 mooring rings (c. 20 per mile) along the length of the Canal between the Eastern Expressway and beyond Borrow's Bridge would provide visiting boaters with secure mooring points. Thus improving the use and functionality of the Canal in Halton.

A cost of £50 for supplying and fitting each mooring ring is allowed, resulting in a total cost of £2,500.

7) Installation of New Signage and Visitor Information Boards

Additional signage, finger post signage and seven new or improved information boards (in key strategic locations between the Eastern Expressway and Borrow's Bridge) would provide visitors with extra information including history, heritage and local attractions.

They would also help users navigate the canal and towpath and would complement the other improvements proposed within the section of the Canal.

This infrastructure and information would align with the anticipated increase in usage arising from the development proposals at Daresbury and would improve the appearance of the Canal and corridor.

A cost of £15,000 is allowed for new signage and a cost of £2,000 for the supply and fitting of each of the seven new Visitor Information Boards. This gives a total cost of £29,000.

The image below shows an example of an information board designed for Trafford:

New boards, specific to the Daresbury and wider Halton area would be designed and provided – offering information of local interest and relevance.

8) Preston Brook Marina Improvements

Without the prospect of a new Marina within Redrow's development the existing marina at Preston Brook should be improved to facilitate both increased numbers of visiting pleasure boaters and visiting boaters who require a safe area to carry out works to their craft.

These works would comprise:

- the installation of electric mooring points
- the installation of pontoons and
- the formation of a new 20 to 30 berth working area within the marina and
- the provision of a single storey social / meeting room of c. 900 sq ft.

These improvements at the existing Marina would to some extent meet the objectives of adopted Core Strategy – which were clearly to provide increased marina capacity at Daresbury and enhance the use and appearance of the Canal in that area, thereby maximising the potential of the Canal and its corridor and its positive interface with the development at Daresbury.

The provision of a single storey social / meeting room of c. 900 ft sq would complement the facilities at the Marina and would go some way towards aligning with the Core Strategy requirement of co-locating a Local Centre with the new Marina on the Daresbury site. The Council in the Core Strategy acknowledge the benefit of co-locating complementary uses to maximise potential and use.

These improvements are costed at a total of £1,885,000.

9) Management and Maintenance Contribution

It is inevitable that the use of the Canal and the Canal Corridor will increase as a result of new 850 home development coming forward at Daresbury. This is recognised in the adopted Core Strategy. Whilst increase usage is welcomed in principle, it will bring additional and increased management and maintenance cost to BCC.

A maintenance contribution by way of a commuted sum to reflect the increased maintenance and management cost arising from increased usage and the need for more intensive management and maintenance that the BCC will inherit.

This contribution at £150,000 is calculated to be the uplift in cost for maintaining and managing the 2.4 mile section of the Canal between the Eastern Expressway and Borrow's Bridge.

IMPROVEMENT AND MAINTENANCE AND MANAGEMENT COSTINGS

The table below provides further details of the works and costs which BCC request.

ITEM	ESTIMATED COST
01. Landscape Improvements within the Daresbury Strategic Site: within the 2.4 mile Canal Section between the Eastern Expressway and Borrow's Bridge area: native shrub planting and/or works to existing vegetation and wildflower and fruiting plants planting. A rate of £30 plm is assumed for this 2.4 mile / 3,905m section.	£117,150
02. Improve Existing Pedestrian Connection / Access Points: including new / improved signage, steps, barriers and handrails etc for the section between the Eastern Expressway and beyond Borrow's Bridge. An average allowance of £50,000 is assumed for each of the 7 access points.	£350,000
03. Upgrade / widen the towpath / Bridgewater Way between the Eastern Expressway and Borrow's Bridge (2.4 miles / 3,905m) £250 plm (terram base, 100 mm sub base, 40mm macadam, spray chip finish (golden decorative stone) and drainage provisions. Costs include an allowance for access constraints.	£976,250
04. Installation of 5 new benches between the Eastern Expressway and Cawley's Bridge (one every c. ½ mile for user convenience).	£7,500
05. Aesthetic improvements to the six bridges and one aqueduct between the Eastern Expressway and Borrow's Bridge at £40,000 each. Costs include an allowance for access constraints.	£280,000
06. 50 Mooring Rings supplied and fitted between the Eastern Expressway and Borrow's Bridge (c. 20 per mile at £50 each).	£2,500
07. Installation of new Signage (£15,000) and seven new Visitor Information Boards supplied and fitted (at £2,000 each) at the connection points between the Eastern Expressway and Borrow's Bridge.	£29,000
08. Preston Brook Marina Improvements:	
- Installation of electric mooring points	£75,000
- Installation of pontoons	£200,000
- Form new working marina (20 to 30 berth)	£1,500,000
- Provide social / meeting room (c. 900 sq ft)	£110,000
Costs include an allowance for access constraints.	
09. Maintenance and Management Contribution for the Canal section between the Eastern Expressway and beyond Borrow's Bridge – c. 40% increase in maintenance and management cost arising from increased usage and the need for more intensive management and maintenance equating to £7,500 per year for a 20 year period. General maintenance costs include: landscape maintenance; grass cutting; hedge cutting; aquatic weed control; floating debris removal; litter removal; general canal maintenance (canal wall repairs, dredging, towpath and access path repair, replacement safety signage) and general wear and tear.	£150,000
Total	£3,797,400
Total (Rounded)	£3,797,000

APPENDICES AND ATTACHMENTS:

Attached to this report is **Appendix 1** – which sets out the key Core Strategy policy and Council’s draft Infrastructure Delivery Plan provisions relating to Redrow’s proposals

Attached to this report are also the following plans:

- Plan 1** – Halton’s Administrative Boundary and the Bridgewater Canal – Overview Plan
- Plan 2** – Halton’s Administrative Boundary and the Bridgewater Canal – the area between the A558 Eastern Express Way and Borrow’s Bridge Highlighted
- Plan 3** – Extract from the adopted Core Strategy, showing the proposals for the Daresbury Strategic site
- Plan 4** – Redrow’s Indicative Masterplan - for their proposals within the Daresbury Strategic Site

Bridgewater Canal Company Limited
24 January 2018

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APPENDIX 1 – PLANNING POLICY EXTRACTS

THE ADOPTED CORE STRATEGY, HALTON BOROUGH COUNCIL (2013)

The Bridgewater Canal is a central feature within the Daresbury Strategic Site. It runs broadly through the centre of the site from the south to the north east.

The Daresbury Strategic Site is allocated in Halton Borough Council's adopted Core Strategy (2013) under Policy CS11 – East Runcorn. The Strategic Site sits within a Key Area of Change.

The Core Strategy notes that:

“Halton’s waterways [including the Bridgewater Canal] provide an attractive setting for waterside development, a recreational resource and help improve the image of the Borough.” (paragraph 2.42)

Policy CS11 – East Runcorn

The Daresbury Strategic Site is a major development site with c. 163 acres of employment land and 1,400 new homes envisaged in the Core Strategy.

In the Core Strategy specific items of infrastructure and principles of development are identified for the Daresbury Strategic Site, to ensure an appropriate relationship between new development that might come forward and the long established Canal. These items are explicitly referred to in Policy CS11 and include:

- An allocation for a mixed use local centre including a marina providing moorings for inland waterways craft sited alongside the Bridgewater Canal around the existing George Gleave's bridge.
- A 'principle of development' which requires a network of open spaces for nature conservation and recreation totalling over 40 hectares, including the conservation of Daresbury Firs, enhancements to the Keckwick Brook corridor, the creation of a linear country park along the Bridgewater Canal corridor, formal green space to serve the residential areas and smaller green spaces integral to individual developments.
- A principle of development which requires the timely provision of physical and social infrastructure (including two new vehicular crossings of the Canal) to support the development at the site and so as to not overly burden facilities in surrounding areas. In and off site provision and developer contributions, including the pooling of contributions across sites to deliver large items of infrastructure being needed to meeting the infrastructure requirements of the development area.

- A 'principle of development' which requires the promotion of walking and cycling and expansion of the Greenway network to provide clear and safe links to surrounding communities, including new pedestrian and cycle links to Sandymoor and improvements to the Bridgewater Canal corridor in line with the principles in Policy CS15: Sustainable Transport.

As the Council has recognised, pooling planning contributions from individual schemes / phases is an effective way of securing such funds and should be promoted. In line with part 2 of Policy CS11 within the adopted Local Plan, contributions should be pooled to ensure the delivery of key objectives within the East Runcorn 'Key Area of Change' and Daresbury Strategic Site which sits within this wider area.

In line with the aspirations set out in the Local Plan and the objectives which underpin shared sub regional initiatives such as the Bridgewater Way, BCCL expects that the Council will ensure that new development in the vicinity of the Canal (the Wharford Farm and Daresbury areas) always make the most of potential interfaces with the Canal – in leisure, recreation, sustainable transportation and amenity terms.

The Canal is a linear asset that provides a source of open space, leisure and recreation opportunities which benefits both existing and new communities / developments.

In the Core Strategy, the infrastructure that is proposed (local centre and marina) has been deliberately planned to be orientated and focused around the Canal, which is recognised within the Local Plan as a central feature and key opportunity within the Strategic Area.

Also, the Canal and its corridor needs to be improved and the improvements / enhanced maintenance costs need to be paid for by contributions from developments in the vicinity of the Canal, and delivered via planning contributions. This principle is recognised within the Council's Infrastructure Plan 2014 Review.

At paragraph 14.13, of the Core Strategy it is stated that:

"With regard to improvements to the Bridgewater Canal, given the likely rise in usage of the towpath and waterway itself, the Bridgewater Way Initiative operates as a the key delivery vehicle through which to channel such improvements and contributions to this initiative will be appropriate in certain cases."

The Core Strategy further describes the Bridgewater Way at footnote 89 as follows:

"The Bridgewater Way Initiative is led by the Bridgewater Canal Trust who wish to maximise the potential of the Bridgewater Canal as an integrated shared strategy cycle and pedestrian network; through the implementation of the Bridgewater Way Initiative which seeks to implement improvements to existing routes and public transport facilities on the vicinity of the Bridgewater Canal."

The Council are a non contributory member of the Bridgewater Canal Trust.

Policy CS15: Sustainable Transport

In the Core Strategy, the Bridgewater Way is identified as part of Halton's Sustainable Transport Network (para 18.3).

It is an objective of Policy CS15 that sustainable transport modes are encouraged. The Canal towpath will be accessible to pedestrians and cyclists from the Daresbury Strategic Site and will provide sustainable transport opportunities.

The improvements identified within this report will encourage sustainable transport modes.

Policy CS21 – Green Infrastructure

In the Core Strategy, the Bridgewater Canal is identified as part of Halton's Green Infrastructure – as a Green Corridor (para 24.2 and 24.3).

Policy CS21 requires that the Borough's green infrastructure will be protected, enhanced and expanded. The improvements identified within this report will help protect, enhance and expand the Bridgewater Canal's capacity to act as green infrastructure.

INFRASTRUCTURE DELIVERY PLAN, HALTON BOROUGH COUNCIL (2014)

As recognised in the adopted Core Strategy the Canal and its corridor needs to be improved and the improvements / enhanced maintenance costs need to be paid for by contributions from developments in the vicinity of the Canal, and delivered via planning contributions.



This principle is reinforced within the Council's Infrastructure Plan 2014 Review, which states at paragraph 3.1.4.16 that:

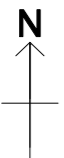
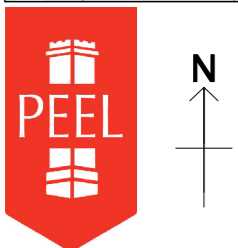
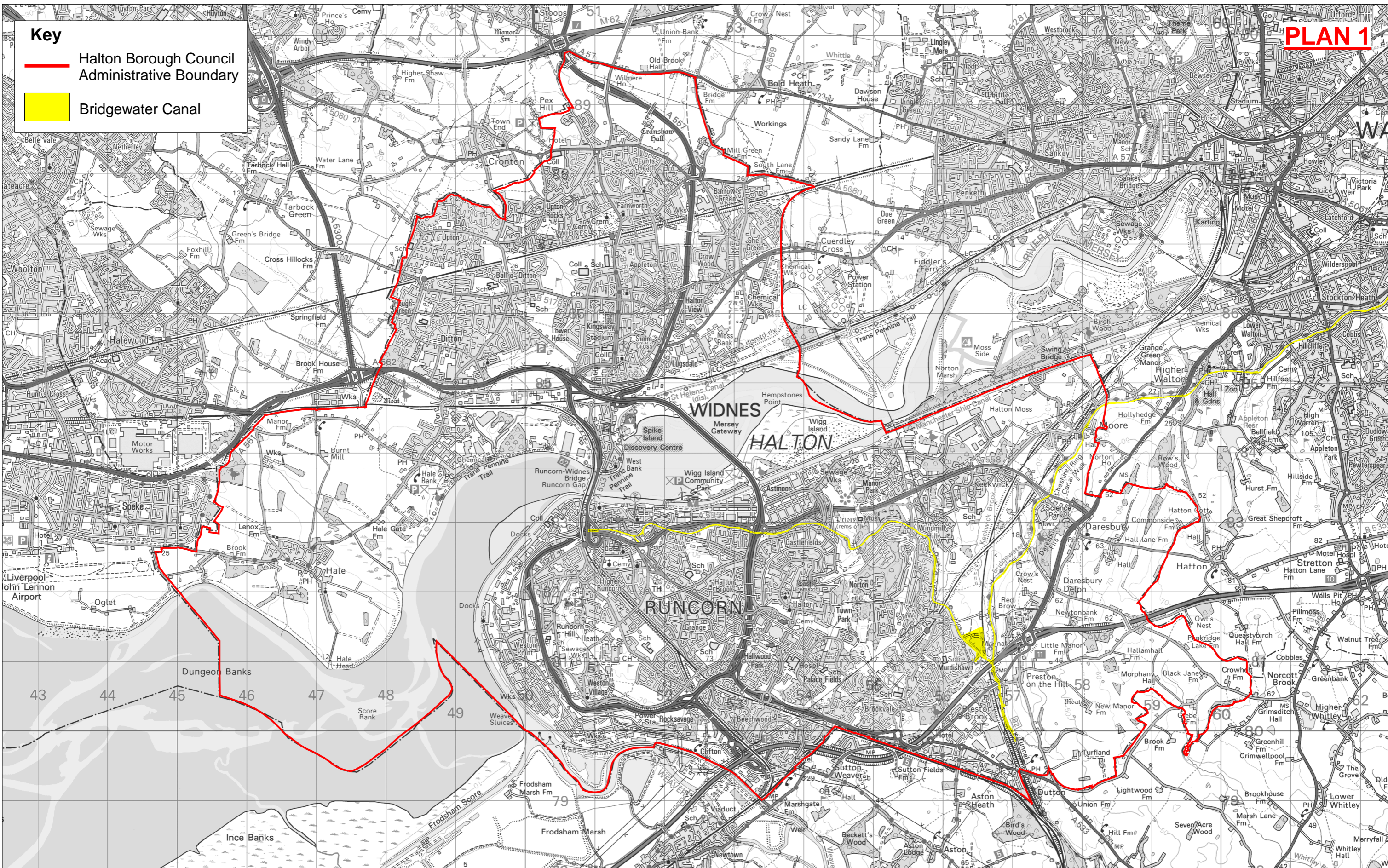
“Given that the level of usage of the canal and its towpath is likely to increase following the realisation of the aspirations for the area, improvements to the canal will be required. In addition to the enhancements identified in the East Runcorn Sustainable Transport Study, the Bridgewater Way Initiative exists as the appropriate vehicle through which to direct funds or contributions for improvements to the Bridgewater Canal towpath in the vicinity of the Daresbury Strategic Site.”

The Review goes on to identify “Section 106 contributions from development / Community Infrastructure Levy” as potential funding sources for the Bridgewater Way (pages 86, 93 and 97).

PLAN 1

Key

-  Halton Borough Council Administrative Boundary
-  Bridgewater Canal



Halton Borough Council Administrative Area with
Bridgewater Canal Shown
Plan 1 - Overview Plan







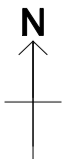
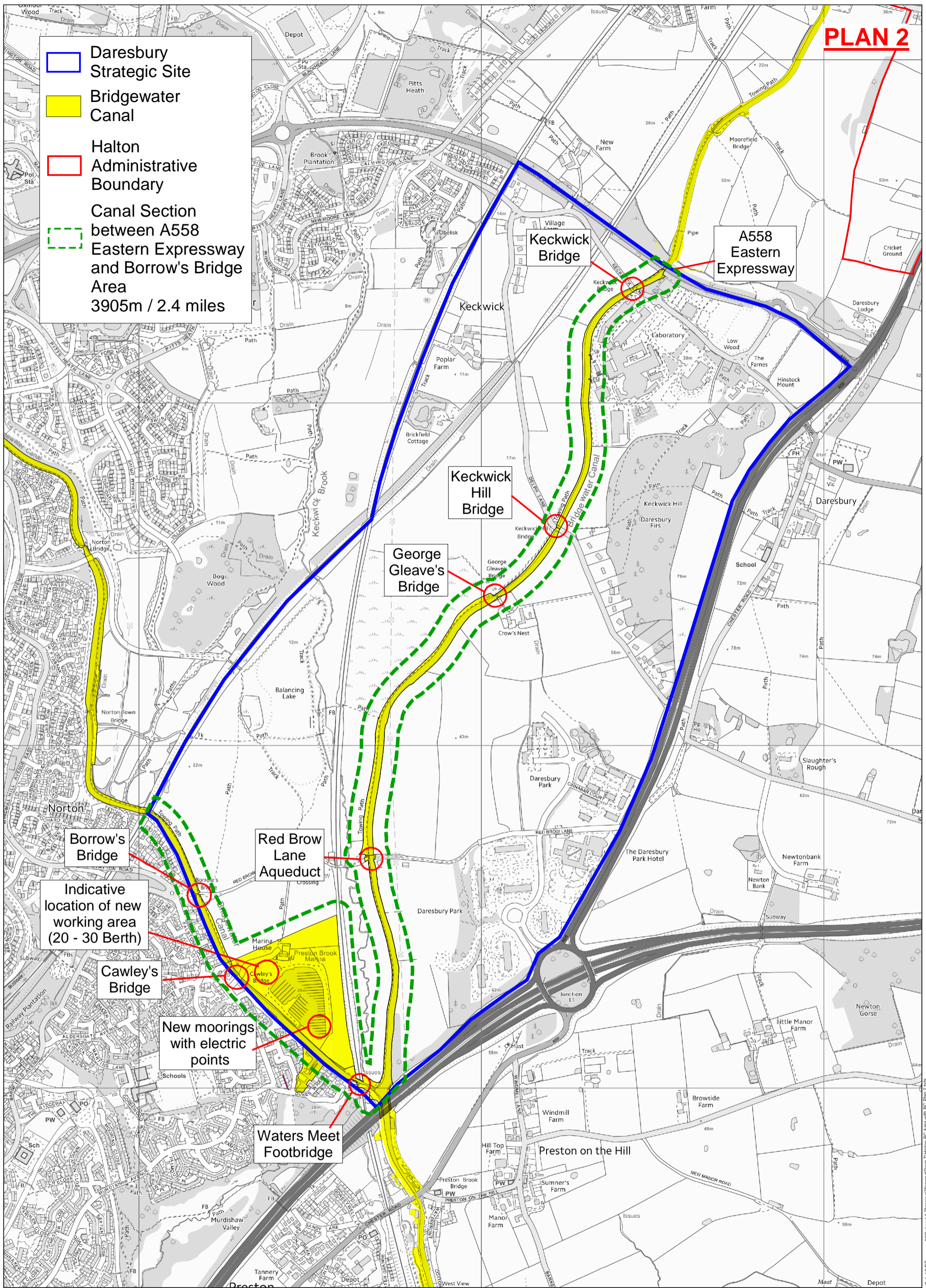
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PLAN 2

-  Daresbury Strategic Site
 -  Bridgewater Canal
 -  Halton Administrative Boundary
 -  Canal Section between A558 Eastern Expressway and Borrow's Bridge Area
- 3905m / 2.4 miles



Halton Borough Council Administrative Area with Bridgewater Canal Highlighted in the section between the A558 Eastern Expressway and Borrow's Bridge
Plan 2

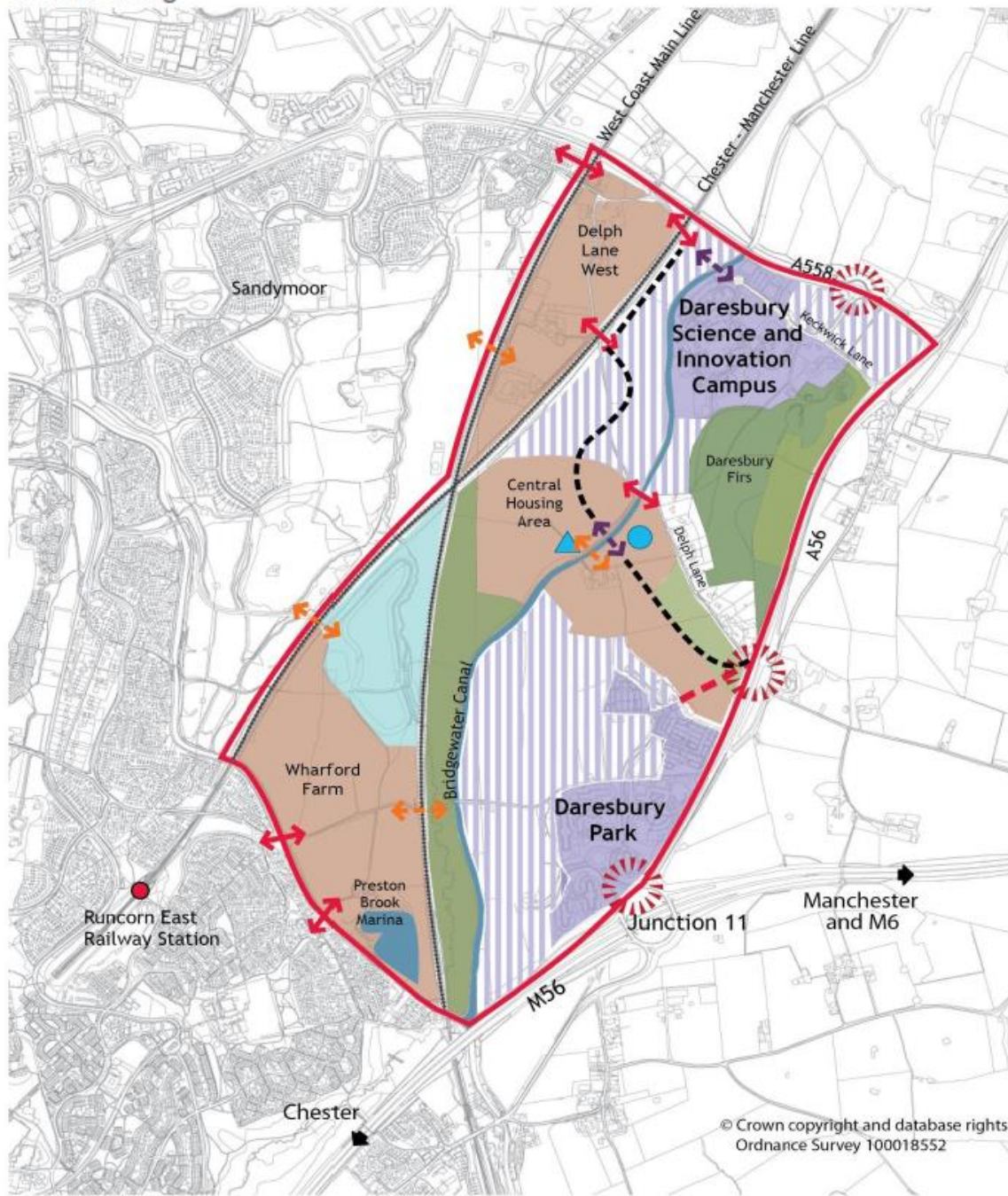


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PLAN 3

DARESBURY STRATEGIC SITE ALLOCATIONS

Figure 12: Daresbury Strategic Site Allocations within the East Runcorn Key Area of Change

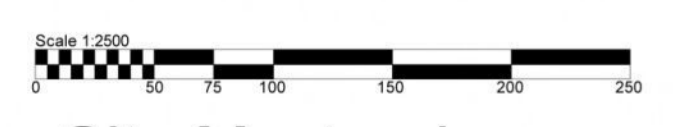
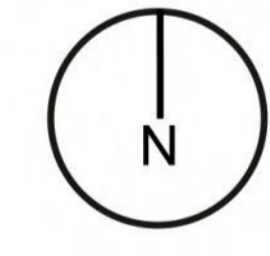
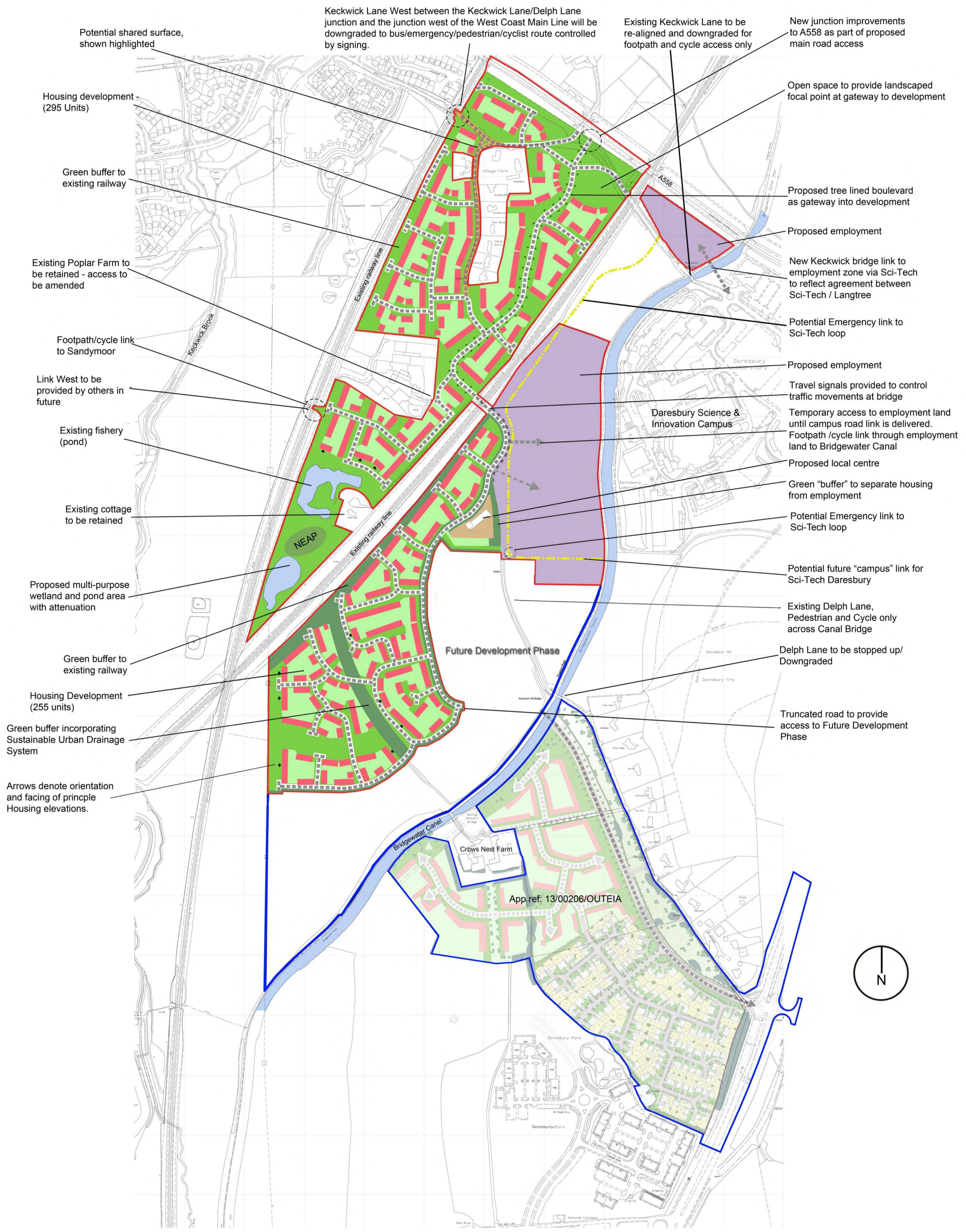


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| Daresbury Strategic Site | New Vehicular Bridge | Railway |
| Allocated Housing Site | Pedestrians / Cyclists only route | Marina |
| Greenspace | All purpose Route | Local centre |
| Daresbury Firs Local Nature Reserve | Bridge upgrade required | Balancing Lake |
| Regional Employment Site | Bus only link | |
| Allocated Employment Site | Indicative main Vehicular route | |
| | Strategic Gateway | |
| | Local Gateway | |

PLAN 4

PLAN 4



Indicative Site Masterplan
 IMP-001 ,
 Outline Application - REV T
 1:2500 @ A1
 May 2014

