

Appeal on Land at Chapel Lane, Widnes

Planning Statement of Common Ground

Application no. 23/01037/OUT

Taylor Wimpey UK Limited

31 March 2026

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1.0 Introduction

1.1 This Statement of Common Ground [SoCG] has been prepared in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 and guidance set out in PINS (08/2016) Procedural Guide: Planning Appeals – England. This SoCG should be read in conjunction with the Transport Statement of Common Ground [TSOCG] which has been prepared separately.

1.2 It relates to a cross-boundary application for the following proposed development:

Outline planning application (with all matters reserved other than access reserved) (to be determined by Halton Borough Council only) for the development of up to 350 dwellings, public open space, landscaping and associated infrastructure works. Full details for site access arrangements via a new junction on Chapel Lane (to be determined by Knowsley Borough Council only) and emergency access via Sandy Lane (to be determined by Halton Borough Council).

1.3 Two applications were submitted simultaneously for the proposed development at Chapel Lane due to the cross-boundary nature of the proposed development. It was agreed at the outset that Knowsley Council would determine the proposed access arrangements on Chapel Lane (which comprise a new all modes junction and a separate walking, wheeling, cycling and emergency access) whilst all other aspects of the proposed development would be determined by Halton Borough Council.

1.4 The Halton application (Ref: 23/00244/OUT) was reported to Planning Committee on 1st September 2025 and unanimously approved, subject to completion of a s.106 agreement. A draft legal agreement is being discussed with Halton Borough Council and a decision notice will be issued imminently.

1.5 The planning application submitted to Knowsley Council was given the reference 23/01037/OUT.

1.6 The planning application was presented to Knowsley's Planning Committee on 9th October 2025, following which it was deferred to 6th November 2025. On both occasions, planning officers recommended the grant of permission. Notwithstanding the Officer recommendation for approval, planning permission was refused for the following reason:

'The proposed development would have an unacceptable impact on highway safety contrary to Policies CS2, CS7 and CS19 in the Core Strategy and the National Planning Policy Framework.'

1.7 Article 35 of the Town and Country Planning (Development Management Procedure) (England)(Order) 2015 provides that when a local planning authority gives notice of a decision on a planning application, it must clearly and precisely state the full reasons for the refusal, specifying all policies and proposals in the development plan which are relevant to the decision. It is agreed that the only development plan policies specified in the decision notice are policies CS2, CS7 and CS19 of the Knowsley Core Strategy.

Scope of the Document

- 1.8 This Statement has been prepared on behalf of the Appellant, Taylor Wimpey UK Limited and has been agreed with Planning Officers at Knowsley Council. The purpose of the Statement is to set out agreed key factual background information to assist with the appeal and to avoid duplication.
- 1.9 This document has been prepared as a draft by the Appellant, based on analysis of the Committee Report and the consultation undertaken in relation to the appeal proposal contained therein.
- 1.10 A draft copy of this Statement of Common Ground was submitted to the Local Planning Authority prior to the appeal being lodged.

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2.0 Site and Surroundings

- 2.1 This section sets out the agreed factual information regarding the appeal site, the wider development site and its surroundings.
- 2.2 The appeal site is located to the north-west of the Widnes urban area, predominantly within the Borough of Halton and on the boundary with Knowsley Council. The appeal is made with reference to the access on to Chapel Lane only, as the application relating to land in Halton has been approved. However, for the purposes of providing context to the appeal site, the development site as a whole (covering Halton and Knowsley's jurisdiction) is described below [the wider site].
- 2.3 The majority of the wider site (where the residential development is proposed) is located within the jurisdiction of Halton Borough Council. Only the main access and emergency access onto Chapel Lane is located in Knowsley (0.21ha or 1.4% (based on a total site area of 14.92ha) of the site is located within Knowsley's jurisdiction). Due to the application site including land in both Council areas, a duplicate application was submitted to both Councils for outline permission with all matters reserved aside from access. It was agreed that Knowsley would only consider the access arrangements onto Chapel Lane with Halton considering all other matters.
- 2.4 The wider site has few notable features and comprises approximately 14 hectares (ha) of agricultural land in low intensity uses such as grazing and pasture. The wider site is not located within a Conservation Area and there are no listed buildings or scheduled ancient monuments within the wider site. The Grade II Listed 'Redmyre' [List Entry Number: 1261887] lies to the west of Chapel Lane to the south of the proposed primary access point.
- 2.5 The wider site is bound to the:
- 1 North by Alder Brook which is marked by mature trees and a hedgerow. There is open countryside beyond the brook. Alder Brook forms part of the boundary between Knowsley and Halton's respective administrative area;
 - 2 East by an area of young self-seeded woodland situated adjacent to Queensbury Way;
 - 3 South by the curtilage of residential properties along Old Upton Lane; and,
 - 4 West by Chapel Lane and a group of modern and traditional farm buildings fronting onto Chapel Lane (Rose Farm).
- 2.6 The wider site is bisected by Sandy Lane from north to south, an adopted country lane which is now closed to vehicular traffic and is used as an amenity foot/cycle path. Sandy Lane is currently subject to a Traffic Regulation Order (TRO) that restricts any vehicles travelling along or across the carriageway with the exception of emergency vehicles and therefore is promoted as a traffic-free active travel link by both Knowsley and Halton as the route also straddles the boundary between the two administrative areas.
- 2.7 A Public Right of Way [PRoW] (W/16) runs east to west through the wider site, to the west of Sandy Lane, providing a connection to Chapel Lane. A further PRoW (W/12) to the north east of the wider site adjacent to the site boundary provides walking and cycling connections from the site to Queensbury Way. A ditch lined with intermittent trees and hedgerows runs alongside the path. There are also three ponds within the wider site.

- 2.8 The wider site is located within Flood Zone 1 and has a less than 1 in 1,000 annual probability of flooding. The wider site is not located within an AQMA.
- 2.9 The surrounding environs and wider landscape are protected by a number of Local Wildlife Sites, one of which (Alder Brook) partly lies along the northern boundary of the wider site. There are no landscape designations within proximity to the wider site.

Residential Development Allocation

- 2.10 The Halton Delivery and Allocations Local Plan [DALP] was adopted in 2022 and identified a number of sites to be released from the Green Belt to meet the identified housing requirement of the Plan. Those included sites W4 and W5 which were allocated for the collective delivery of up to 432 dwellings under Policy RD1 of the DALP. The wider application site forms the majority of those allocations and is allocated for residential development to meet Halton's housing needs.

3.0 Appeal Proposal and Planning History

3.1 This section sets out the agreed factual information regarding the appeal proposal, including the planning history for the site.

Pre-Application Consultation

3.2 A pre-application meeting between the Appellant's appointed highways consultant (SLR) and Halton Council's Highways Officers was held on 1st July 2022. A further pre-application meeting was held with Knowsley Council (Highways and Planning) on Friday 4th November 2022.

Planning History

3.3 There have been a number of historic applications on the wider site between March 1993 and October 2000. However, they are not relevant to the proposed development. Of material relevance to the appeal is the outline planning application in Halton Council's administrative area which has a resolution to approve and a S.106 being agreed. The full planning history is provided at Table 3.1 below.

Table 3.1 Planning History

Application ref.	Description of Development	Decision
00/00504/OUT	Proposed erection of replacement dwellinghouse at Site of Former Cottage Farm 161 Upton Lane Widnes Cheshire	Approved 09 October 2000
00/00730/OUT	Outline application for one detached dwelling at Land Adjacent To 161 Upton Lane Widnes Cheshire	Approved 23 January 2001
09/00068/AGR	Prior notification of agricultural development consisting of erection of agricultural storage building at Rose Farm 28 Chapel Lane Widnes Cheshire WA8 4NX	Decision issued 16 March 2009
99/00319/FU	Proposed construction of Upton Rocks Distributor Road and associated works on Land Between Queensbury Way and Cronton Lane Widnes Cheshire	Approved 14 September 1999
93/00111/AGR	Prior notification of agricultural development consisting of the construction of a barn at Rose Farm 28 Chapel Lane Widnes Cheshire WA8 9NX	Decision Issued 05 March 1993
23/00244/OUT	Outline planning application (with all matters other than access reserved) for the	01/09/2025 Resolution to grant subject to S.106 Agreement

Application ref.	Description of Development	Decision
	development of up to 350 dwellings, public open space, landscaping and associated infrastructure works. Full details for site access arrangements via a new junction onto Chapel Lane following the demolition of Rose Farm bungalow and new emergency access on Chapel Lane (to be determined by Knowsley Borough Council only) and a secondary emergency access via Sandy Lane (to be determined by Halton Borough Council). All other matters are to be determined by Halton Borough Council only at Land At Chapel Lane Widnes Cheshire	

Source: Halton Borough Council

Determination of Application Ref 23/00244/OUT

3.4 Planning Application ref. 23/00244/OUT was reported to Halton Borough Council's Planning Committee with an Officer's recommendation for approval and determined by Halton's Planning Committee on 1st September 2025. The application was granted subject to a resolution to grant and S106.

3.5 The Decision Notice is expected to be issued imminently.

Determination of Application Ref 23/01037/OUT

3.6 Planning application ref. 23/01037/OUT was first reported to Knowsley's Planning Committee on 9th October 2025 with an Officer's recommendation for approval. The application was deferred by Planning Committee to arrange a site visit ahead of an alternative Committee Date.

3.7 A site visit was undertaken by Members of the Planning Committee on the 5th November 2025, prior to the next available Planning Committee on the 6th November 2025.

3.8 Planning application ref. 23/01037/OUT was refused by Members at the Planning Committee on the 6th November 2025.

Reason for Refusal

3.9 The reason for refusal of the planning application given by the Local Authority was as follows:

‘The proposed development would have an unacceptable impact on highway safety contrary to Policies CS2, CS7 and CS19 in the Core Strategy and the National Planning Policy Framework.’

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4.0 **Planning Policy**

- 4.1 This section sets out an agreed position on the planning policy basis upon which the appeal proposals should be considered.

The Development Plan

- 4.2 The adopted Development Plan for Knowsley comprises:

- Knowsley Local Plan Core Strategy (2016) (CD 14)
- Saved policies from the Knowsley Unitary Development Plan (2009) (CD 15)
- Merseyside and Halton Joint Waste Local Plan (2013) (CD 16)

- 4.3 It is agreed between Knowsley Council and the Appellant that the following development plan policies are of relevance to the development proposals:

4.4 Core Strategy

- Policy SD1: Sustainable Development
- Policy CS2: Development Principles
- Policy CS7: Transport Networks
- Policy CS8: Green Infrastructure
- Policy CS19: Design Quality and Accessibility in New Development
- Policy CS20: Managing the Borough's Historic Environment
- Policy CS21: Greenspace and Trees
- Policy CS27: Planning and Paying for New Infrastructure

4.5 Unitary Development Plan

- Policy T5: Location of Major Traffic Generating New Development
- Policy T7: New Development and Walking and Cycling Routes
- Policy T8: Transport Assessments
- Policy T9: Travel Plans
- Policy DQ4: Trees and Development

- 4.6 The Appellant and Knowsley Council agree that the following elements of the Core Strategy policies cited by the Council as a reason for refusal are relevant to the appeal as follows:

Core Strategy Policy CS2 (Development Principles)

- 4.7 It is agreed that the following part of Policy CS2 (Principle 3, part c) is relevant to the appeal, in light of Knowsley Council's refusal on highway safety grounds.

- 4.8 Principle 3 seeks to reduce the need to travel and increase accessibility, part c states this will be sought by:

‘c Encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking and cycling between homes and employment.’

- 4.9 It is agreed that other parts of Policy CS2 may be of relevance to the development proposals but are not relevant to Knowsley Council’s reason for refusal.

Core Strategy Policy CS7 (Transport Networks)

- 4.10 It is agreed that only Part (2) of policy CS7 relates to the location, design and management of new development. Part (2) of Policy CS7 does not contain any policy requirements or criteria relevant to highway safety.

- 4.11 It is agreed that parts of Policy CS7 may be of relevance to the development proposals, but none are relevant to Knowsley Council’s reason for refusal.

Core Strategy Policy CS19 (Design Quality and Accessibility)

- 4.12 It is agreed that the following part of Policy CS19 (Part 1 (e)) is relevant to the appeal, in light of Knowsley Council’s reason for refusal on highway safety grounds.

- 4.13 Part 1 (e)) states that to enhance the local distinctiveness, identity and accessibility of places, new development within Knowsley will be expected to:

‘e) Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the access needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly’.

- 4.14 It is agreed that other parts of Policy CS19 may be of relevance to the development proposals but are not relevant to Knowsley Council’s reason for refusal.

Material Considerations

Halton Delivery and Allocations Local Plan

- 4.15 Knowsley Council and the Appellant agree that in light of the cross-boundary nature of the development site, Policy RD1 of the Halton Delivery and Allocations Local Plan [DALP] is a material consideration in the determination of this appeal. DALP Policy RD1 states that the residential allocations as identified on Halton’s Policies Map will assist in the delivery of the requirements set out in DALP Policy CS(R)3 for the development of at least 8,050 (net) additional dwellings during the plan period (2014 – 2037).

National Planning Policy Framework

- 4.16 The National Planning Policy Framework (NPPF) (December 2024, updated February 2025) is a material consideration for planning applications and is therefore relevant to the determination of the appeal.

- 4.17 It is agreed between the Appellant and Knowsley Council that the following paragraphs of the NPPF are relevant to Knowsley Council’s reason for refusal:

- 4.18 Promoting Sustainable Transport (Chapter 9.0) states at Paragraph 115 (part d) that in assessing sites that may be allocated for development in plans, or specific applications for development it should be ensured that:

‘d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.’

4.19 Paragraph 116 states that:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.’

4.20 Insofar as relevant to the Council’s reason for refusal, Paragraph 117 states that applications for development should:

- a *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

4.21 Other sections and paragraphs of the NPPF are relevant to the development proposals but not to the Council’s reason for refusal.

4.22 As referred to in the Statement of Case, given the early stages of the revised NPPF, it is agreed between the Appellant and Knowsley Council that the revised NPPF is not a material consideration for the appeal at this stage.

Supplementary Planning Documents

4.23 Knowsley Council and the Appellant agree that the following Supplementary Planning Documents published by the Council are relevant to the development proposals:

- Ensuring a Choice of Travel SPD
- Design Quality in New Development SPD
- Trees and Development SPD
- Developer Contributions SPD

4.24 The Council’s decision notice does not allege conflict with any of the relevant SPDs. It is agreed between the parties that the appeal proposal is not in conflict with relevant guidance in the SPDs.

5.0 **Planning Considerations**

- 5.1 This section sets out the agreed position in relation to key planning considerations associated with the appeal proposals.

Principle of Development

- 5.2 The element of the proposed development within Knowsley's jurisdiction is an all-modes access and 'walking, wheeling, cycling and emergency' access to the proposed development on to Chapel Lane. It is agreed between the Appellant and Knowsley Council that Policy RD1 of the Halton DALP is a material consideration for the appeal.
- 5.3 Policy RD1 identifies two parcels of land in which the wider development site sits which are allocated for residential development, site refs. W4 and W5. These allocations secure the principle of development for residential uses at the wider development site.
- 5.4 Halton Council resolved to grant planning permission for the residential development subject to conditions and the applicant entering into a S106 agreement (ref. 23/00244/OUT) and it is agreed that this is a material consideration of significant weight in line with paragraph 9.6 of CD 2.

Transport

- 5.5 **Appendix 1** provides a separate Transport Statement of Common Ground prepared by SLR and agreed between Knowsley Council, Halton Borough Council and the Appellant.

Heritage

- 5.6 The Grade II Listed Building 'Redmyre' [List Entry Number: 1261887] lies to the west of the wider development site and Chapel Lane. The primary access point to the site on Chapel Lane lies to the north of the listed building.
- 5.7 It is agreed between Knowsley Council and the Appellant that Redmyre did not have a functional or historical relationship with the development site (Paragraph 9.50 of CD 2). It is agreed that any harm to the listed building is on the lower end of less than substantial (Paragraph 9.54 of CD 2).
- 5.8 It is agreed that while the scheme may result in less than substantial harm to the asset's significance, this is decisively outweighed by the public benefits, most notably, facilitating the development of a site specifically allocated for housing in the Halton DALP. It is agreed that the proposal delivers a clear planning gain that justifies the low level, less than substantial harm (Paragraph 9.55 of CD 2).

Ecology and Arboriculture

- 5.9 As stated at Paragraph 9.66 of CD 2 it is agreed that the trees and hedges within the wider development site lie within Halton's jurisdiction rather than Knowsley's so ecology and arboriculture are not matters which are relevant to the appeal.

Residential Amenity

- 5.10 It is agreed between the Appellant and Knowsley Council that noise during the construction process can be appropriately mitigated by planning condition in line with paragraph 9.58 of CD 2 and that the proposed development will not give rise to any unacceptable impacts on residential amenity.

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6.0 Agreed Planning Conditions

6.1 The following planning conditions have been proposed by the Council and were sent to Taylor Wimpey ahead of the planning committee on 7th October 2025 (CD 20). Taylor Wimpey has not had an opportunity to agree the wording of the conditions with the Council. That said, the wording of the majority of the proposed conditions are accepted without change but with the exception of Condition 7 and 8. The Appellant and the Council agree that the minor amendments proposed by the Appellant to conditions 7 and 8 are acceptable.

1 Time limit

The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: In order to comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

2 Approved plan

The development hereby permitted shall be carried out in accordance with the approved plans and documents listed in Schedule 1.

Reason: For the avoidance of doubt.

3 Ground levels

Prior to the construction of the vehicular access via Chapel Lane, existing and proposed ground levels in and around the main vehicular access on Chapel Lane shall be submitted to and approved in writing by the council as local planning authority. The development shall thereafter be implemented in accordance with the approved details.

Reason: To ensure the satisfactory development of the site [and in the interests of protecting the amenity of neighbouring occupiers] and to comply with Policy DQ1 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

4 Construction Environmental Management Plan

No part of the development hereby permitted, including any works of demolition, shall be commenced until a Construction Management Plan that details the means of mitigation of construction effects has been submitted and approved in writing by the Local Planning Authority. This shall include the following, but not be limited to the following:

- a) Methods for the mitigation of noise and vibration from building works, including any piling works, and also from the operation of any temporary power generation or pumping plant which will operate overnight.
- b) Methods for dust control and suppression.
- c) Control of transfer of mud out of the site - details of wheel washing facilities including location and type.
- d) Methods for the control of pests if apparent on-site.
- e) The areas for the storage of plant and materials.

- f) A programme of works, including phasing
- g) Location of site compound, including any loading/unloading areas, turning areas for delivery vehicles and construction staff parking arrangements.
- h) Scheme for recycling/disposal of waste resulting from demolition and construction works
- i) Adequate provision for addressing any abnormal wear and tear to the highway.
- j) Proposed hours of construction (the following is usually acceptable: 0800 to 1800 Monday to Friday, 0800 to 1300 Saturday and not at all on Sundays/Public Holidays).
- k) Management of deliveries including prevention of waiting/layover of construction related traffic on the highway; measures for the control of traffic to and from the site and the consideration of any temporary traffic management arrangements which may be necessary during the construction period. Note reversing on the highway is not permitted without a Banksman.
- l) Identification of permanent on-site contact and/or traffic manager as main point of enquiries or issues arising from construction activities.
- m) Details of the parking for site operatives and visitors;

All site works shall then proceed only in accordance with the approved management plan.

Reason: To ensure the satisfactory development of the site and in the interests of protecting the amenity of neighbouring occupiers and to comply with the National Planning Policy Framework; Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016; Policy WM9 of the Merseyside and Halton Joint Waste Local Plan 2013 and saved Policies H5 and ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

5 Visibility splay

The main vehicular access shall not be brought into use, even for construction traffic, until the land between the existing highway boundary and the visibility splays of 2.4 metres by 51 metres to the north and 2.4 metres by 54m to the south has been cleared of all obstructions exceeding 600mm in height. The land shall be so maintained thereafter in accordance with the approved details.

Reason: To ensure the provision of safe and adequate means of access to the development in the interests of highway safety and amenity and to comply with Policy CS19 (Sustainable and High-Quality Development) of the Core Strategy, (adopted January 2016).

6 Development access road - Base layer course

No development shall commence until the principal vehicular access road from Chapel Lane has been constructed to at least base course level and made fully available for use by construction traffic. The access shall be designed and implemented in accordance with the principles set out in the approved drawings and shall remain available for use throughout the construction phase.

Upon completion and occupation of the of the 295th dwelling, the main access road from Chapel Lane is completed to final wearing course level, including all associated footways, drainage, street lighting and other relevant highway infrastructure, in accordance with the approved details.

Reason: To ensure the provision of safe and adequate means of access to the development in the interests of highway safety and amenity and to comply with Policy CS19 (Sustainable and High-Quality Development) of the Core Strategy, (adopted January 2016).

7 Emergency access details

Prior to the occupation of any dwelling **and in general accordance with Drawing 216175_PD100 Revision G**, full design details of the emergency access onto Chapel Lane shall be submitted to and approved in writing by the local planning authority. These shall include (but not be limited to):

Access geometry and surfacing materials;

Visibility splays, including forward visibility;

Bollard control mechanism (including location, type and emergency override system);

Extension of the footway from Chapel Lane into the site;

Swept path analysis for emergency vehicles.

Prior to the occupation of the 50th dwelling, the emergency access shall be constructed in full in accordance with the approved details and retained thereafter for emergency, pedestrian and cycle use only.

Reason: To ensure the emergency access is designed and delivered to a safe and functional standard, without compromising pedestrian or vehicular safety, in accordance with Policy CS19 (Sustainable and High-Quality Development) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

8 Traffic Calming

No dwelling shall be occupied until the developer submits for approval a scheme of traffic calming measures for Chapel Lane, including a delivery programme. The design should include detailed designs for improvements to **access the** Public Rights of Way (PRoW), footway, signage, and cycle infrastructure along Chapel Lane **and Cronton Road**. The **traffic calming scheme improvements** shall include, but not be limited to:

~~Upgrades to the existing footways and crossing points at Chapel Lane and Cronton Road to ensure continuity and safety for pedestrians;~~

~~Cutting back of overgrown vegetation along Chapel Lane to restore footway width and maintain visibility splays;~~

Appropriate gateway features and vertical/horizontal measures

Installation and/or enhancement of signage to direct and inform users of the highway

~~Provision of cycle lanes or shared-use pathways where appropriate;~~

~~Installation and/or enhancement of signage to direct and inform users of the network;~~

~~Any other infrastructure necessary to support sustainable travel and improve accessibility;~~

~~Raised table junction at the access point;~~

~~Appropriate gateway features and vertical/horizontal measures;~~

Upgrades at the PRow crossing Chapel Lane;

The approved scheme of works shall be fully implemented in accordance with the agreed delivery programme and shall be maintained thereafter.

Reason: To promote highway safety by managing vehicle speeds and to ensure that the form and timing of measures are appropriate to local context and public feedback and to ensure that the development provides adequate, safe, and accessible infrastructure for pedestrians and cyclists, in accordance with the sustainable transport objectives set out in Policy CS3 (Sustainable Transport) and Policy CS15 (Transport Infrastructure) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

9 Surfacing of Chapel Lane

Prior to the implementation of the principal vehicular access or the traffic calming scheme, a condition survey of the existing carriageway surfacing on Chapel Lane between Cronton Road and the borough boundary shall be submitted to the local planning authority. The assessment may include a visual inspection and/or reference to existing condition data, such as GAIST survey results or other asset condition records held by the highway authority at the time of implementation of the development. Where surfacing is deemed by the local highway authority to be in a condition likely to undermine the delivery, longevity, or safety of the proposed scheme, resurfacing shall be carried out by the developer and incorporated into the approved scheme of works required in condition 8. Such resurfacing shall be completed prior to first occupation of the development or in accordance with a delivery programme agreed in writing by the Local Planning Authority.

Reason: To ensure the traffic calming scheme is supported by an adequate carriageway surface in the interests of highway safety, scheme longevity, and effective delivery.

10 Offsite highway works: Sandy Lane

Prior to the construction of the first dwelling, a scheme for the off-site improvement works to Sandy Lane (within Knowsley's administrative boundary) has been submitted to and approved in writing by the local planning authority.

The scheme shall include, but not be limited to:

The installation of bat sensitive street lighting to adoptable standards along Sandy Lane, Cronton, including full design details and lighting specifications;

The clearance of overgrown vegetation and trees to improve visibility and safety for all highway users;

Any supporting works necessary to deliver the above, including minor resurfacing, drainage and signage where applicable.

The approved scheme shall be implemented in full prior to the occupation of the 50th dwelling and maintained thereafter.

Reason: In the interest of highway safety and accessibility for all users of Sandy Lane and to ensure the delivery of necessary off-site mitigation in accordance with Policy CS19 (Sustainable and High-Quality Development) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

11 Offsite highway works: Hall Lane/Cronton Road

Prior to the construction of the first dwelling, a scheme for the signalised pedestrian crossing at the junction of Hall Lane/Cronton Road junction, including associated footway and carriageway works, shall be submitted to the local planning authority. The designs shall include, but not be limited to:

The full design of the signalised pedestrian crossing, including all signal control mechanisms, safety features, and pedestrian infrastructure;

Necessary carriageway works to accommodate the crossing, including any road marking and resurfacing works to ensure skid resistance on both approaches to the crossing. (the design is expected to show adequate skid resistance);

Footway works to provide continuous accessible routes for pedestrians, including necessary improvements to surfacing and connections to existing infrastructure;

Any drainage, road markings or signage required to facilitate the above works.

The approved works shall be fully implemented in accordance with the agreed delivery programme and prior to the occupation of the 50th dwelling.

Reason: To ensure that safe and accessible pedestrian crossing facilities are provided, in the interests of highway safety and sustainable transport and to comply with Policy CS19 (Sustainable and High-Quality Development) and Policy CS3 (Sustainable Transport) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

7.0 **Offsite Transport Works**

- 7.1 Taylor Wimpey is willing to provide traffic calming along Chapel Lane and other off-site highway improvement measures. Knowsley Council's intention is that this would be controlled via a Condition (Condition 8) and delivered by Taylor Wimpey via the appropriate legislative process. However, Taylor Wimpey would also be willing to enter into a legal agreement with Knowsley Council and make a financial contribution to facilitate their delivery if this was the preferred legal mechanism chosen by an Inspector.

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8.0 Areas Not Agreed

8.1 There are no areas of disagreement.

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