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| APPLICATION NO: | 20/00573/FUL |
| LOCATION: | Land Opposite Stalbridge Drive, Runcorn, Cheshire, WA7 1LY |
| PROPOSAL: | Proposed erection of 48 dwellings together with car parking, landscaping, roads, footways, drainage infrastructure (including attenuation pond) and associated works |
| WARD: | Daresbury |
| PARISH: | Sandymoor |
| APPLICANT: | Bloor Homes North West |
| AGENT: | No agent |
| DEVELOPMENT PLAN: | ALLOCATIONS: |
| Halton Unitary Development Plan (2005) | Greenspace GE6 Proposed Greenways TP9, GE6 |
| Halton Core Strategy (2013) | East Runcorn Key Area of Change CS11 |
| Joint Merseyside and Halton Waste Local Plan (2013) | |
| DEPARTURE | Yes |
| REPRESENTATIONS: | Six representations have been received from the publicity given to the application. |
| KEY ISSUES: | Development of designated Greenspace; Highways, Ecology & Habitats; Noise; Infrastructure provision. |
| RECOMMENDATION: | Approve subject to conditions and S106 agreement securing financial contribution towards the delivery costs of local infrastructure. |
| SITE MAP | |



1. APPLICATION SITE

1.1 The Site

The application site is approximately 2.8 hectares, and is located within the development area of Sandymoor. The West Coast Main Line runs on an embankment along the eastern boundary of the site, Keckwick Lane to the north Brook and Stalbridge Drive to the West. The site is a greenfield site and is designated as greenspace in the Halton Unitary Development Plan. The wider Sandymoor neighbourhood is situated on the eastern edge of Runcorn. It is bounded to the north by the Daresbury Expressway (A558) which provides primary access points to the existing residential areas in Sandymoor. The West Coast Main Line and Manchester – Chester railway lines lie immediately to the east.

1.2 Planning History

The application site has no recent relevant planning history, however the land to the south west which is being developed by the applicant was granted planning permission 15/00453/FUL in September 2016 for 205 dwelling houses together with associated infrastructure.

2. THE APPLICATION

2.1 The Proposal

Proposed erection of 48 dwellings together with car parking, landscaping, roads, footways, drainage infrastructure (including attenuation pond) and associated works.

2.2 Documentation

The application is accompanied by the associated plans in addition to a Planning Statement, Design and Access Statement, Statement of Community Involvement, Flood Risk Assessment, Ecological Assessment, Arboricultural Impact Assessment, Noise Impact Assessment Report, Transport Statement, and a Site Investigation Report.

3. **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.

THE DEVELOPMENT PLAN

3.1 Halton Unitary Development Plan (UDP) (2005)

The application site is designated as Greenspace on the Halton Unitary Development Plan Proposals Map. A Potential Greenway also runs through the application site along the western boundary.

The following policies within the adopted Unitary Development Plan are considered to be of particular relevance;

- BE1 General Requirements for Development
- BE2 Quality of Design
- BE22 Boundary Walls and Fences
- GE6 Protection of Designated Greenspace
- GE8 Development within Designated Greenspace
- GE21 Species Protection
- PR2 Noise Nuisance
- PR5 Water Quality
- PR14 Contaminated Land
- PR16 Development and Flood Risk
- TP6 Cycle Provision as Part of New Development
- TP7 Pedestrian Provision as Part of New Development
- TP12 Car Parking
- TP14 Transport Assessments
- TP17 Safe Travel for All
- H1 Provision for New Housing
- H3 Provision of Recreational Greenspace

3.2 Halton Core Strategy (2013)

The following policies, contained within the Core Strategy are of particular relevance:

- CS1 Halton's Spatial Strategy
- CS2 Presumption in Favour of Sustainable Development
- CS3 Housing Supply and Locational Priorities
- CS7 Infrastructure Provision
- CS11 East Runcorn
- CS12 Housing Mix
- CS13 Affordable Housing
- CS15 Sustainable Transport
- CS18 High Quality Design
- CS19 Sustainable Development and Climate Change
- CS20 Natural and Historic Environment
- CS21 Green Infrastructure
- CS23 Managing Pollution and Risk

3.3 Joint Merseyside and Halton Waste Local Plan (2013)

The following policies, contained within the Joint Merseyside and Halton Waste Local Plan are of relevance:

- WM8 Waste Prevention and Resource Management;
- WM9 Sustainable Waste Management Design and Layout of New Development.

MATERIAL CONSIDERATIONS

Below are material considerations relevant to the determination of this planning application.

3.4 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in February 2019 to set out the Government's planning policies for England and how these should be applied.

3.5 Supplementary Planning Documents (SPD)

Sandymoor Supplementary Planning Document (July 2009); The Design of New Residential Development SPD (May 2012); Affordable Housing SPD (January 2014); and Draft Open Space SPD (October 2007).

3.6 Draft Delivery and Allocations Local Plan (DALP)

The application site is identified as a housing allocation in the submission draft Delivery and Allocations Local Plan (DALP). Whilst the public hearing sessions closed on 17 June 2021, the plan is still under examination and the Inspector is yet to provide the written recommendations. Therefore, little weight can be provided to the draft allocation at this stage for decision making purposes.

3.6 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.

4. **CONSULTATIONS SUMMARY**

Highways and Transportation Development Control

No objection to the proposed development subject to conditions.

Lead Local Flood Authority

No objection to the proposed development subject to conditions that the development be carried out in accordance with the FRA mitigation measures, agreed drainage strategy and validation.

Environmental Protection

No objection to the proposed development. The acoustic report submitted in support of this application, reference 1372018 dated 14/10/2020 considers the effects of the railway line upon the development and proposes a scheme of mitigation to ensure the sound levels specified in BS 8233:2014 are met for all new build properties including specific mitigation measures for certain plots. This report and its conclusions are accepted.

It is noted that there is no proposal for continuous acoustic barrier to be constructed between the railway line and the proposed development. However, A previous acoustic report submitted by the applicant in support of the development immediately to the south of this site, demonstrated it would be of little benefit. A condition is recommended to restrict construction hours.

Contaminated Land Officer

No comments yet received, update to be provided.

Open Spaces – Trees/Design & Development

The proposals seek development on private land that does not appear to impact upon HBC managed/owned land. There are no formal tree or Nature Conservation constraints associated with the proposed development plot.

Merseyside Environmental Advisory Service – Ecology and Waste Advisor

No objection, subject to conditions.

Environment Agency

No objection subject to conditions.

United Utilities

No objection subject to conditions.

Health and Safety Executive

Do not advise against.

Natural England

No objection, the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

Cheshire Police - Designing Out Crime Officer

No objection, advice provided with regards to boundary treatments, maintenance of landscaping for natural surveillance, windows and doors, lighting and utility meters.

Sandymoor Parish Council

Requested that the site address be amended to clarify the development site was opposite Stalbridge Drive, and that access would not be off Stalbridge Drive.

Daresbury Parish Council

No comments received.

Network Rail

They ask that the applicant ensure that the water management strategy takes into account existing drainage related issues at the toe of the earthwork in this location. They also provided advice to the applicant on their requirements should any works be carried out within close proximity to the railway.

Scottish Power

No comments received.

Shell UK Ltd

No effect to the shell pipeline.

5. REPRESENTATIONS

5.1 The application original application for 45 dwellings was advertised by press advert in the Widnes and Runcorn Weekly News on 19/11/2020, site notices were erected on 12/11/2020 and neighbour notification letters sent on 12/11/2020.

5.2 Amended plans for 48 dwellings were received on 29/04/2021, the amended application was advertised by a press advert in the Widnes and Runcorn Weekly News on 20/05/2021, site notices posted on 10/05/2021 and neighbour notification letters sent on 21/05/2021.

5.3 A total of six representations from five contributors have been received from the publicity given to the application. A summary of the issues raised is below:

- Drainage and flooding;
- Impact on ecology;
- Increased traffic on local roads, highway safety including concerns over the inclusion of an emergency access on Keckwick Lane;
- Pollution; and
- Noise from railway impact on living conditions of future occupiers.

6. ASSESSMENT

6.1 Principle of Development

The application site is designated as Greenspace in the Halton Unitary Development Plan. It does not comprise any public footpaths, and is private land, so does not provide any recreational value to local residents. The sites appearance does provide outlook, and of general amenity value to residents opposite on Stalbridge and the local area.

Policy GE6 of the UDP seeks to protect designated Greenspace from development, unless one of the exceptions contained in the Policy is met. Of particular relevance to this application are Parts 2 b and d which state:

b The developer provides a suitable replacement greenspace of at least equal size and amenity value, or significantly enhances the amenity value of nearby greenspace. In assessing whether a proposal would significantly improve the amenity value of a nearby greenspace, consideration will be given to the extent to which the quality and accessibility of the space would be enhanced; and

d. In all exceptional cases there would have to be clear and convincing reasons why development should be permitted or that loss of amenity value could be adequately compensated.

In this particular instance, in line with other developments in Sandymoor the applicant would be providing a commuted sum to be spent on infrastructure schemes in the area. Amongst other things, this could be spent on public open space, greenways, playing fields and environmental schemes. The level of contribution sought is sufficient to significantly enhance local nearby greenspaces. This would be secured by way of a S106 agreement with the applicant. The submitted plans also provide for a new bridleway through the site, connecting through to the phase 1 development site to the south, this would be secured by condition. Overall it is considered that the loss of amenity value would be adequately compensated for. Therefore, the proposal is considered to be acceptable in this regard, and consistent with Policy GE6.

It should be noted that the application site is identified as a housing allocation in the submission draft Delivery and Allocations Local Plan (DALP). However, as explained above in the material considerations section, little weight can be provided to the DALP at this stage for decision making purposes.

6.2 Layout

Policy CS3 of the Halton Core Strategy Local Plan states that to ensure the efficient use of land, a minimum density on individual sites of 30 dwellings per hectare (dph) will be sought. In this particular instance the density would be 17 dph as a result of the various infrastructure requirements and constraints including drainage, the ponds in the southern part of the site, the proposed bridle way and the proximity to the railway embankment. Furthermore, the lower density and proportion of landscaping is more in keeping with the character of the area. For these reasons the density is considered to be acceptable.

The proposed residential layout is considered to provide active frontages, appropriate relationships between the proposed dwellings and sufficient parking provision. The layout generally provides separation in accordance with the privacy distances for residential development set out in the Design of Residential Development Supplementary Planning Document.

With regard to private outdoor space, the Design of Residential Development Supplementary Planning Document states that houses having 1-2 bedrooms shall have a minimum private outdoor space of 50sqm per unit with properties with 3 bedrooms having a minimum private outdoor space of 70sqm per unit. The scheme has been designed so that it generally accords with this standard and would ensure that each house has a usable private outdoor space.

The proposed housing mix, layout and resultant living conditions for future occupants is considered to be acceptable and compliant with Policies BE1, BE2 of the Halton Unitary Development Plan and Policies, CS18 of the Halton Core Strategy Local Plan, and the guidance contained in the Design of New Residential Development SPD.

6.3 Design and Appearance

The scheme comprises of a mix of 3 and 4 bed roomed, semi-detached and detached houses. The majority of parking would be provided to the sides of properties, with a small amount of frontage parking. This would allow for soft landscaping to the fronts of most properties which will improve the overall appearance of the street scene. Appropriate boundary treatments are proposed which are reflective of the positioning in terms of appearance, privacy and quality of materials.

The elevations of the proposed new dwellings would be similar to the Bloor site currently under construction to the south west of the site. With a mixture of brick and rendered finishes, providing some variety to the elevations, and additional interest to the overall external appearance of the scheme.

The proposed dwellings would be of an appropriate appearance. The details of external facing materials and their subsequent implementation can be secured by condition. This would ensure compliance with Policies BE 1 & BE 2 of the Halton Unitary Development Plan and Policies CS12 and CS18 of the Halton Core Strategy Local Plan.

6.4 Highways, Transportation and Accessibility

Access to the site would be taken from phase 1 which is currently being constructed by Bloor Homes to the south. In addition there would be an emergency access to the north of the site on Keckwick Lane. The proposal also includes the provision of a bridal way running through the site from Keckwick Lane connecting through to phase 1.

A Transport Statement (TS) has been submitted in support of the application, and the Highways Officer has been consulted. The TS demonstrates that the proposal would not increase traffic to an unacceptable level and would not harm the operation of the highway network. The applicant has also provided tracking details to demonstrate that service vehicles can safely access the site.

The level of car parking is considered to be acceptable, and meets the relevant standards of two off street spaces for 3 bed dwellings, and three off street spaces for 4 bed dwellings.

The Highways Engineer has identified some detailed alignment issues that would need to be addressed by the developer before the roads could be adopted. These have been highlighted to the applicant. However, they do not give rise to significant highway safety concerns. Furthermore, conditions are recommended for the approval of the construction details of the proposed roads, emergency access and the bridal way, as well as securing their implementation, to ensure they meet the Council's adoptable standards.

Conditions are also recommended for electric vehicle charging points, implementation of parking and service areas as approved, and the provision of a construction traffic management plan.

Based on all the above, the proposed development is considered to be acceptable from a highways, transportation and accessibility perspective. It accords with Policies BE1, TP6, TP7, TP12, TP15 and TP17 of the Halton Unitary Development Plan.

6.5 Flood Risk and Drainage

The submitted Flood Risk Assessment (FRA) indicates the proposed development is mostly with Flood Zone 1 and, but potentially affected by an area of Flood Zones 2/3 associated with Keckwick Brook to the west. The LLFA have clarified that there is an area in the south western part of the site which is actually within Flood Zone 2, as identified on the Environment Agency's Flood map. Whilst, this would mainly encompass areas of proposed landscaping, access roads and footpaths, it also has potential to affect plots 803 to 806 as shown on the submitted layout plan.

According to the Environment Agency's Long term flood risk map, the majority of the site is at very low risk from surface water flooding, with some areas of medium risk. The Halton Borough Council Strategic Flood Risk Assessment shows the site is to be located within a Critical Drainage Area.

To mitigate the risk of flooding to the new properties it is proposed that finished floor levels of the dwellings are set 600mm above the 100 year + 70% climate change levels for fluvial flood level (8.36m Above Ordinance Datum), and that roadways are set 300mm above the 100 year + 70% CC fluvial flood level (8.06m Above Ordinance Datum).

Furthermore, the FRA acknowledges that uncontrolled flows from the development would exceed the existing runoff rates of the site. Therefore, the proposed drainage scheme would be designed to limit flows to existing Greenfield rates. The LLFA agrees with this strategy and requested the flows be limited to Greenfield rates up to the 1 in 100 + 40% climate change scenario. This can be secured by condition.

In summary, highways, houses and hard surfaces would be served by a piped surface water system which will discharge into an attenuation basin in the southern part of the site, which in turn will restrict outgoing flows via a hydrobrake system. These flows would then be taken by the diverted culvert through the Phase 1 Bloor site to Keckwick Brook. It's proposed that United Utilities would adopt the main piped system and that a management company would take on the basin, control structure and outfall.

The Lead Local Flood Authority is satisfied with the submitted FRA and drainage strategy, and request that conditions are attached to ensure the development is carried out with the FRA mitigation measures, the drainage scheme, and verification that the drainage system has been constructed in accordance with the approved design. United Utilities and The Environment Agency also have no objections, and have recommended similar conditions.

Based on the above and subject to the relevant conditions the proposal is considered to be acceptable from a flood risk and drainage perspective in compliance with Policy PR16 of the Halton Unitary Development Plan and Policy CS23 of the Halton Core Strategy Local Plan.

6.6 Ground Contamination

The application is accompanied by a detailed site investigation report, a condition which secures implementation of the required remediation and verification reporting to ensure that any ground contamination is dealt with appropriately.

The attachment of the condition above will ensure compliance with Policy PR14 of the Halton Unitary Development Plan and Policy CS23 of the Halton Core Strategy Local Plan.

6.7 Ecology

The application is accompanied by an ecological assessment, which includes Great Crested Newt and a Bat survey. The Council's Ecological Advisor has stated that the surveys are acceptable, and in summary has made the following comments and associated recommended conditions.

Great Crested Newt survey has been undertaken of the ponds located on and adjacent to the site. No great crested newts were identified, and MEAS are satisfied that the Three Tests of the Habitats Regulations do not need to be considered.

The applicant has submitted a preliminary bat roost assessment, this identifies two trees in the south east corner of that have the potential for roosting bats. The landscaping proposals show that these two trees would be retained, which can be secured by planning condition. If works to these trees become necessary then further surveys will be required.

The woodland habitats at the site boundaries and the pond to the south-east of the site may provide foraging and commuting habitat for bats. These habitats will be retained as part of the proposals, however new lighting for the development may affect the use of these areas. A condition is recommended

to ensure that the proposed external lighting does not cause any harm to this habitat.

The proposed development will result in the loss of bird breeding habitat and Local Plan Core Strategy policy CS20 applies. The landscaping proposals for the site show significant new tree planting which will compensate for some of this loss. To further mitigate for this loss, a condition is recommended to secure bird nesting boxes. A condition is also recommended to ensure protection of breeding birds during nesting season.

The landscaping proposals include new native tree and hedgerow planting, wildflower meadow and bulb planting, as well as the creation of a new attenuation pond with associated aquatic and marginal planting. The proposed landscaping is considered to be appropriate and will provide enhancement of the site for a variety of species in line with Local Plan Core Strategy policy CS20.

Further conditions are recommended relating to a construction environmental management plan, Reasonable Avoidance Measures (RAMs) for badger and hedgehogs, invasive species and site waste management.

6.8 Trees

The application is supported by an Arboricultural Impact Assessment. There are no tree preservation orders in force and the site does not fall within a Conservation Area. The development will require the removal of a small number of trees but the layout indicates that provision can be made for a significant replanting scheme. It is considered that this can be secured by appropriately worded planning condition and on that basis the Council's Open Spaces Officer raises no objection in this regard. The proposal is considered acceptable from a tree perspective and accords with Policies BE1 and GE27 of the Halton Unitary Development Plan and Policy CS21 of the Halton Core Strategy Local Plan.

6.9 Noise

The application is accompanied by a Noise Impact Assessment Report, the report has been updated to take into account the amended plans. This identifies that the dominant source of noise affecting the site are trains travelling along the West Coast Main Line (WCML). The report assesses the internal noise environment of the proposed houses in line with BS8233:2014 to identify whether the noise levels contained within the standard (extrapolated from WHO guidance) can be met. It also looks at the predicted noise levels in the gardens.

It was identified in the assessment that without mitigation some of the external garden areas would be above the upper guideline from BS8233. But with the inclusion of localised barriers around the affected areas that the upper guideline could be met. The report also identifies that with enhanced glazing and trickle vents the desired internal noise levels to meet the guidelines can also be met.

The Council's Environmental Health Officer has confirmed that on the basis of the report and proposed mitigation measures that they have no objection.

The Environmental Health Officer has suggested a separate condition to restrict construction hours. However, it is recommended that this be included in the Construction Environmental Management Plan Condition.

On the basis of the above, a refusal of planning permission could not be sustained on noise grounds. A suitably worded planning condition is however recommended to ensure that the acoustic glazing and ventilation meets the standards specified within the report.

6.10 Infrastructure Provision

Under normal circumstances the development would be liable for the provision of affordable housing in accordance with Core Strategy Policy CS5 and provision of open space in accordance with UDP Policy and the Open Space SPD. The wider area of the Sandymoor development is subject to an overarching legal agreement.

This is considered to cover all available compensatory measures and planning gain and has been negotiated to secure those benefits that have been prioritised by the Council. That agreement did not cover affordable housing provision but did include provisions with respect to Open Space. Provision of affordable housing is acknowledged to place a financial burden and it is considered that any additional requirements in this regard would open that legal agreement to full re-negotiation and is likely to affect the viability of the scheme.

Unlike the majority of the Sandymoor development area this site is not under the ownership of the Homes and Communities Agency and is not subject to the previously agreed legal agreement. The applicant has however agreed to sign a legal agreement on the same terms.

6.11 Sustainable Development and Climate Change

Policy CS19 of the Halton Core Strategy Local Plan outlines some principles which will be used to guide future development. NPPF is supportive of the enhancement of opportunities for sustainable development and it is considered that any future developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles. The incorporation of facilities for charging plug-in and other ultra-low emission vehicles could be realistically achieved for this development and secured by condition.

One of the principles referred to in the policy is Code for Sustainable Homes. Whilst it is desirable to meet such a standard, given links with Sustainable Development and Climate Change, following the Government's Written Ministerial Statement in March 2015, it is no longer for Local Authorities to secure the implementation of a particular level of Code for Sustainable Homes by planning condition.

Based on the above, the proposal is considered compliant with Policy CS19 of the Halton Core Strategy Local Plan.

6.12 Waste Management

The proposal provides a suitably enclosed and accessible bin storage areas within each of the dwellings. The information provided is sufficient to comply with policy WM9 (Sustainable Waste Management Design and Layout for New Development) of the Merseyside and Halton Joint Waste Local Plan (WLP). The plans can be secured as an approved drawing by a suitably worded planning condition.

The proposal is major development and involves excavation and construction activities which are likely to generate significant volumes of waste. Policy WM8 of the Merseyside and Halton Waste Joint Local Plan (WLP) requires the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste and minimisation of off-site disposal. In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. a site waste management plan) demonstrating how this will be achieved must be submitted and can be secured by a suitably worded planning condition.

6.13 Designing Out Crime

The designing out crime officer (DOCO) at Cheshire Police has been consulted and has provided guidance and advice on the scheme particularly with regard to the boundary treatments and maintenance of landscaping to ensure that clear lines of sight are maintained to maximise natural surveillance of the sight.

The DOCO has also provided advice and recommendations relating to the standard of windows and doors, lighting and utility meters. It is recommended that these comments will be attached to decisions notice as an informative to the applicant.

6.14 Other Matters

Sandymoor Parish Council requested that the site address be amended to clarify the development site was indeed opposite Stalbridge Drive, and that the access would not be taken off Stalbridge Drive. This has been taken on board and the site address updated.

7. CONCLUSIONS

In conclusion, the loss of amenity value of the designated greenspace could be adequately compensated in accordance with Policy GE6. The overall design

and appearance of the new dwellings are considered to be acceptable, they would respect the character and appearance of the local area and meet the high quality design standards required for new development.

The proposal provides for a good standard of living conditions for future residents, and would ensure that existing surrounding occupiers are not overlooked, overshadowed and that their outlook is not unduly affected.

The proposed vehicle and pedestrian access will ensure safe access, and the level of car parking is considered to be acceptable. A condition to secure the provision of EV charging will support and encourage low carbon modes of transport.

The risk from flooding, potential ground contamination, effects on ecology and trees have all been satisfactorily addressed, and the relevant approved schemes and mitigation measures can be secured by condition.

The proposals are consistent with Policies BE1, BE2, GE6, GE21, PR14, TP7, TP12, and TP17 of the Halton UDP, as well as Policies CS18, CS19, CS20, CS21 and CS23 of the Halton Core Strategy Local Plan. The proposals also accord with the Council's standards contained in the design of New Residential Development SPD.

8. RECOMMENDATION

That the application is approved subject to the following:

- a) The entering into a legal or other agreement relating to securing financial contribution towards the delivery cost of local infrastructure.
- b) Conditions relating to the following:
 1. Standard time limits condition (BE1)
 2. Approved plans condition (BE1 and TP17)
 3. To be carried out in accordance with acoustic report and mitigation measures.
 4. To be carried out in accordance with Flood Risk Assessment, associated mitigation measures and drainage strategy (PR16 and CS23)
 5. Detailed design and management details of drainage system (PR16 and CS23)
 6. Submission and agreement of a submission of a construction traffic management plan which will include wheel cleansing details, hours of construction and deliveries (BE1)
 7. Submission and agreement of a Construction Environmental Management Plan (BE1, GE21, and CS20).
 8. Existing and proposed site levels (BE1 and BE2)
 9. External facing materials (BE1 and BE2)
 10. Conditions for landscaping, pond details, planting, management and maintenance, replacement planting (BE1)
 11. Breeding bird season protection (GE21 and Policy CS20)

12. Submission, agreement and implementation bird and bat boxes scheme (GE21 and Policy CS20)
13. Submission, agreement and implementation of Electric Vehicle Charging Points Scheme (CS19)
14. Parking, access and servicing provision (BE1)
15. Ground investigation report, mitigation measures and validation (PR14 and CS23)
16. Foul and surface water on a separate system (PR16 and CS23)
17. Submission, agreement and implementation of a waste audit / site waste management plan (WM8).
18. Shall be carried out in accordance with Arboricultural Impact Assessment and tree protection measures (BE1, GE21, and CS20)
19. Submission, agreement and implementation of external lighting scheme (BE1, GE21, and CS20)
20. Submission, agreement and implementation of Reasonable Avoidance Measures (RAMs) for badger and hedgehogs (BE1, GE21, and CS20)
21. Submission, agreement and implementation of Invasive species method statement (BE1, GE21, and CS20)

c) That if the S106 Agreement or alternative arrangement is not executed 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.

9. 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

10. SUSTAINABILITY STATEMENT

As required by:

- The National Planning Policy Framework (2019);
- 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.