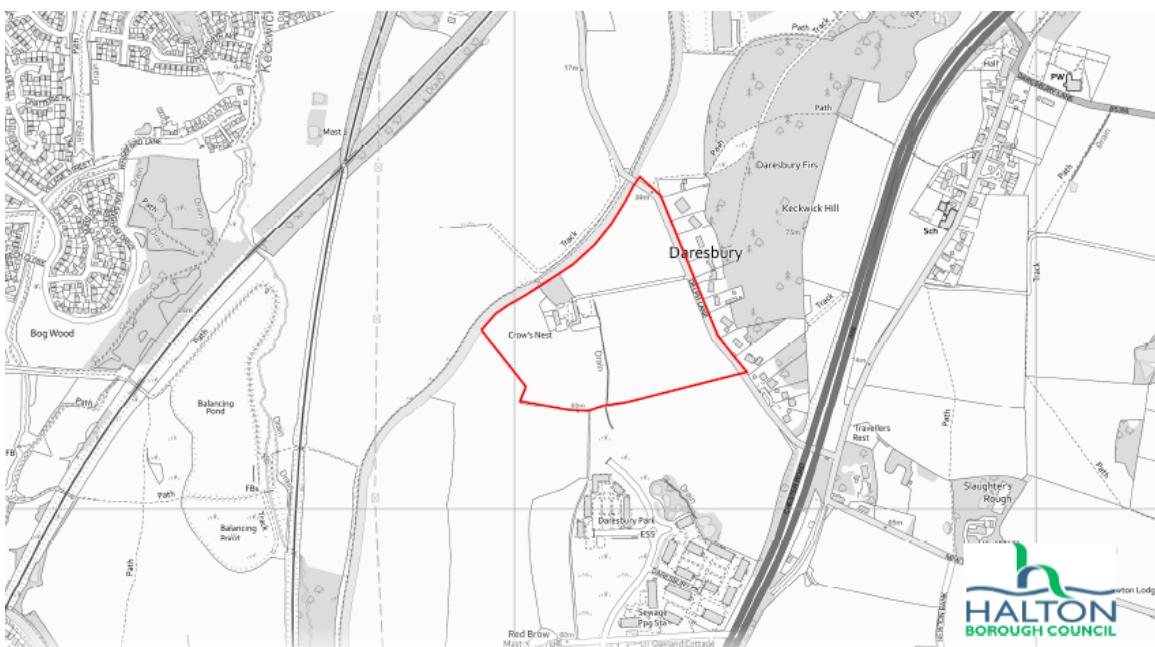


APPLICATION NO:	21/00319/FULEIA
LOCATION:	Land at Crows Nest Farm, Delph Lane, Daresbury.
PROPOSAL:	Development of 151 residential dwellings (comprising a mix of 3, 4, and 5 bedroom houses) and associated works.
WARD:	Daresbury
PARISH:	Daresbury
APPLICANT:	Redrow Homes
AGENT:	Gerald Eve
DEVELOPMENT PLAN ALLOCATION:	National Planning Policy Framework (2021) Delivery and Allocations Local Plan ('DALP') (March 2022). Allocated Residential Site Ref:R41.
DEPARTURE	Yes
REPRESENTATIONS:	Public objections received, details summarised in the report.
KEY ISSUES:	Principle of development, connectivity, layout, Highway impact inc. public right of way, residential privacy and overlooking, ecology, access, drainage, impact on Daresbury Firs.
RECOMMENDATION:	Approve Subject to Conditions



APPLICATION SITE

The Site

The application site is identified as site R41 in the Halton DALP and measures approximately 11.59ha. The site is accessed off Delph Lane via an existing junction off the A56. When complete, access to the proposed development will be taken off a new estate road that runs parallel to Delph Lane. Delph Lane will be retained as a cul-de-sac for existing residents.

The land is predominantly undeveloped greenfield land having been part of Crows Nest Farmstead. The area of land that the Crows Nest Farm buildings were located on is considered to be previously developed land.

The application site is situated and bound adjacent to the Bridgewater Canal crossings, Delph Lane Canal Bridge which forms part of the existing Highway network and, George Gleaves Bridge which is in the private ownership of Peel Holdings.

The site is overlooked to the north east by a line of existing residential properties along Delph lane. To the south east of the site is the Applicants earlier phase of development ref:20/00487/S73 and to the south west the Daresbury Business Park residential site allocation R84.

In the wider context the site is located, north of Junction 11 of the M56, east of Sandymoor, south of DSIC, west of Daresbury Village.

Planning History

The following planning history details concern planning approvals on the proposed application site or earlier phase of development by the same Applicant.

17/00407/OUTEIA - Resubmission of application 13/00206/OUTEIA hybrid planning application for up to 300 residential dwellings comprising: full planning application for 122 residential dwellings (mix of 2, 3 and 4 bedroom houses), new spine road, turning head to the east of Delph Lane canal bridge, new junction between the proposed spine road and the A56, pedestrian/cycle routes and associated works (Phase A); and outline planning application for up to 178 residential dwellings (all matters are reserved) (Phase B)

18/00290/FUL - Proposed earthworks to form new pre-development levels

20/00487/S73 - Application under Section 73 of the Town and Country Planning Act 1990 to vary Condition 1 (approved plans) of planning permission
17/00407/OUTEIA [Resubmission of application 13/00206/OUTEIA hybrid planning application for up to 300 residential dwellings comprising: full planning application for 122 residential dwellings (mix of 2, 3 and 4 bedroom houses), new spine road, turning head to the east of Delph Lane canal bridge, new junction between the proposed spine road and the A56, pedestrian/cycle routes and associated works (Phase A); and outline planning application for up to 178 residential dwellings (all matters are reserved) (Phase B)] to substitute the

approved plans with those now submitted. The detailed portion of the permission will now consist of 108 dwellings and the outline permission to consist of 192 dwellings resulting in a total of up to 300 residential dwellings

THE APPLICATION

The Proposal

The planning application was submitted with the following description of development:

Development of 151 residential dwellings (comprising a mix of 3, 4, and 5 bedroom houses) and associated works.

Documentation

The application was submitted with the following supporting documentation:

- Application form
- Set of proposed plans
- Landscape and visual baseline report
- Air quality assessment
- Ecology report
- Landscape visual impact assessment
- Transport assessment
- Planning statement
- Arboricultural impact assessment
- Bat survey
- Water vole survey
- Environmental statement update
- Design and access statement
- Flood risk assessment

Policy Context

Members are reminded that planning law requires for development proposals to be determined in accordance with the development plan, unless material considerations indicate otherwise.

Delivery and Allocations Local Plan ('DALP') (adopted March 2022)

CS(R)1	Halton's Spatial Strategy
CS(R)3	Housing Supply and Locational Priorities
CS(R)12	Housing Mix and Specialist Housing
CS(R)13	Affordable Homes
CS(R)15	Sustainable Transport
CS(R)18	High Quality Design
CS(R)19	Sustainable Development and Climate Change
CS(R)20	Natural and Historic Environment
CS(R)21	Green Infrastructure
CS(R)22	Health and Well-Being
CS(R)23	Managing Pollution and Risk
CS(R)24	Waste
RD1	Residential Development Allocations
C1	Transport Network and Accessibility
C2	Parking standards
HE1	Natural Environment and Nature Conservation
HE2	Heritage Assets and the Historic Environment
HE5	Trees and Landscape
HE7	Pollution and Nuisance
HE8	Land Contamination
HE9	Water Management and Flood Risk
GR1	Design of Development
GR2	Amenity
GR3	Boundary Fences and Walls

Supplementary Planning Documents ('SPD')

- Design of Residential Development SPD
- Draft Open Spaces Supplementary Planning Document

National Planning Policy Framework ('NPPF')

The last iteration of the National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for

England and how these should be applied.

Paragraph 47 states that planning law requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible and within statutory timescales unless a longer period has been agreed by the applicant in writing.

Paragraph 81 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

National Planning Practice Guidance (NPPG)

Together, the National Planning Policy Framework and National Planning Practice Guidance set out what the Government expects of local authorities. The overall aim is to ensure the planning system allows land to be used for new homes and jobs, while protecting valuable natural and historic environments.

Other Considerations

The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.

Equality Duty

Section 149 of the Equality Act 2010 created the public sector equality duty.

Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have taken this into account and given due regard to this statutory duty, and the matters specified in Section 149 of the Equality Act 2010 in the

determination of this application.

There are no known equality implications arising directly from this development that justify the refusal of planning permission.

CONSULTATIONS

The application was advertised via the following methods: Site notice posted near to the site, press notice, and Council website. Surrounding properties were notified by letter.

Following the Applicant's modification of the scheme a follow up 21-day consultation exercise was issued to neighbours and statutory consultees.

The following organisations have been consulted and any comments received have been summarised below and in the assessment section of the report where appropriate:

Bridgewater Canal Trust

No response

United Utilities

No objection subject to drainage conditions

Historic England

Defer to the Council's retained advisor.

Coal Authority

No objection

Environment Agency

No objection

Natural England

No response

Peel Holdings

No Response

National Grid

No response

Cheshire Police

No objection.

Network Rail

Objection – Number of issues raised regarding concerns of boundary security and risk of unauthorized rail crossings.

It should be noted that the application site is not located adjacent to a railway line. Therefore, it is considered that the proposal would not result in an adverse increased risk of illegal railway crossings to justify mitigation.

National Highways

No objection

Council Services

Archaeology

The application forms part of an ongoing series of applications concerning the development of dwellings on the land at Crows Nest Farm. The Cheshire Historic Environment Records for this proposed development site showed that the Cheshire Archaeological Planning Advisory Service (APAS) have previously been in consultation regarding the potential archaeological mitigation. A programme of mitigation was undertaken in 2020 and a subsequent formal report was submitted to APAS in 2021. APAS concluded that there was no further archaeological requirements relating to the proposed development outlined in this application

Conservation Advisor

No objection. Discussion on the advice is set out below.

HBC Contaminated Land

No Objection subject to submission of additional site investigation and risk assessment reporting for the former Crows Nest Farm Area. This will be secured by way of a suitably worded planning condition that will include the requirement for a remedial strategy for any identified discovered contaminants and pollutants. A validation report condition has also been recommended.

HBC Highways

Whilst no objections have been made to the scheme, the Local Highway Authority is continuing its discussions with the Applicant on some remaining detail issues that include a new diversionary route for the public right of way that exists on the application site.

An update will be provided orally on the night.

Lead Local Flood Authority

No objection

An engineer for the LLFA has reviewed the proposed surface water drainage

scheme. Two conditions have been recommended concerning a flood risk assessment to be submitted to the Council prior to development and a verification report to be submitted on completion.

MEAS – Ecology and Waste Advisor

No objection subject to conditions.

The scheme is accompanied by an environmental statement. This statement previously accompanied planning application ref:17/00407/OUTEIA that granted planning permission for 300No. dwellings on this and the adjoining application site. The key difference between this application and planning permission 17/00407/OUTEIA is the area of Crows Nest Farm that is now included in the red line plan.

Field data observation outcomes presented in the Applicant's Barn Owl Mitigation Strategy (ref: 6343.012, May 2021) as part of the supporting documentation to planning application ref:18/00290/FUL concluded that the barn located within Crows Nest Farm had barn owls nesting inside it. That strategy recommended that an alternative nesting site be provided in the form of a nest box at a location adjacent to the Bridgewater Canal or on a tree near to the site.

This requirement was conditioned as part of the approval of planning permission ref:18/00290/FUL. Redrow have confirmed that the alternative nest box requirement was implemented prior to the demolition of Crows Nest Farm.

The owl study ref: 6343.012, May 2021 identified the loss of foraging habitat as a long term impact of the proposed development. The Applicant's own strategy recommends:

it has been agreed that additional offsite mitigation for barn owls will be provided in consultation with the local barn owl group and/or Cheshire Wildlife Trust. The provision of offsite compensation for barn owls should be secured via a Section 106 agreement.

The Applicant's ecologist has submitted a mitigation strategy that sets out the scale of habitat improvements across the Daresbury Strategic Site (DSS). The DSS is comprised of the following application sites 20/00487/S7321/00337/REM (both approved), 21/00319/FULEIA subject of this application and applications 21/00702/REM, 21/00545/REM, 21/00714/OUTEIA, and 22/00007/FUL that are currently being considered.

The justification states that the total scale of improvement offered by the areas of habitat creation and the wider areas of habitat improvements equate to the habitat value of the farmland which is lost as a result of the Local Plan land allocation. Therefore, such improvements are considered to be sufficient compensation for the loss of foraging habitat and no off site improvement is required as part of a S106 agreement.

The Councils retained ecology advisor has reviewed the strategy and accepts its findings. A barn owl mitigation condition is recommended to secure this strategy.

The balance of other ecology considerations are to be secured by a series of conditions that are set out in the conditions section of the report.

REPRESENTATIONS

A total of 5 No representations have been received as a result of the publicity undertaken, the details of which are summarised below.

- Insufficient infrastructure to support the proposed dwellings
- Countryside should be left undeveloped
- Application will cause detrimental impact on nature and environment
- Development will spoil the rural appearance of the area
- Arable farmland should be retained for food security
- We should not be building on green lungs
- Daresbury Firs will be damaged by residents using it for recreation
- Existing bus routes do not stop in Daresbury Village
- Delph Lane Canal Bridge is not strong enough to withstand residential traffic
- Lack of local shops and amenities
- New properties will suffer with proximity to A56
- This will cause additional traffic to the M56

ASSESSMENT

Principle of Development

The planning application proposes the development of a residential development on predominantly green field land. The site is identified as Site R41 by the DALP Proposals Map and is allocated for residential development.

There are no policy based land supply or housing delivery restrictions for Site R41. Development for residential purposes is considered acceptable in principle.

Members are reminded that Development Management Committee ratified an officers recommendation for the approval of planning application ref:17/00407/OUTEIA in February 2018 for the development of 300 residential dwellings on part of this application site.

Highways Considerations - Access and Highway Impact.

The application is supported by a Transport Assessment. As noted earlier in this report, the scheme has been reviewed by an engineer on behalf of the Local Highway Authority. No objection has been made to the principle of development. Notwithstanding, discussions are ongoing regarding some design details that

require additional justification, an update will be provided on the night.

The following comments from the Highway Engineer are of note:

The principal of development was established and the prior Transport Assessment (TA) deemed acceptable following a full planning application 17/00407/OUTEIA and subsequent appeal in 2018.

An addendum Transport Assessment was undertaken as there are two alterations to the consented scheme; the reduction in the number of dwellings and a minor change to the red-line boundary.

The TA addendum is deemed acceptable in demonstrating that the original TA (2015) continues to be satisfactory from a highways safety, traffic and access perspective with the reduction in units meaning the junction assessments are robust and existing capacity of the local network protected. Indeed this application has a reduced impact to the consented larger development and is therefore acceptable.

Greenspace provision.

Policy RD4 'Greenspace provision for residential development' sets a requirement that development proposals of 10 or more dwellings are expected to make appropriate provision for the needs arising from the development.

The proposed scheme incorporates a number of incidental areas of green space which act as a natural break in the overall urban appearance of the scheme. In addition a formal area of equipped local play is proposed on site.

The development proposal by this planning application follows a suite of previously approved planning permissions ref: 16/00495/OUTEIA, 17/00406/FULEIA and 17/00407/OUTEIA. Those approvals were accompanied by an overarching S106 agreement. This development proposal is intended to in part supersede planning approval 17/00407/OUTEIA. The Applicant is in discussions with the Council to submit a deed of variation to include this development under the umbrella of that S106 agreement.

The S106 agreement details off site payment contributions towards the creation of the Linear Park adjacent to the Bridgewater Canal in Daresbury and improvements to the nearby Daresbury Firs.

It is considered that future residents of the proposed development will have good access to areas of greenspace upon occupation and throughout the lifetime of development following the delivery of the Daresbury Linear Park. Therefore the proposed development complies with the requirements of planning policies RD4 and CS(R)21 and is consistent with the previously approved scheme 17/00407/OUTEIA.

Ecology

As noted above, the Council's retained advisor has issued a response of no objection. This opinion is dependent upon the use of a schedule of recommended conditions and off site improvements to the Daresbury Firs to address anticipated increase in recreational pressure.

The Council's advisor has asked for additional clarification regarding barn owl mitigation. The Applicant's advisors are preparing an addendum to this mitigation strategy. An update from the Council's ecologist will be provided orally.

The conditions proposed by the Council's retained advisor have been accepted by the Applicant. These are detailed in the recommended conditions section of this report. A quick overview of the agreed matters is set out below.

Whilst no direct impact is proposed to the Daresbury Firs, the Council's ecologist has set out a concern that the development of 151 new dwellings in close proximity to the Daresbury Firs will result in an increase in recreational use. The Council has assessed this risk under the consideration of planning approval 17/00407/OUTEIA. That application contributed to a pooled S106 agreement that allocated for improvements to the Daresbury Firs. Once received, this allocation will fund infrastructure improvements to the Daresbury Firs to cater for the expected increase in footfall.

In terms of on-site impact. A cumulative loss of 691m of hedgerow is proposed by this application and the neighbouring approval 20/00487/S73. This represents a 63% loss of hedgerow habitats within the proposed redline plans.

Approximately 350m of this native hedgerow will be replanted on completion of works. A further 500metres of new native hedgerow will be planted adjacent to an area of greenspace on the eastern site boundary. This represents an overall net increase of native hedgerow on site of approximately 159metres. A species mix of the proposed new hedgerow planting is proposed as part of the ecological protection strategy, this is accepted. The requirements of this strategy will be secured by an appropriately worded planning condition.

Bat activity surveys undertaken on site have identified the Bridgewater Canal corridor to the North as a significant bat commuting route and foraging area. Lighting from the proposed development could affect the use of this area and the use of the retained and proposed hedgerows, and surrounding woodland areas. A lighting scheme can be designed so that it protects ecology and does not result in excessive light spill onto important habitats features in line with NPPF (P.180).

The following invasive species have been identified on site, Japanese Knotweed, Himalayan Balsam, Rhododendron Pontic and Cotoneaster. These species are listed on Schedule 9 of the Wildlife and Countryside Act and Schedule 2 of the Invasive Alien Species. A method statement for the treatment and eradication of these species will be required to be submitted as part of a construction management condition. An additional validation condition will be required to be submitted to demonstrate the eradication of the invasive species.

Drainage And Flood Risk

As noted previously, an engineer on behalf of the LLFA has reviewed the application and has raised no objection.

The application site is located entirely within flood zone 1. The nearest main river is Keckwick Brook and is located approximately 400m to the west of the site. An unnamed ordinary watercourse runs through the site from south to north and discharges into the Bridgewater Canal.

The LLFA is satisfied that the location of proposed development is acceptable in terms of planning policy and that it would be safe from fluvial flooding throughout its development life.

Based on the information submitted there appear to be potential risks associated with groundwater flooding that have not been considered in detail. This shortfall in detail will need to be addressed by the Applicant prior to the commencement of development on site. Details are to be secured by a suitably worded prior to commencement planning condition.

Design and Character

The scheme proposes a mix of 6No. different detached house types across a modern new build housing estate layout. A setback from the Bridgewater Canal and Delph Lane presents a visual break in the proposed urban appearance along an existing vegetative corridor that has value as an ecological foraging corridor and as a route for recreation and exercise.

Plots will benefit from individual garages and/ or private driveways and relatively large family gardens. The proposed dwellings will be built using a mix of bricks and rendered elevations with tiled roofs.

It is accepted that the finished development will mark a significant change to the existing design and character of the area. However, this is consistent with the Local Plan land allocation and subsequent design expectations of the Council's SPD 'Design of 'Residential Development''. It is considered that appropriate separation and privacy is provided within the site. All relevant standards have been met.

The application site is well designed and will accommodate a bus route through the estate and the Applicant's earlier phase of development approved by planning application ref: 20/00487/OUTEIA. The Applicant has worked with the adjoining land owner to ensure good connectivity to the residential land allocation identified as ref: R84 by the DALP land allocations plan. This will greatly assist connectivity for residents of both schemes and assist sustainable modes of travel.

The appearance, design and character of the scheme is considered consistent

with that of the previously approved hybrid application ref: 17/00407/OUTEIA.

As noted in the original suite of the Daresbury Strategic Site planning applications that were reported to Development Management Committee in February 2018, the scheme will deliver a shortfall to the housing development density target set by planning policy CS(R)3 'Housing Supply and Locational Priorities'. The originally reported shortfall has increased as a result of further site constraints being discovered. The additional site constraints relating to utility assets stand off distances have resulted in 27 fewer dwellings being built.

There remains sufficient development in the Daresbury Strategic Site to compensate for this shortfall. The proposed scheme is in keeping with recent large scale developments approved by this Council for the same developer.

Residential Amenity and landscaping

The Applicant has presented a scheme that meets the relevant standards for residential development as set out in the Council's SPD. Existing residents along Delph Lane benefit from a significant setback from Delph Lane.

The current Delph Lane is to be closed to through traffic and will be retained as a cul-de-sac. A new Delph Lane is proposed to run parallel from the A56 to a new canal bridge crossing which is subject to planning application ref:22/00007/FUL that is currently being determined. A retained area of green space will separate the two highways. The resultant interface between existing and proposed residents is well in excess of the required 21m interface.

The proposal secures the expectant levels of amenity and outlook protection for existing and future residents.

Affordable Housing

Planning policy CS(R)13 'Affordable Homes' requires all residential schemes of ten dwellings or more to provide 20% affordable housing provision. No affordable housing is proposed as part of this planning application.

The application site forms part of the former Daresbury Strategic site as it was known in the Core Strategy key area of change land allocation. It required a significant set of capital infrastructure works to make the site accessible to the existing highway network. The associated policy at the time CS11 'East Runcorn' since deleted, set out a number of additional off site infrastructure works that would benefit site residents and the surrounding area. At the time of consideration in 2018 the Applicant submitted a financial viability assessment. It demonstrated that residential development would not be viable if affordable housing provision was sought in addition to the capital works and the off site contributions to wider strategic policy requirements. As a result planning permissions ref: 16/0095/OUTEIA, 17/00406/FULEIA and 17/00407/OUTEIA were granted with no contribution to affordable housing. It should be noted that

those residential schemes collectively contributed a significant S106 fund for off-site strategic policy aims.

This latest development proposal is a continuation of that agreed precedent of priorities. It is considered that the Applicant has demonstrated that the affordable housing contributions of Policy CS(R)13 are not viable.

Heritage and Archaeology

As noted above the Council's retained advisors in these fields have considered the application and raised no objection.

The advice provided notes that there is a degree of evidential and historic value associated with the site. The heritage statement details this appropriately by describing the relationship between the previous farm and the construction George Gleave's Bridge as an "accommodation bridge" allowing access to existing private land following the programme of canal building. In this case the construction of the Bridgewater Canal in the later 18th Century.

Historic mapping suggests that the former farm had been present on the site since at least 1840s when the Tithe Map was produced. The heritage statement also suggests that it is likely that there has been a farm on this site since before 1772 when the bridge was constructed; this is an appropriate summation based on the evidence available both documented and physical. Crows Nest Farm has now been demolished.

The Applicant has proposed a footpath connection to the George Gleaves Bridge. The residential development is set back from the Bridge and is not considered to cause significant detrimental harm to its setting as a listed building.

The Bridge is in the private ownership of the Bridgewater Canal Company. The future use and restoration of the Bridge is a matter of future discussion between the Council and the interested stakeholders in the consideration of planning application ref:22/00007/FUL on the opposite embankment. Notwithstanding, provision has been made in this planning application for the possible future inclusion of the George Gleaves Canal Bridge so as to not prejudice the consideration and delivery of future development schemes within the DSS.

Daresbury Firs

As detailed earlier in the report, the Council's retained ecology advisor has confirmed that the proposed development will have an impact on the Daresbury Firs. This can be mitigated by improvements to the footpaths and installation of additional measures such as fences to limit foot traffic to limit harm to the already established footpath network. A contingency budget has been set aside in the existing S106 agreement to planning approvals 16/00495/OUTEIA, 17/00406/FULEIA and 17/00407/OUTEIA to account for the cost of this work.

Local Services

This application forms part of the Daresbury Strategic Site first proposed by the Halton Core Strategy as a key area of change in 2013. A number of applications have been submitted for this strategic site area. Application 21/00714/OUTEIA is before the Council and details the proposal of a local centre.

There are no policy requirements that necessitate further contributions beyond those previously agreed within the existing S106.

Sustainable Development & Climate Change

Policy CS(R)19 of the Halton Delivery and Allocations Local Plan requires development to be designed to have regard to the predicted effects of climate change.

The attachment of a condition securing the submission of a scheme detailing such matters along with their subsequent implementation will ensure compliance with Policy CS(R)19 of the Halton Delivery and Allocations Local Plan.

Conclusion

The application site is allocated for residential development in the newly adopted DALP. Development of the site will contribute toward the Council's housing targets. No detrimental impacts have been identified by the Council's retained advisors. No objection has been received by a statutory consultee.

As noted above, the application site has been approved for planning permission ref:17/00407/OUTEIA. This application for planning permission is consistent with that planning approval.

The report has detailed matters of clarification that are still being discussed by the Council's retained ecology advisor, the LLFA and the Local Highway Authority. These matters are not considered detrimental to the consideration of the scheme and updates will be provided orally on the night.

RECOMMENDATION

The application be approved subject to the following:

- a) Deed of variation to include the approval of this planning application in the definitions section of the existing S106 agreement.
- b) Conditions relating to the following:
 1. Time Limit – Full Permission.
 2. Approved Plans
 3. Contaminated Land identification and remediation strategy

4. Contaminated Land validation report
5. External Facing Materials
6. Structural details of all retaining walls within 4m of a highway Boundary
7. EV charge parking spaces to be detailed
8. Construction management plan including avoidance measures re habitat/ mammal/ bird nesting/ amphibians
9. Construction waste audit
10. Hedgehog highway network measures
11. Lighting scheme to limit impact on nocturnal species along Bridgewater Canal
12. Ecological protection strategy
13. Replacement of existing hedgerow
14. Ecological habitat management plan
15. Soft landscaping plan
16. Soft landscaping management plan
17. Hard landscaping
18. Invasive species method of eradication statement
19. Invasive species validation report
20. Bird and bat boxes details
21. Boundary treatment details
22. Details concerning public right of way diversion including connection to George Gleaves Bridge
23. Details of visibility splays
24. Domestic refuse storage details
25. Ground water flood risk assessment
26. Suds verification report
27. Barn owl mitigation strategy
28. Delph Lane turning head and prohibition of vehicular through traffic details
29. Bus stop details
30. Final vehicle tracking
31. Full engineering details for estate streets
32. A56 access details
33. Removal of GPDO Schedule 2, Part 1, Class F – no fences forward of front elevation.

c) That if the deed is not made within a reasonable period of time, authority

be delegated to the Operational Director – Policy, Planning and Transportation in consultation with the Chairman or Vice Chairman of the Committee to refuse the application.

BACKGROUND PAPERS

The submitted planning applications are background papers to the report. Other background papers specifically mentioned and listed within the report are open to inspection at the Council's premises at Municipal Building, Kingsway, Widnes, WA8 7QF in accordance with Section 100D of the Local Government Act 1972

SUSTAINABILITY STATEMENT

As required by:

- The National Planning Policy Framework (2021);
- The Town and Country Planning (Development Management Procedure) (England) Order 2015; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015.

This statement confirms that the local planning authority has worked proactively with the applicant to secure developments that improve the economic, social and environmental conditions of Halton.