

APPLICATION NO: 23/01949/REM

APPLICANT: Tritax Symmetry
Huyton Limited

WARD AFFECTED: Whiston & Cronton

DEVELOPMENT: APPLICATION FOR THE APPROVAL OF RESERVED MATTERS (SCALE, ACCESS, APPEARANCE, LAYOUT AND PARTIAL LANDSCAPING) COMPRISING OF THE DEVELOPMENT OF 272,091 (GIA) OF STORAGE SPACE AND DISTRIBUTION FLOORSACE (USE CLASS B8) AND ANCILLARY OFFICES (USE CLASS E(g)), PROVISION OF INFRASTRUCTURE SUBMITTED PURSUANT TO PLANNING PERMISSION 20/00494/HYB

LOCATION OF SITE: Former Site of Cronton Colliery, Cronton Road, Halsnead Garden Village, Knowsley

DEVELOPMENT PLAN ALLOCATION:

Sustainable Urban Extension – South of Whiston and Land South of M62

Local Wildlife Site

1. SITE AND SURROUNDINGS:

The site forms part of the southern parcel of Halsnead Garden Village. Halsnead has national significance as one of the first 14 sites in England to be awarded Garden Village status by the Government in 2017. It is a strategic housing and employment development, which will deliver approximately 1600 homes and at least 22.5 hectares of employment land, together with new education and health provision, 33 hectares of strategic greenspace and a new country park.

The wider site is approximately 51 hectares in size and is the location of the former Cronton Colliery. The site subject to this reserved matters application forms a site area of 33.9 hectares (with the total masterplan area being approximately 50 hectare) and consists of former agricultural land and areas of self-seeded woodland. Some remnants of the landscape features of the former Halsnead Estate are present and these include a linear woodland located to the southeast of the site.

Immediately northeast of the site are a number of residential properties situated on a private access road which joins Fox's Bank Lane to the east. One of these dwellings, 'Old Halsnead' is grade II listed. Beyond the motorway to the north lies the northern parcel of allocated land which forms part of Halsnead Garden Village. To the east of the site lies an employment unit which has now been substantially completed. The south side of the site is bound by Cronton Road and several residential properties and to the west is the remainder of the land

allocated for development but not included in the application site; ancient woodland also lies due west.

PROPOSAL

The application is a reserved matters application pursuant to application 20/00494/HYB. Approval is sought for the scale, appearance, access, layout and partial landscaping relating to unit 2 of the wider masterplan area. Access is from Cronton Road.

The reserved matters application is for the erection of a 25,278 m² (GIA) single employment unit development identified on the submitted plans as unit 2. The proposal can be broken down into the following floorspace areas:

Warehouse area	23,636 m ²
Office (ground floor)	126 m ²
Office (first/second floor)	1,209 m ²
Transport office	279 m ²
Gatehouse	28 m ²

The proposal seeks permission for employment floorspace (B8) and ancillary offices within use class E(g). The development includes a gatehouse, security facilities, service yards, HGV parking for approximately 38 HGVs, plant, vehicular and cycle parking, landscaping, pedestrian and cycle infrastructure, green infrastructure and landscaping.

The applicant has also included earthworks to the country park with levels details for both the country park area and around the site to allow for materials to be utilised to create the floorplate for the industrial unit and to create the path levels for the country park. This includes a burrow pit to the north. Some of these details relate to conditions on the hybrid application but are considered alongside the reserved matters application. Information relating to planning conditions on the hybrid are also included and considered within this report.

RELEVANT SITE HISTORY

15/00191/FUL – Installation of works to form a public country park on site of disused colliery & footpath/cycleway along dismantled railway line. Approved 15 July 2015.

20/00494/HYB – HYBRID PLANNING APPLICATION COMPRISING: FULL APPLICATION FOR THE DEVELOPMENT OF 161,900 SQ FT (15,041 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSFACE (USE CLASS B8), INCLUDING ANCILLARY OFFICES (USE CLASS B1), SECURITY GATEHOUSE, SITE ACCESS ROAD, ENGINEERING EARTHWORKS TO FORM A PART COUNTRY PARK, PUBLIC CAR PARK TO SERVE COUNTRY PARK, AND ASSOCIATED WORKS; AND OUTLINE APPLICATION WITH DETAILS OF POINT OF ACCESS (DETAILS OF PART-ACCESS,

LANDSCAPING, APPEARANCE, SCALE AND LAYOUT ARE RESERVED) FOR THE DEVELOPMENT OF UP TO 838,100 SQ FT (77,862 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSPACE (USE CLASS B8), WITH ANCILLARY OFFICES AND LIGHT INDUSTRIAL (USE CLASS B1); ENGINEERING EARTHWORKS TO FORM COUNTRY PARK AND DRAINAGE ATTENUATION PONDS; PEDESTRIAN/CYCLE/EQUESTRIAN ROUTE CONNECTING EXISTING M62 FOOTBRIDGE WITH PROPOSED COUNTRY PARK; AND ASSOCIATED WORKS. Approved 4 March 2022.

20/00494/NMA1 – NON-MATERIAL AMENDMENT TO CONDITION 39 OF PLANNING PERMISSION 20/00494/HYB TO ALLOW UP TO 25,548SQ.M OF FLOOR SPACE TO BE USED BEFORE THE JUNCTION IMPROVEMENT WORKS TO TARBOCK ISLAND ARE COMMENCED. Approved 27/01/23

22/00162/REM - APPLICATION FOR APPROVAL OF RESERVED MATTERS PURSUANT TO PERMISSION 20/00494/HYB (HYBRID PLANNING APPLICATION COMPRISING: FULL APPLICATION FOR THE DEVELOPMENT OF 161,900 SQ FT (15,041 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSPACE (USE CLASS B8), INCLUDING ANCILLARY OFFICES (USE CLASS B1), SECURITY GATEHOUSE, SITE ACCESS ROAD, ENGINEERING EARTHWORKS TO FORM A PART COUNTRY PARK, PUBLIC CAR PARK TO SERVE COUNTRY PARK, AND ASSOCIATED WORKS; AND OUTLINE APPLICATION WITH DETAILS OF POINT OF ACCESS (DETAILS OF PART-ACCESS, LANDSCAPING, APPEARANCE, SCALE AND LAYOUT ARE RESERVED) FOR THE DEVELOPMENT OF UP TO 838,100 SQ FT (77,862 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSPACE (USE CLASS B8), WITH ANCILLARY OFFICES AND LIGHT INDUSTRIAL (USE CLASS B1); ENGINEERING EARTHWORKS TO FORM COUNTRY PARK AND DRAINAGE ATTENUATION PONDS; PEDESTRIAN/CYCLE/EQUESTRIAN ROUTE CONNECTING EXISTING M62 FOOTBRIDGE WITH PROPOSED COUNTRY PARK; AND ASSOCIATED WORKS) - APPROVAL SOUGHT FOR (SCALE, ACCESS, APPEARANCE, LAYOUT AND LANDSCAPING) Approved 30/6/23

The site has been subject to other applications previously, but none have any relevance to the consideration of this application.

An application for the country park (planning reference 20/00578/FUL) is resolved to be approve subject to the signing of a s106 agreement.

ARTICLE 35 STATEMENT

Officers have worked with the applicant in a positive and proactive manner in order to seek solutions to the issues relevant to the proposed development, consistent with the requirement in the National Planning Policy Framework (NPPF), paragraph 38.

EQUALITIES ACT 2010

In determining this application, the Local Planning Authority has considered the requirements under S149 of the Equalities Act 2010.

Section 149 of the Act sets out a general duty that requires the council to have due regard to the need to:

- eliminate discrimination, harassment and victimisation.
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it, and;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This application raises no equalities issues.

REPRESENTATIONS

In total 4 representations (from separate households) have been received, 2 (6 of these objections have been received from one household/business address. of which objects to the proposals.

Highway Safety concerns

- Since this development has started, there has been congestion and huge delays/long queues on the local roads (e.g. around the M62, Tarbock Island roundabout and Cronton Road). This is caused by construction works and traffic and temporary lights. Once the new warehouse units are constructed, there is concern that the delays/congestion will continue.
- An amendment to condition 39 of the hybrid permission was approved in early 2023. This allowed an increase in floorspace of 8,548 square metres (from 17,000 to 25,548sqm) to be brought into use once the Tarbock Island improvement works had commenced. So far, no junction works have commenced.
- The remaining floorspace approved as part of any reserved matters application shall not be first brought into use until the upcoming junction improvements have been implemented. In this application, on the illustrative masterplan, unit 1 is shown as 15,041sqm and unit 2 as 25,548sqm, totalling 40,319sqm. The developers appear to misunderstand what condition 39 means as the square meterage of development allowed before the Tarbock Island roundabout improvement works have been implemented is a total of 25,548 and not an additional 25,548. This has highway safety implications.

Visual Amenity

- The latest proposal includes a warehouse with a larger footprint than the Yodel unit already constructed. This is considered to be quite a monstrosity that can be seen from much of the local area and visually prominent e.g., from the M62 approach. Hopefully the new proposal will be set at a lower level than the Yodel unit. However, the proposal will still look awful.

Impacts on local businesses

- Concern that the traffic queues will negatively impact on the day to day running of local businesses (e.g., an equestrian business opposite the site). Lessons will be impacted if people cannot get to their lessons due to traffic congestion. In the long term, the increase in traffic will have a detrimental impact on local business as clients will not want to visit due to the increased traffic.

Flooding

- There is increased risk of flooding to adjacent properties and businesses due to more areas being concreted to accommodate the development. This will cause off site flooding and could cause the adjacent riding centre to be unviable/affect the welfare of the horses.

Additional grounds for objection

- Concern about the lack of communication from the Council. KMBC should be more transparent in the way they conduct themselves and answer queries.
- The developer stated that once they'd got the first unit constructed, that works would start to build the country park. The objector raises queries about why the country park is not coming forward and when the multi-user route from Prescott to Cronton will be constructed.
- Concern that KMBC wants to build over all greenspace but are not honouring their commitments to improve the area for walkers, cyclist and equestrians.

CONSULTATIONS

Cronton Parish Council

Unit 2 is much larger than shown on the original application. There was a resubmission of the plans to allow up to 25,548 sqm of floor space to be constructed before the junction improvements to Tarbock Island. Unit 1 and 2 units have a combined total of 40,319sqm of floor space so the Parish Council wish to object to the proposal and point out that the developers are trying to use the 2 units before the roundabout improvements are implemented. So, the objection is related to timing rather than the development itself going ahead. The work on Tarbock Island is likely to take up to 2 years to complete. The work starting would lead to more traffic coming into Cronton to avoid the roundabout and combined with the Taylor Wimpey and other developments, this would cause more traffic issues than there are already. The objection

from Cronton PC is with regards to the size of the units. The developer should not be using over 25,548sqm until the junction works are implemented.

Whiston Town Council

WTC strongly oppose the development due to the severe impact of the development on the highway. Tarbock Island is extremely busy and an increase in traffic due to industrial units will exacerbate this problem. The visual impact on the area will also have a negative impact on residents and people visiting the area. The lack of infrastructure causes Whiston TC members extreme concern.

Local Highway Authority (Knowsley Council) – No objections subject to the following conditions: provision of appropriate an visibility splay; CEMP; full construction details of the spur road being built to the southwestern boundary; provision of parking, servicing and vehicle manoeuvring areas that have been surfaced, drained and permanently marked out or demarcated prior to first occupation; and no part of the development shall be occupied until the approved Framework Travel Plan has been implemented.

Environmental Health (Knowsley Council) – No objections subject to conditions relating to land contamination, materials management, importation of materials, construction hours, submission of a construction management plan, submission of a lighting scheme, a fixed plant condition and inclusion of a white noise reversing alarm condition for night time operations.

Arboriculture (Knowsley Council) - No objection. Conditions are requested to ensure the development is carried out in accordance with the applicants' arboricultural impact assessment.

Landscape Architect – No objections raised. However, comments have been made in relation to the design. One oak tree within G14 should be retained and the other can be removed due to its poor condition. Slope retention features should be used to protect the retained tree. Further information is requested in relation to the vertical cuts being made, how the access road adjacent to G11 can be constructed whilst protecting the trees and how the existing ancient woodland can be protected.

Further information has also been requested in relation to the bluebell translocation and the accuracy of the AIA and any associated BNG calculations. Requests have been made to secure climax tree species on the Commercial Streets and the addition of native hedgerow to strengthen the corridors. Concern has also been raised that slope stability is considered as part of the initial landscaping plans.

The landscaping strategy needs to include appropriate species and should be consistent with the planting across the wider site. The landscaping to the front of unit 2 should also have height. The landscaping should be delivered at 2m centres and incorporate a fertiliser schedule to ensure the landscaping thrives. Additionally larger trees should be included on the main commercial street.

Concern has been raised that the street material palette does not align with the Design Guide and the cycle store should be softened with hedging.

Queries have been raised about the drainage of the western access road as well as the rationale behind the burrow pit. In terms of the layout, again slope stabilization is queried. Country Park levels have been queried alongside path widths and the stability of any bridge crossing over the access road.

Any paladin fencing should be softened with hedging.

Conservation Officer (Knowsley Council) – No comments received.

Merseyside Environmental Advisory Service. – No objections raised.

National Highways – No objection.

Environment Agency – No objections raised.

United Utilities – No comments to make.

LLFA – No objections raised. Comments made in connection with the condition discharge only.

Coal Authority – No objection. There Are no coal mining legacy features to dictate the layout in relation to unit 2.

Halton Council – No objection.

St Helens Council – No objection.

Merseyside Fire Service – No objection.

Active Travel England – No objection raised although it is advised that regard is given to ATE's standing advice.

POLICY CONTEXT

Paragraph 11 and 12 of the National Planning Policy Framework (NPPF 2023), an extract from which is set out below, states that:

“Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not usually be granted. Local Planning Authorities may take decisions that depart from an up-to date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”

In this regard the Knowsley Local Plan: Core Strategy was adopted in January 2016, although certain saved policies of Knowsley Replacement Unitary Development Plan (UDP) remain operational as part of the Statutory Development Plan and are still given weight in reaching a decision under the provisions of paragraph 213 of the latest NPPF. The Joint Merseyside and Halton Waste Local Plan was adopted in 2013 and is also part of the development plan.

The site is allocated for residential development (as a Sustainable Urban Extension) within the Knowsley Local Plan Core Strategy in order to help meet the borough's development requirements up to 2028. The relevant adopted policies for the assessment of the application are listed below.

Knowsley Replacement Unitary Development Plan (Saved Policies, 2006)

T5 – Location of Major Traffic Generating New Development.
T7 – New Development and Walking & Cycling Routes
T8 – Transport Assessments
T9 – Travel Plans
DQ2 – Security in the Built Environment
DQ4 – Trees and Development
ENV2 – Noise and Vibration
ENV3 – Light and Pollution
ENV4 – Hazardous Substances
ENV5 – Contaminated Land

Knowsley Local Plan Core Strategy (2016)

SD1- Sustainable development
CS1 – Spatial Strategy for Knowsley
CS2 - Development Principles
CS4 – Economy and Employment
CS7 - Transport Networks
CS8 – Green Infrastructure
SUE1 – Sustainable Urban Extensions and Safeguarded Land

SUE2 – Sustainable Urban Extensions – Development Principles
SUE2c – Sustainable Urban Extensions – South of Whiston and Land South of M62
CS19 - Design Quality and Accessibility in New Development
CS20 - Managing the Boroughs Historic Environment
CS21 – Design Quality and Accessing New Development
CS24 - Managing Flood Risk.
CS26 – Waste management
CS27 – Planning for and Paying for New infrastructure.

Merseyside Waste Local Plan (2013)

WM8 – Waste Prevention and Resource Management
WM9 – Sustainable Waste Management Design and Layout for New Development

Supplementary Planning Documents

Ensuring a Choice of Travel SPD (2010)
Design Quality in New Development SPD (2016)
Trees and Development SPD (2016)
Developer Contributions SPD (2016)
Adding Social Value to Development: Employment and Skills SPD (2018)
Halsnead Garden Village Masterplan SPD

Also of relevance is the Halsnead Garden Village Design and Local Distinctiveness Guide that was adopted in May 2020. This does not have the status of a Supplementary Planning Document but is a material consideration in determining the application. This guide sets out detailed design requirements across the site.

ISSUES AND ASSESSMENT

Principle of the Development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. This is the test that legislation prescribes should be employed on planning decision making. The 'presumption in favour of sustainable development' at paragraph 11 of the NPPF means: "approving development proposals that accord with an up-to-date development plan without delay".

Site Allocation

The site falls entirely within the Land South of M62 Sustainable Urban Extension as set out in Core Strategy Policy SUE1, which allocates it for residential and employment use and as a country park. The site is one of nine Sustainable Urban Extension site that were released from the Green Belt in

order to help meet the borough's development requirements up to 2028 and beyond. Policy SUE2C of the Local Plan Core Strategy identified the site as capable of delivering 22.5 hectares of logistics, storage and distribution uses within use class B8, or other appropriate employment uses. The site already benefits from the hybrid consent and the reserved matters proposal for an employment unit with associated works aligns with the original hybrid consent and is acceptable in principle.

The delivery of significant employment floorspace as proposed within this application will also make a valuable contribution to the realisation of the potential of the land's allocation for development.

Site Specific Policy

Local Plan Core Strategy Policy SUE2 sets out key policy parameters with which new development within Sustainable Urban Extension sites must demonstrate compliance with to be acceptable. Indicative considerations for each site are further listed at Appendix E of the Core Strategy. Policy SUE2 also explains that:

'The Council will prepare a Supplementary Planning Document, which will propose a spatial development framework for the site, together with further details of development and infrastructure requirements, and; planning permissions will only be granted where they are consistent with a single detailed Masterplan for the whole of the Sustainable Urban Extension which is approved by the Council'

This policy confers significant weight to the Supplementary Planning Document and master plan for the wider Sustainable Urban Extension, outlining their important role in determining acceptability of this application.

Policy SUE2c of the Local Plan relates specifically to the South of Whiston and Land South of M62 site and confirms that employment development in this location should deliver: safe and convenient highway access; provision for public transport; walking and cycling which enhances linkages; public open space within a wider Green Infrastructure network; and key infrastructure and services. This policy provides site specific development requirements with which this application will need to deliver.

The site has outline planning permission for B8 use following the approval of application 20/0494/HYB and therefore the principle of development is already established. However, in order to determine its overall acceptability, the details of the scheme need to be thoroughly considered against the detailed requirements of Policy SUE2 and SUE2C of the Local Plan Core Strategy; the Halsnead Garden Village Masterplan SPD, and other local planning policies (as addressed below).

Comprehensive Development

Nationally, the National Planning Policy Framework (NPPF) introduces an obligation to make the best use of the limited land resource with a view to creating well designed places. In paragraph 122 it states that “*Planning policies and decisions should support development that makes efficient use of land*”. In this case the wider site allocation was removed from the Green Belt in order to secure necessary development that supports sustainable growth in Knowsley. Such land is a very limited and rare resource and as a result the Council cannot countenance a position whereby such land cannot properly or effectively be developed because it is poorly connected. There is a significant risk that if the site is not brought forward with the appropriate connections the level of development expected to be delivered from the site will not be realised, with the consequence of increased pressure to allow development on less sustainable sites.

The need to ensure that planning permissions within the allocation deliver and facilitate comprehensive development of Halsnead Garden Village is a clear priority within the Council’s Local Plan Core Strategy Policy SUE2 which states:

“Development within Sustainable Urban Extensions must [...] demonstrate a comprehensive approach to the development of the relevant Sustainable Urban Extension and to infrastructure provision (excerpt from Policy SUE2 part 1b) [...] Planning permissions [for the site] must be linked to any necessary legal agreements [...] which facilitate the comprehensive delivery of all phases of development within the Sustainable Urban Extension in accordance with the single detailed masterplan.”

It follows that the need to ensure comprehensive development is also a strategic objective of the Halsnead Garden Village Masterplan SPD. Paragraph 8.5 states that:

“The Council will need to be satisfied that development of individual parcels will not sterilise or frustrate delivery of other parts of the site [...] all parcels will need to be sufficiently coordinated with appropriate green, social and physical infrastructure delivered at the correct time to support successful comprehensive development”.

Strategic objective SO2 of the Halsnead SPD requires that effective collaboration and partnership working ensuring that development is designed and implemented to ensure the comprehensive delivery of Halsnead as a whole, including the timely and coordinated provision of physical and community infrastructure.

Paragraph 5.62 of the Masterplan SPD states that: - *“every application should demonstrate how it would assist in overall delivery, and not compromise or prejudice, wider development of Halsnead as a Garden Village; this will include alignment with the infrastructure requirements and delivery principles set out in this SPD”.*

It is a clear thread of national and local policy that the site must be brought forward in a comprehensive manner and no one development shall restrict the neighbouring land coming forward for development.

The Masterplan SPD (at Fig 6.1) sets out the indicative locations of the primary vehicular routes through the site. This sets out the need to create a 'looped route' that will allow excellent access to all parts of the site and reduce traffic and environmental impacts along Cronton Road.

The proposals show the route of the road required to deliver a vehicular link through the former mineral line into the development site to the southeast. This link will be required to be provided before the first occupation of Unit 2 and this will be dealt with by condition. The condition will also require details of how the road will be constructed, the materials used, and details of any engineering works required to deliver the road; the condition will also seek to ensure that it remains accessible to vehicles and is not closed off.

The applicant has demonstrated a comprehensive approach in delivering the site, subject to the conditions referenced above and, therefore, the proposal complies with the requirements of Policies SUE2 and SUE2b and the requirements of the Masterplan SPD.

Design, Layout, Landscaping and Masterplan Compliance

Policy SUE2 is clear in its requirement that proposals must demonstrate a comprehensive approach to development and be of a high design quality. The Halsnead Garden Village (SPD) has been prepared for the site and in addition Policy SUE2c sets out further requirements which the development should deliver and is further supported by the Halsnead Garden Village Design and Local Distinctiveness Guide.

The Masterplan sets out the Council's requirements for the layout in respect of street hierarchy, location of open space and overall design quality. The design and layout of the proposal also falls to be considered in respect of Policy DQ2 of the Replacement UDP and Policies CS2 and CS19 of the Local Plan: Core Strategy. Of relevance in considering the design and layout of the development is the Design Quality in New Development SPD. Key requirement HSPD4 (employment development) within the Halsnead SPD requires new developments to: minimise or avoid impact on retained habitats including ancient woodland, Local Wildlife Sites and protected trees; integrate the former mineral railway line link into the layout design; not impeded access to the Coal Authority monitoring station; ensure access to the country park area is not impeded; ensure there is no harmful impact on the Listed Building at Old Halsnead Hall or its setting and maintain amenity for existing residents. All these policies and SPDs share the same aim: to ensure that an acceptable level of quality in the development is achieved.

Proposed unit 2 is a substantial building, measuring 243 metres in length, by approx. 99 metres in width and a maximum of 20.74 metres in height. The

warehouse building incorporates a curved roof design with a haunch height of 18m. Whilst being a large building its scale is typical of a building for large modern warehouse/logistics use. The roof is proposed to be profiled steel with rooflights in anthracite grey. The eaves, fascia and soffit are also proposed to be pressed metal in anthracite.

Upper level horizontally laid trapezoidal cladding is proposed in albatross with lower-level cladding including a vertically laid trapezoidal cladding system to offer contrast against such a large elevation. The external elevations also include some composite panels for further contrast which graduate in colour from hamlet through to slate grey in vertical laid panels. Curtain walling is proposed in anthracite. Composite panelling with a micro rib grey-white finish is also proposed on the rear and around the window detailing to the southeast elevation. Brise soleill are proposed over the windows in anthracite and louvres also in grey. The proposed materials, including the hard landscaping materials relating to unit 2 are considered to be acceptable, with hard landscaping incorporating use of tarmac, marshalls paving slabs (natural perfecta smooth) and block paving. The proposed materials are considered to create a high-quality development.

A condition is recommended to secure the materials proposed as well as ensure that the gatehouse, sprinkler tanks and bin stores are delivered in accordance with the approved plans whilst further details is requested by condition in relation to details of the substations and other utility buildings/structures, in the interests of protecting visual amenity.

Objections have been received on the grounds that the proposal would be a large highly prominent building that will be seen from the neighbourhood of Tarbock and from the M62 motorway and concern has been raised from a visual amenity perspective.

The principle of the employment development in this location has been established and the hybrid permission consented. The site already benefits from a consented reserved matters application reference 22/00162/REM. Whilst this new REM application proposes a larger unit footprint, with an increase in floorspace of c 6685sqm, the building will have a lower height, when compared with the reserved matters application, of 20.7m (the consented building height is currently 22.6m). Additionally, the proposed building incorporates a slightly curved roof and the materials and colour palette will help to reduce the scale and massing of the proposed unit. A northern service yard proposes to use downward lighting to reduce impacts on sky glow and 10m high floodlighting is also proposed.

In terms of the earthworks, and to enable unit 2 to be set down within the landscape to reduce impact, a borrow pit and areas of cut will have to be created which will remain un-landscaped for a temporary period until units 3 and 4 are built. Excess earth materials will be used to create the Country Park levels and will be replanted. In terms of landscaping, it is proposed that a native structural planting scheme will help to mitigate the impacts on the development. Levels details have been submitted and are considered to be acceptable.

The proposed layout of the site is acceptable. The highway elements of the layout are discussed later in the report. The layout allows for a considerable level of parking serving unit 2 and this is provided for the needs of a potential occupier. Overall, the layout meets all highway safety requirements and provides for the loop road mentioned above and is therefore considered to be acceptable. The proposal is also considered to comply with the Halsnead Design and Distinctiveness Guide.

Full landscaping details have been submitted and are considered acceptable. The plans have been amended to retain a number of trees, and in particular two trees within G14. The proposal also retains an area of woodland (G11) that appears to have been planted as part of landscaping for the wider Halsnead Estate. This is a mature woodland, which includes some ancient woodland indicators but is not designated ancient woodland. As this woodland contains a number of native species as well as priority habitat, its retention is welcomed.

The root protection areas of G11 have been identified and the applicant is committed to protecting G11 as much as possible. Having regard to the fact G11 is not designated ancient woodland, and following further discussion, it is accepted that protection of the root protection area will be sufficient to ensure this area of woodland continues to function as a woodland habitat. MEAS has confirmed that from an ecological perspective, the information provided by the applicant is acceptable. The Landscape Architect has confirmed that they have no further comments in respect of updated AIA and AMS.

Landscape Comments

Detailed landscape proposals have been broadly accepted for the site although the landscape architect has raised a couple of queries in relation to the size of the trees adjacent to the commercial main loop road which vary but include many with a 10-12cm girth which are not considered to be large enough. The landscape architect has suggested tree girths sizes of 20-25cm. The landscape architect also asked for details relating to slope stability and recommended that the planting remediation mix was at 2m that than 3m centres to improve slope stability. Also, a fertiliser tablet has been recommended by the Council's landscape architect. These measures can be secured via a detailed landscaping condition.

The landscape architect also requested that the trees along the main access road were larger trees to create an attractive access into the development. However, it is considered that the smaller girth trees are acceptable having regard to what has previously been approved, having regard to the Design and Distinctiveness Guide and because colliery spoil material across the site means that smaller trees have a better chance of becoming established. As such, a condition to secure the planting is recommended.

The site adjoins an ancient woodland along the western boundary. The Masterplan SPD requires a 15-metre standoff to ensure that new development is not detrimental to the ancient woodland, and this has been provided for in these proposals.

The applicant has made some amendments including retention of trees and has also provided a detailed response to some of the issues raised. These will be discussed in the next paragraphs. It is noted that the applicant has sought to retain the two trees within G14 although the Landscape comments state that one of the Oaks is in a poor condition and will need to be removed. This has been flagged with the agent and both trees are currently shown for retention.

Concern was originally raised about the slope stability by the Council's Landscape Architect and in particular, in relation to the access road between the G11 woodland and unit 2 and the slope to the south of unit 2. The applicant has confirmed that the slope will be circa 1:3 and can be created using site won colliery spoil. Cross sections of this slope have been provided as well as a slope stability statement. It is noted that the onus is on the developer to provide a safe and stable development. The applicant has carried out slope stability calculations and provided unit 2 levels drawings. Consideration has been given to delivering a safe development. Given the limited detail relating to the spur road, it is recommended that a further condition is included seeking more detail relating to the spur access road and including a timetable for implementation. It is also recommended that the condition requires the access road to remain open for access and not to be closed off. Full details of any retaining structures will need to be submitted as part of this condition.

Concern has been raised about the requirement for a 15m buffer around G11. This woodland area is not formally classed as ancient woodland and a report confirms that some indicators for ancient woodland are present. Adequate tree protection measures have been provided as well as a cross section and levels details. The provision of these protection measures can be conditioned.

Further information has been requested about the borrow pit and why it's needed. The applicant has confirmed that the intention is for the borrow pit area to be temporarily 'cut' and the material generated will be transferred to the east within the application boundary to form the final Country Park levels. This area of cut is temporary, and the subsequent reserved matters application will show details of the final form as it relates to unit 4; materials generated from construction of units 3 and 4 will be used to fill the borrow pit. It is noted that amended details relating to the burrow pit changed the shape/profile of the excavation. However, the overall footprint of the burrow pit is smaller in the amended plans and no further consultation was deemed necessary.

Concern has been raised by the landscape architect about the extent of cut which are considered to create deep vertical faces and information has been requested as to how the edges of the borrow pit cut will be treated. The applicant has confirmed that the slopes will be cut at 1:1.5 and then infilled by benching when the arisings from foundations and drainage are reinstated. This is temporary until unit 4 comes forward.

Comments were raised about the translocation of bluebells from a woodland that is now being retained. The AIA has been updated to reflect this.

Updated planting schedules and specifications have been received following landscape comments. These updated plans include modifications to tree sizes and updates to planting locations and species; additional changes are recommended to be secured by condition as described above but it is considered that the landscaping offers good framing of the commercial street and some screening of unit 2 including improved native hedge mix planting.

Concern has been raised by the landscape architect that the materials do not align with the design guide. However, the scheme uses the same materials as approved for unit 1 and reserved matters 1 and therefore the materials are considered acceptable and a condition is recommended to secure use of the materials set out in the elevation plan details. It is noted that building facing materials are not stipulated within the Masterplan SPD nor the Design Guide.

The layout and design of the proposal is considered to reduce the impacts of the proposal on visual amenity and the siting and design are considered to be acceptable having regard to massing, height and appearance. The landscape impacts of the proposal are also considered to be acceptable. As such, the proposal is considered to comply with the relevant local plan policies, including Core Strategy policies CS2, CS19, SUE2 and SUE2C. The proposal is also considered to comply with UDP saved policy DQ2 (Security in the Built Environment). and guidance in adopted SPDs including the Design Quality in New Development SPD (2016) and the Halsnead Masterplan SPD.

Residential Amenity (including noise)

In order for the proposal to be acceptable, it is important that it does not have a detrimental impact on the amenities of existing residents. Core Strategy Policies CS2 and CS19 combine to ensure that new development does not significantly injure the amenities of nearby residential neighbours. Saved Policy ENV2 of the Knowsley UDP seeks to ensure that new or existing developments are protected from new or existing noise sources and that, where necessary, effective mitigation measures are secured.

A noise report has been submitted in support of the application and has been assessed by Environmental Health Officers. Given the orientation of the building and the distance from the nearby properties, Environmental Health has confirmed that they agree with the conclusions within the noise report. However, as the report assumed that vehicles would be fitted with white noise reversing beepers, a condition is required to ensure this is secured. Environmental Health consider the use of standard beepers will impact on residents, particularly at night, so a white noise reversing beepers condition is necessary. However, the LPA has concerns that such a condition would not be enforceable given the use of the site by 3rd party vehicles. As such, a condition is recommended to ensure the operation of Unit 2 is carried out only in accordance with the noise report. This will ensure that the assumptions are adhered to and any changes to this will require either a s73 application or an NMA to address any changes to the way the unit operates from a noise perspective. This is recommended having regard to the fact that no end user

has been identified. The night time noise restriction aligns with how the application has been assessed as EH has agreed with the conclusions of the noise report.

Subject to the above condition, no objections have been received from Environmental Health on noise grounds. Environmental Health has also suggested CEMP, construction hours, contaminated land, materials management, importation of soil/material, fixed plant and lighting conditions. All of these are included on the hybrid planning permission and so, having already been secured, will ensure continued protection of neighbour amenity.

Other mitigation was requested relating to fixed plant noise levels and a CEMP but these are already conditions on 20/00494/HYB and do not need adding to the reserved matters permission.

An updated daylight/sunlight assessment was submitted with the application, and this demonstrated the proposals will not have detrimental impact because of the buildings scale and no overshadowing will occur despite the size of the proposed buildings.

In conclusion, the proposal would not be significantly detrimental to the amenity of the occupiers of existing dwellings, subject to the conditions referenced above. Furthermore, any lesser impacts from the development on existing residents need to be considered in the context of the planning balance and weighed against the positive benefits accruing from the development. The proposal, subject to appropriate planning conditions, complies with:

- the National Planning Policy Framework
- the National Design Guide
- Policies SD1, CS2, SUE2, SUE2c and CS19 of the Knowsley Local Plan: Core Strategy, and
- the Halsnead Garden Village SPD and Design & Distinctiveness Guide.

Impact on Heritage Assets

To the northeast of the site is the Grade II listed building, Old Halsnead. There are also three non-designated heritage assets recorded on the Merseyside Historic Environment Record within the development: Site of Cronton Colliery Halsnead Park; Halsnead Park, and Halsnead Park Wall. Within the wider setting are the following grade II listed buildings/structures: Snape Gate Barn; North East Lodge to Halsnead Park; the gate piers adjacent to NE Lodge; Carr House Farmhouse and The Paddocks and the Stables.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 says that when considering planning applications that affect a listed building or the setting of listed buildings the local Planning Authority is required to “...have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”. Policy CS20 of the Local Plan Core Strategy sets a similar expectation and says that

new development should be sensitively designed and appropriately integrated into the settings of heritage assets.

The NPPF (at paragraphs 199 – 208) also provides guidance upon the approach to be taken in considering the impacts against the level of harm (if any) that has been identified. Key requirement HSPD4 of the Masterplan SPD states the development shall ensure there is no harmful impact on the listed building at Old Halsnead or its setting. Paragraph 199 of the NPPF is of particular importance and, in summary, states that in considering the impact of a development on the significance of a designated heritage asset, in this case Old Halsnead, great weight should be given to the asset's conservation. The more important the asset the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

The principle of the development was considered as part of planning application 20/00494/HYB and this reserved matters proposal is pursuant to this planning permission. An updated Heritage Impact Assessment has been submitted in support of the detailed proposal which includes a detailed assessment of significance for each listed building.

Old Halsnead is the closest listed building, located to the NE of the site. It is considered to be of high historic value for its age and rarity as a modest 17th Century manor house and as part of the late 17th Century development of the Halsnead Estate. Overall, the standard of design with relatively simple detailing is considered to be of modest architectural value. The HIA submitted with the application concludes that Old Halsnead is of moderate significance overall. The LPA concurs with this view. The immediate setting of Old Halsnead comprises a private garden including mature trees and drive; these contribute positively to the setting of the listed building whilst the modern single storey outbuilding is not considered to have a positive impact on setting.

The boundary trees within the setting are historic trees and contribute considerably to the setting of the listed building providing screening from the M62. The historic route of the driveway from Fox's Bank Lane also contributes to the significance of the building's setting. Halsnead Villas have reduced the original plot size and contribute little to Old Halsnead's setting; they are of low significance. The M62 within the wider setting to the north has severed the historic landscape from the remainder of the Halsnead Estate and whilst historic woodland offers screening, the M62 has an urbanising impact and detracts from the setting of Old Halsnead.

Fields to the west contribute positively to the setting whilst also representing remains of the Halsnead Estate's parkland; the fields provide a rural landscape character, offer attractive views and hold some moderate historic significance as fragmentary remains of field structure and woodland – showing the arrangement of the former Halsnead Estate. The woodland to the south of the access road also contributes positively providing rural landscape character. However, as the farm buildings are lost, this area to the south holds little significance.

Parts of the wider setting include the 19th Century entrance walls, the 18th Century Estate boundary walls and the historic alignment of Fox's Bank Lane. Whilst having a historic connection, these have very limited visual connections but they do contribute positively towards the setting of Old Halsnead. The wider setting has been detrimentally affected by the M62 motorway north of Old Halsnead. The designated and non-designated assets to the north beyond the M62, whilst again having a historic connection and offering a positive contribution to setting through this historic association, have very limited visually connections and do not offer much in the way of impact on the setting. Although in Winter some views of Old Halsnead from Halsnead Park can be seen.

The current proposal is for a c25,278 GIA square metre unit which when compared with the previous reserved matters application (reference 22/00162/REM) is an increase in floorspace of c 6685 sqm. The building would have a lower height, when compared with the reserved matters application, of 20.7m; the consented building height is currently 22.6m. The roof is slightly curved and the materials and colour palette will help to reduce the scale and massing of the proposed unit. The service yard is to the north with use of downward lighting is proposed to reduce impact on sky glow; 10m high floodlighting is proposed to the service yard and access road which is proposed to be sited to reduce impacts on visual and residential amenity.

In terms of the earthworks, and to enable unit 2 to be set down within the landscape to reduce impact, a borrow pit and areas of cut will have to be created which will remain landscaped for a temporary period until units 3 and 4 are built. Excess earth materials will be used to create the Country Park levels and will be replanted. In terms of landscaping, it is proposed that a native woodland planting of adjacent land will provide screening of views toward the development and provision of amenity planting on internal areas of the employment unit site. Woodland structure planting is also proposed to offer screening of the wider development.

The proposed unit 2 will cause some harm to the wider setting of Old Halsnead due to the scale of the building, hard landscaping, fencing, lighting and loss of rural landscape character. However, taking into account the distance, siting and proposed landscaping, it is considered that the harm would be at the lower end of the scale of less than substantial harm. It is acknowledged that some of these impacts have been accepted in principle and through the site's allocation, as well as having regard to the colliery past use. New landscaping would offer screening and limit views, especially as the landscaping matures. Loss of historic landscape features could be balanced out by delivery of new and supplementary native planting and new hedgerows. So, whilst the rural character of Old Halsnead's wider setting will change considerably under the proposals, these will be mitigated by landscaping. Since views towards the country park can be retained to offer a visual connection with the new country park and framed views to open areas. Additional planting around Old Halsnead will need to be considered as part of any future REM applications relating to the unit proposed directly adjacent to Old Halsnead. It is noted that a condition was

included on the decision notice for the 22/00162/REM to require additional planting adjacent to Old Halsnead to reduce the impact of any development on the setting of this listed building in connection with unit 2 (also referred to as unit 3 given the new REM proposal includes siting of unit 2 next to the mineral line).

The reserved matters application is considered to fall well within the restrictions in terms of floorspace and building height that were set within the hybrid planning permission and therefore the heritage impacts are less than the 'worse case' scenario permitted.

The HIA submitted with the application concludes that the proposed development would have a 'low-moderate degree of 'less than substantial harm' to the significance of the grade II listed Old Halsnead due to the adverse impacts on the wider setting; the proposal would have a limited impact on Old Halsnead's immediate setting. The LPA considers that this assessment is an accurate description of the level of harm.

Whilst less than substantial harm has been identified, it is considered that the proposal would deliver significant public benefits that are considered to outweigh the harm identified, as required by paragraph 202 of the NPPF. Issues over the level of harm caused to the setting of this listed building were considered as part of the hybrid application and weighed against the public benefits of the development. As these proposals are within the various restrictions imposed by the hybrid application, it is considered that these benefits remain and outweigh the identified level of harm.

The public benefits associated with the scheme include social, economic and environmental benefits. The proposal will help to bring part of a brownfield site back into use (the former colliery which formed part of the hybrid consent) and bringing forward an allocated employment site in a key gateway location which will secure jobs and investment in the area, helping to deliver the earthworks for a country park development and the associated recreational and leisure benefits associated with this and facilitating the potential delivery of a new pedestrian and cycleway connection. The scheme will also help to bring social benefits in the form of new trainee/apprenticeships during construction and the associated health and wellbeing benefits associated with the Country Park.

It is noted that as part of the hybrid application, archaeological trial trenching evaluation was carried out and failed to find archaeological features of any significance. As such archaeology does not need to be considered further.

To conclude, the reserved matters application proposal will have less than substantial harm on the heritage assets as set out above. The level of harm has been identified as a low degree of less than substantial harm overall. However, significant public benefits have been identified which are considered to outweigh this harm. The application complies with Core Strategy Policy CS20 and with paragraphs 199, 202 and 203 of the NPPF. The requirement of S66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to "...have special regard to the desirability of preserving the building or its setting

or any features of special architectural or historic interest which it possesses” has been fully complied with in the consideration of this application. As such, the proposals would be acceptable in relation to the historic environment.

Highways Impacts

Policy CS7 (Transport Networks) in the Local Plan Core Strategy requires new developments to be located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. The policy also requires new developments to make adequate provision for cycle and car parking.

The NPPF requires new developments to ensure that appropriate opportunities to promote sustainable transport modes can be taken up, that safe and suitable access to the site can be achieved for all users, and that any significant impacts from the development on the transport network, or on highway safety can be mitigated to an acceptable degree. Furthermore, 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 would be severe.

Concerns have been raised by neighbouring properties about the impacts of the proposal on traffic congestion around the Tarbock Island roundabout. Concerns about the resulting impacts on traffic congestion on local businesses including the riding stables business opposite the application site have also been raised.

The issues relating to the access point onto the existing highway network and the impact of the development on the wider highway network including traffic generation were considered as part of 20/00424/HYB and this current reserved matters application falls within the parameters of the approved details. The principle of the development has therefore already been accepted through the hybrid consent.

Both neighbours and Cronton Parish Council have made comments regarding the amount of floorspace allowed before the Tarbock Island junction improvements need to have been implemented and completed. The new proposal is considered to allow more floorspace to become occupied, contrary to the hybrid consent and the 2022 reserved matters application, before works to Tarbock Island have been commenced and completed. This results in concern about the impact of the development on the safe operation of Tarbock Island and associated congestion/highway safety impacts.

The original hybrid consent had a condition (39) limiting the amount of floorspace to be occupied/brought into use as part of any reserved matters application to 17,000 m². This trigger point was identified as the limit before junction improvement works at Tarbock Island were commenced. The remaining floorspace was limited to being brought into use after the junction improvement works to Tarbock Island were implemented. A non-material amendment application approved a change to this condition, limiting occupation

of no more than 25,548 m² of floorspace before the Tarbock Island works were commenced with further occupations linked with implementation of the junction improvement works.

Importantly, this trigger is linked with reserved matters floorspace and not the floorspace approved as part of the full element of the hybrid permission (i.e., this excluded the Yodel unit or unit 1). Given this reserved matters application is for a unit size of 25,278 m², this would allow unit 2 to be built and occupied without amended condition 39 coming into effect. However, if any other unit within the outline part of the hybrid masterplan area was brought into use first, then this would effectively prevent this unit being brought into use. The condition on the hybrid consent still limits occupation of the units approved as part of any reserved matters application through the floorspace trigger.

National Highways have been consulted and raised no objections to the proposals. National Highways does not consider that the proposed development would have an adverse impact on the safety of, or queuing on, a trunk road. This is on the basis that amended condition 39 on the hybrid consent still limits the amount of floorspace that can be brought into use within the reserved matters area of the hybrid consent.

In relation to the concerns raised about the traffic generation associated with the development and the resultant impacts on the local area and on the operation and continued viability of existing businesses, the proposal aligns with the hybrid consent under which traffic generation and highway impacts were robustly considered. The outline area of the development benefits from outline consent for 77,862 m² of employment floorspace. The applicant has submitted Transport Assessments to conclude that the proposal can be safely accommodated within leading to detrimental transport impacts on the local highway network and the trunk road network. This has been accepted by the Local Highways Authority in relation to the local highway network and National Highways, in relation to the strategic highway network.

The proposal includes the provision of 38 HGV parking spaces, 244 car parking spaces, 13 motorcycle parking spaces and 100 cycle parking spaces within 10 shelters. The car parking spaces include provision for 50 EV charging spaces and 15 accessible parking spaces. The car park entrance lies off the main access road to the west of the proposed warehouse whilst the HGV access point lies further north from the car park entrance. A fire track runs along the full length of the west and south elevations of the proposed warehouse linking into the parking and vehicle manoeuvring areas to facilitate full fire truck access around the building. The Local Highway Authority has not raised any objections to the level of parking provision.

From a highway safety point of view, the layout is considered to be acceptable subject to a condition maintaining adequate visibility splays to the site access / egress points. A condition will also be included ensuring the delivery of the loop road as referenced above and the Local Highway Authority has recommended a condition to secure the extension of the spine road which shall include the following:

- The proposed road ground level and levels details of any regrading of the land
- Construction details of the road to an adoptable standard
- Full details of the proposed highway drainage
- Indicative details of how the road will cross the former mineral line and connect to the development site to the south.

The Local Highway Authority has also recommended the imposition of a condition to secure a CEMP. This is not necessary as the hybrid consent already requires this detail. A condition is recommended to secure the provision of the parking, servicing and vehicular manoeuvring area (including the provision for pedestrians and cyclists) to be drained, surfaced and permanently marked out prior to first occupation. Finally a condition to secure the implementation of the Framework Travel Plan has also been recommended by the LHA. However, condition 38 of the hybrid consent requires travel plans to be submitted prior to first occupation of each unit within a subsequent reserved matters applications. As such this matter can be appropriately dealt with via the hybrid consent in the interests of promoting sustainable travel options.

Subject to the to the recommended conditions referred to above, the application accords with policies CS7 (Transport Networks) and CS19 (Design Quality and Accessibility in New Development) in the Knowsley Local Plan: Core Strategy Policy and it is considered that the development would not result in any significant adverse impacts on highway or pedestrian safety.

Active Travel Response

Active Travel submitted standing advice relating to this development. The development included a transport statement which concludes that the proposal can be safely accommodated without leading to severe transport impacts on the local highway network. The wider site masterplan for the hybrid consent includes active travel principles including improved/upgraded bus stops on Cronton Road, new Toucan crossings and advanced stop lines for cyclists at the proposed signalised junction and legible links to the surrounding area. A bespoke travel plan will be provided for this unit (required by condition 38 of the hybrid) and this will bring forward a range of measures to encourage use of sustainable transport modes.

Based on multi modal trip rate assessment using comparable B8 sites in line with the TRICS outputs that have been agreed with the Highway Authority as part of the hybrid consent, the predicted daily cycling and pedestrian trips is 12 and 92 two-way movements respectively. Knowsley Council is delivering a wider strategic cycle route linking Cronton to Prescott and if delivered, this should connect with Halshead South via the Country Park and the multi user route proposed development (again should this be approved).

The wider site access road comprises a shared footway and cycleway 3m wide with verges. There is a transport strategy which reduced the speed limit on Cronton Road for a section between Tarbock Island and Fox's Bank Lane; this improves conditions for active travel users. This reserved matters application includes extensive cycle parking facilities (for 100 cycles), internal layout provision of showers and changing areas, and marked crossing points within areas of the car park. A condition is included to secure the cycle parking but to include a design that accommodates some non-standard cycle designs including for users with mobility impairments; this shall include facilities for a range of cycle types). This development also helps deliver the country park development through establishment of overall levels which is linked with promotion of active travel.

Assessment of public transport availability has found that the site is in a sustainable location with bus stops within 400m. The site provides connections with adjoining development and facilitates the provision of a loop road (via the spur access link condition) which helps makes the route through the wider site more sustainable.

Unit 2 incorporates 2m wide paths leading pedestrians from the car park to the ancillary office, street lighting to provide safe connections, adequate car park levels to aid accessibility for all users and dropped kerbs and tactile paving crossing points to facilitate active travel users. Conditions have been included on the hybrid consent and this reserved matters consent to secure the appropriate laying out of the development to include adequate visibility splays, laying out of the car parking area in accordance with the approved details and securing the delivery of the junction improvements alongside the upgrading bus stops.

Subject to the above conditions, it is considered that the development makes adequate provision to promote active travel, deliver a development with acceptable impacts on highway safety as well as promoting the use of sustainable transport modes and delivering an inclusive development. The proposal is considered to comply with saved policies T5, T7, T8 and T9 of the Knowsley UDP, Core Strategy policies CS7, SUE2 and CS19 and the NPPF.

Ecology and Trees

Policy CS8 of the Local Plan Core Strategy seeks to protect, maintain and where possible enhance biodiversity and to provide adequate mitigation for any biodiversity loss, in circumstances where harm resulting from the development is otherwise unavoidable. Policy CS21 seeks to encourage retention of existing trees, woodland, vegetation and other habitat features that offer a positive contribution to the local environment in terms of visual amenity, recreation value or biodiversity/wildlife interest. This policy also seeks to deliver appropriate planting of trees and other habitat features for the benefit of biodiversity whilst also seeking replacement provision for trees on a two for one basis. This is reiterated in the Trees and Development SPD. The NPPF also seeks to promote biodiversity and retention of habitats.

Amended plans have been provided to show that the two trees originally shown for removal within G14 and the trees within G7 are being retained. The applicant has also clarified that the trees within G7 and G8 do not provide features for roosting bats. The Biodiversity Mitigation Strategy has also been submitted and is considered acceptable by MEAS. The scheme seeks to provide bat and bird boxes across the site based on proposed tree removal and species types. The bat and bird box details are considered to be acceptable, and MEAS has raised no objections subject to the imposition of a condition to secure the implementation of the Biodiversity Mitigation Strategy. However, it is considered that this condition is not required as the original hybrid condition 48 requires the BMS to be implemented in accordance with the approved details.

In terms of the biodiversity net gain, the proposals for the development zone will result in a loss of 49.68 habitat units which equates to a 58.71% loss whilst the proposals for the northeastern country park zone will result in a loss of 13.35 habitat units or a 24.35% loss. This results in a total of 63.03 habitat units being lost. Compensation will be delivered via a financial contribution which is defined within the s106 as being £11,000 per unit (as established under the hybrid consent reference 20/00494/HYB). The total sum of habitat compensation is therefore £693,330 and the s106 associated with the hybrid provides the mechanism for securing the biodiversity net gain contribution.

The Biodiversity Net Gain Assessment Report submitted with the application sets out that a 30-year management and monitoring plan will be produced for unit 2 and the adjacent retained woodland will be enhanced. This is considered acceptable by MEAS. MEAS has recommended the production of a Landscape and Ecological Management Plan. It is considered that this has already been secured on the hybrid consent under condition 56 which requires a Habitat and Landscape Management Plan to be submitted to and approved in writing by the LPA prior to first occupation of each phase. This also requires a 30-year management strategy. As such, no further condition is required.

The applicant has submitted a number of landscaping plans which are considered to be acceptable and are included in the approved plans condition.

Flooding

Policy CS24 requires that developments do not give rise to unacceptable risk of flooding both on site or elsewhere. This policy directs development to areas of low probability of flooding as a preference unless development cannot be practicably located in an area of lower risk of flooding. Policy CS24 also requires drainage of new development to be designed to reduce surface water run off rates to those associated with a greenfield site. Where necessary, policy CS24 requires new development to include flood mitigation measures.

Concerns have been raised by neighbouring property owners that the development will give rise to flooding, having regard to the additional hardstanding and built development proposed compared to the site as it is now. The applicant has submitted a Flood Risk Assessment which considers the risk

of flooding associated with the development. This Assessment demonstrates that the site is not at risk of flooding from reservoirs, tidal or coastal waters. The site is also considered to be at low risk from fluvial, surface water, ground water and sewer flooding.

Both the EA, UU and the LLFA have been consulted as part of this reserved matters application. No objections have been raised. A number of planning conditions were imposed on the hybrid consent and the details relating to this unit also form part of the discharge of condition application that supports this reserved matters application. The Drainage Scheme condition (53) and the temporary drainage (condition 52) are discussed below. The EA confirmed that providing the development was carried out in accordance with the 2020 FRA, then they would have no further comments to make. The development is required to be carried out in accordance with the 2020 FRA through condition 54 on the hybrid consent.

However, for the purposes of the reserved matters application, the proposal is considered capable of complying with policies CS19 and CS24 of the Local Plan Core Strategy and the NPPF. The principle of the development has been established as part of the hybrid application and the impacts of the development on flood risk are considered to be acceptable; the development will not give risk to unacceptable levels of flooding on site or elsewhere.

Waste Storage and Management

The applicant has provided bin store details which are considered to be acceptable. The proposal is considered to comply with policy WM9 (Sustainable Waste Management design and layout for new development) of the Merseyside and Halton Joint Waste Local Plan and the National Planning Policy for Waste.

Condition Compliance

Planning permission 20/00494/HYB included a number of conditions requiring additional information to accompany any subsequent reserved matters application. The conditions are as follows.

Condition 13 Submission of remediation scheme, implementation of remediation scheme and verification report, importation of materials, materials management plan and unexpected contamination condition – Sufficient information has been submitted to discharge the following: submission of remediation scheme; materials management plan; reporting of unexpected contamination and importation of soil/material for unit 01 only. Partial discharge of this condition is recommended by Environmental Health. The EA is satisfied with the information submitted to discharge condition 13.

Condition 36 Fencing adjacent to the motorway – This proposal does not include any buildings adjacent to the M62 motorway and these details will accompany any subsequent reserved matters for unit 3.

Condition 37 CEMP – The submitted CEMP addresses the ecological mitigation measures required to avoid harm to protected species and is considered acceptable by MEAS (although it's noted that the CEMP doesn't include ecological matters). MEAS has also confirmed the waste details are acceptable. Subject to amendment, no objections have been raised by Environmental Health such that the condition can be discharged. The Highways Engineer has confirmed they have no objections to the CEMP. The detail is therefore considered sufficient to discharge this condition as it relates to unit 2.

Condition 40 – Remediation works relating to mining works. The Coal Authority have confirmed that the submitted details are acceptable in respect of unit 2. The information is acceptable to discharge this condition in so far as it relates to unit 2.

Condition 42 Arboricultural Impact Assessment - The applicant submitted an updated AIA and AMS to enable discharge of this condition. The tree retention and removal plan show the retention of G11 and retention of the trees with bat roost potential previously identified for removal. This included retention of trees within G14 and G7. MEAS has confirmed that the information is acceptable from an ecological perspective. ESS has also confirmed the information is acceptable although it is noted that one of the Oaks is in poor condition and will need to be removed in the future. The information is considered acceptable to discharge this condition in relation to unit 2.

Condition 45 – Levels. Levels details have been submitted in support of the application and have been assessed earlier in the report for unit 2. Wider earthworks details have also been submitted to include country park levels. The slope gradients range between 1 in 3 and 1 in 4 for the steeper slopes. Whilst the paths themselves are shown as slightly narrower than what the landscape architect was envisaging as they wanted to see verges either side of the paths, the earthworks generally offer a good base on which the country park can be potentially constructed and widened paths in many areas would result in trees and habitat loss so a balanced approach is considered appropriate to mitigate habitat loss whilst securing off road routes of varying widths. Highways have not offered further comment on the amended levels detail but appears to be acceptable.

Condition 46 – Highway connections. The submitted details do not meet the full requirements of this condition as cross sections are required. However, given the changes made during the course of the first reserved matters application reference 22/00162/REM, it is considered that the mineral line crossing spur can be dealt with by way of a similar worded condition as was included on the first reserved matters. This has been agreed with the applicant.

Condition 47 – Ancient Woodland Buffer - The illustrative masterplan shows a proposed 15m buffer alongside The Old Wood Ancient Woodland. This is considered acceptable. MEAS has stated that the proposals include cut and fill works adjacent to G11, which has been identified as potential ancient

woodland. However, condition 47 does not relate to G11 as the condition was always intended to provide the 15m buffer for the western woodland area. As such, the details submitted to comply with this condition are acceptable in so far as they relate to this reserved matters application.

Condition 48 – Biodiversity Mitigation Strategy – This was submitted in support of the application and MEAS have now accepted the recommendations. The amended details confirm that no trees are to be removed from G7 and the trees requiring removal from G8 were all assessed as having negligible bat roost potential due to the trees being young/early mature plantation of mainly willow, alder and birch. Prior to their removal a walkover survey confirmed that these trees were still of negligible potential. MEAS has confirmed that the submission details are acceptable and the information submitted is acceptable to discharge condition 48 in full.

Condition 49 – Electric vehicle charging points.

This was submitted in support of the application. The Local Highway Authority has confirmed they are satisfied with the submitted details and therefore the requirements of this condition are satisfied insofar as they relate to unit 2.

Condition 50 – Updated Heritage Impact Assessment. This was submitted in support of the application and the impacts of the reserved matters proposals on heritage assets is assessed earlier in this report. The requirements of this condition are satisfied insofar as this reserved matters application is concerned.

Condition 51 – An overshadowing assessment has been submitted with the application. Whilst the assessment is based on a slightly different layout, the assessment does consider the impacts of a unit within the same location as unit 2. Given the proposal is of a lower height than the first reserved matters and having regard to the scale and location of unit 02, this unit is sufficiently far enough away to have no overshadowing impacts on the gardens of adjacent residential properties as such further technical assessment is not required. The requirements of this condition are satisfied insofar as this reserved matters application is concerned.

Condition 52 – Temporary drainage. This was submitted in support of the application and therefore the requirements of this condition are satisfied insofar as this reserved matters are concerned. The EA has confirmed they do not wish to comment on this condition.

Condition 53 – Drainage Scheme - This was submitted in support of the application. The LLFA has confirmed that they are satisfied subject to: (i) the provision of Environmental Agreement/Permit from Environment Agency on surface water runoff connection (including connection point and rate), foul water connection if discharged to water bodies (including connection point and rate) and the site pollutant linkage to the watercourse; and (ii) the provision of adequate water quality of the off-site surface water flows (draining into a sewer, watercourse and ground) in accordance with the Simplified Index Approach as set out within Section 26 of the SUDS Manual (C753). In this case that an industrial yard is proposed, water quality risk to surface

water bodies and groundwater should be assessed (screening risk or detailed risk assessment) and mitigation measures to be adopted to ensure that risk to both surface water bodies, and groundwater are effectively managed (see Table 26.1 of the SUDS Manual).

The EA has confirmed they do not wish to comment on this condition providing the works are carried out in accordance with the previously approved FRA T/18/2126/FRA Rev 1.3 -2020. This is a requirement of condition 54 of the hybrid consent.

Condition 58 – Contaminated Land – Environmental Health has confirmed that this condition can be partially discharged in relation to the submission of a remediation scheme and the materials management plan. The remaining parts of the condition cannot be discharged and these include implementation of the approved remediation scheme and the verification report, reporting of unexpected contamination and the importation of soil/material to site. EA has asked for further information which has been passed on to the applicant. Once the EA are satisfied, this condition can be partially discharged in so far as it relates to unit 2.

Condition 61 – Lighting - The details submitted are acceptable insofar as the reserved matters application is concerned.

CONCLUSION

The proposal would secure a high-quality employment development on one of the Council's allocated employment sites and make a valuable contribution towards meeting the borough's development needs.

The proposals are acceptable in terms of design and layout, and do not give rise to any issues relating to residential amenity or highway safety, subject to the inclusion of conditions.

Recommendation

- 1) 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.

- 2) The hard landscaping around Unit 02 shall be undertaken in accordance with the External Finishes Plan, drawing no. 22604-UMC-XXXX-SI-DR-A-0701 REV P07, and these hard landscaped areas shall be fully laid out and completed prior to first occupation of unit 02 hereby permitted. Prior to first occupation, a detailed regime for the ongoing and longer-term management/maintenance of all landscaped areas (for a ten year period) shall be submitted to and approved in writing by the local

planning authority. The landscaped areas shall be managed/maintained in accordance with the approved details.

The soft landscaping shall be managed/maintained in accordance with the approved Landscape Specification document (reference MAN.1453.008.ENZ.RP.L.45.001) and shall include the use of slow release fertiliser which shall include use of fertiliser tablets incorporated 200mm deep with the backfill when pit planting or 200mm deep into a notch and evenly distributed around each plant on the following basis, unless such amended fertiliser schedule is otherwise submitted to and approved in writing by the Local Planning Authority:

- 1 Nr tablet for plants up to 1 Ltr.
- 2 Nr tablets for plants up to 3 Ltrs.
- 3 Nr tablets for plants up to 5 Ltrs.
- 4 Nr tablets for plants up to 10 Ltrs.
- 5 Nr tablets for plants up to 15 Ltrs.

The landscaping of unit 02 shall be undertaken in accordance with the Planting Plan, drawing no. MAN.1453.007.ENZ.XX.00.DR.L.45.002 REV PL03 and the Plant Schedule reference ENV.00.XX.SH.L.45.001 and shall include the remediation mix being planted at 2m centres.

The approved soft landscaping works shall be implemented and completed prior to first occupation of unit 02 unless otherwise agreed in writing by the Local Planning Authority.

Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development.

- 3) Visibility splays of 2.4m x 70m at each vehicular access into the site shall be provided before first occupation of Unit 02. Any planting or structures within the area of the visibility splay shall be no higher than 0.6 metres.

Reason: To ensure the proposed access points are safe and do not give rise to any highway safety issues.

- 4) Before the first occupation of Unit 2, full construction standard drawings showing the internal road network being built to the southwestern boundary of the site, where it adjoins the former mineral railway line, shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt the details shall include the following;

- The proposed road ground level and levels details of any regrading of the land;
- Construction details of the road to an adoptable standard including materials;
- Full details of the proposed highway drainage;
- Indicative details of how the road will cross the former mineral line and connect to the development site to the south;
- Details of any retaining structures;
- Tree protection measures relating to G11 and any further measures required to protect these trees through an updated Arboricultural method statement;
- Timetable for implementation.

The agreed details shall be implemented in accordance with a timetable for implementation that has first been submitted to and approved in writing by the Local Planning Authority prior to the occupation of Unit 02 and retained thereafter, unless otherwise agreed in writing with the Local Planning Authority. The road connecting to the southwestern boundary of the Site shall remain open for use and shall not be obstructed or closed off, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the delivery of a comprehensive development and ensure an alternative future access into the site is provided.

- 5) The development hereby permitted shall only be constructed in accordance with the approved materials set out on approved plan reference 22604-UMC-XXXX-ZZ-DR-A-1301 P03 entitled 'Elevations'.

Reason: To ensure the building is of acceptable appearance in the interests of protecting visual amenity.

- 6) The fencing and gates shown on plan reference 22604-UMC-XXXX-SI-DR-A-0702 REV P04 entitled 'Fencing Details' are hereby approved. Any additional boundary treatments for Unit 02, including retaining structures (and materials) (as identified on plan reference 22604-UMC-XXXX-SI-DR-A 0603 P07, or any subsequent revision that may later be approved by way of an amendment) shall be submitted to and approved in writing by the Local Planning Authority before Unit 02 is first occupied. The agreed details shall be implemented in full before the first occupation of Unit 02.

Reason: To ensure the provision of acceptable boundary treatment to the site.

- 7) The cycle shelters shall be constructed in accordance with the approved elevation plan reference 22604-UMC-SI-DR-A-0703 P03. Prior to their erection full details of how non-standard cycles can be accommodated within the shelter(s) shall be submitted to and approved in writing by the Local Planning Authority and the cycle shelter(s) shall then make provision for the non-standard cycle parking in accordance with the approved details. Prior to the erection of the cycle shelters, the external finish shall be submitted to and approved in writing by the local planning authority. The cycle shelters shall then be constructed in accordance with the approved external finish prior to first occupation of unit 2 hereby permitted.

Reason: To promote sustainable transport modes and to provide cycle shelter facilities suitable for a range of cycle types including non standard cycles to accommodate people with mobility impairments.

- 8) The development shall be carried out in accordance with the Arboricultural Impact Assessment and Method Statement reference TG Report No. 12267_R08c_JJ dated 3rd November 2023. The tree protection measures shall be erected prior to commencement of the development and shall be retained at all times thereafter during the course of construction.

Reason: To protect the trees within and adjacent to the site and in the interests of biodiversity.

- 9) The development hereby permitted shall only be operated in accordance with the assumptions, recommendations and conclusions of the 'Noise Impact Assessment' reference 50-756-R1-2 dated July 2023.

Reason: To ensure the nearby residential properties are suitably protected against the noise impacts of the development.

- 10) Prior to their construction or erection, full details of each substation/utility building, the warehouse ASHP External area and the condenser compound shall be submitted to and approved in writing by the Local Planning Authority. The substation and external plant/equipment shall then be constructed in accordance with the approved details.

Reason: In the interests of visual amenity.

- 11) There shall be no open storage unless such details are otherwise submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity.

Informatives

- 1 The proposed development lies within an area that has been defined by the Coal Authority as containing coal mining features at surface or shallow depth. These features may include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines);

mine gas and former surface mining sites. Although such features are seldom readily visible, they can often be present and problems can occur, particularly as a result of new development taking place.

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant land stability and public safety risks. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design which takes into account all the relevant safety and environmental risk factors, including mine gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at:

www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

Informative Note valid from 1st January 2023 until 31st December 2024

2 The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating with the applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

3 The applicant's attention is drawn to comments from Merseyside Fire Service, Active Travel and the EA.

4 Reasons for Granting Planning permission

The decision to grant this reserved matters consent has also been taken having regard to the policies and proposals set out below and to all materials planning considerations, including supplementary planning guidance:

Knowsley Replacement Unitary Development Plan (Saved Policies, 2006)

T5 - Location of Major Traffic Generating New Development

T7 - New Development and Walking & Cycling Routes

T8 - Transport Assessments

T9 - Travel Plans

DQ2 - Security in the Built Environment

DQ4 - Trees and Development

ENV2 - Noise and Vibration

ENV3 - Light and Pollution
ENV5 - Contaminated Land

Knowsley Local Plan Core Strategy (2016)

SD1- Sustainable development
CS1 - Spatial Strategy for Knowsley
CS2 - Development Principles
CS4 - Economy and Employment
CS7 - Transport Networks
CS8 - Green Infrastructure
SUE1 - Sustainable Urban Extensions and Safeguarded Land
SUE2 - Sustainable Urban Extensions - Development Principles
SUE2c - Sustainable Urban Extensions - South of Whiston and Land South of M62
CS19 - Design Quality and Accessibility in New Development
CS20 - Managing the Borough's Historic Environment
CS21 - Greenspaces and Trees
CS24 - Managing Flood Risk
CS26 - Waste Management
CS27 - Planning for and Paying for New Infrastructure

Supplementary Planning Documents

Ensuring a Choice of Travel SPD (2010)
Design Quality in New Development SPD (2016)
Trees and Development SPD (2016)
Halsnead Garden Village Masterplan SPD

Merseyside Waste Local Plan (2013)

WM8 - Waste Prevention and Resource Management
WM9 - Sustainable Waste Management Design and Layout for New Development

This informative is only intended as a summary of the reasons for granting reserved matters consent. Should you require any further details relating to the decision, please contact Kevin Foster on 0151 443 2893.

SCHEDULE 1

Architectural Drawings

- Site Location Plan (1:1250) – Reference: P0601 Rev. P05
- Design and Access Statement Rev. P01
- Proposed Illustrative Masterplan – Reference: P0602 Rev. P09
- Unit 02 Site Plan – Reference: P0603 Rev. P07 (submitted 02.10.23)
- Unit 02 Building Plan - Reference: P1001 Rev. P03
- Unit 02 Office Plan – Reference: P1002 Rev. P02
- Unit 02 Roof Plan – Reference: P1003 Rev. P02
- Unit 02 Elevations – Reference: P1301 Rev. P03
- Unit 02 External Finishes – Reference: P0701 Rev. P07 (submitted 02.10.23)
- Unit 02 Fencing Details – Reference: P0702 Rev. P04
- Unit 02 Gatehouse Details – Reference: P0801 Rev. P03

- Unit 02 Cycle Shelter – Reference: P0703 Rev. P03
- Unit 02 Sprinkler Tank and Switch Room Details – Reference: P0705 Rev. P04
- Unit 02 Bin Store – Reference: P0704 Rev. P03
- Unit 02 Building Sections – Reference: P1101 Rev. P02

Landscape Drawings prepared by Enzygo

- Planting Masterplan – MAN.1453.007.ENZ.XX.00.DR.L.45.001 (submitted 18.12.23)
- Planting Site Plan – MAN.1453.007.ENZ.XX.00.DR.L.45.002 Rev. PL03 (submitted 18.12.23)
- Landscape Specification – MAN.1453.008.ENZ.00.00.RP.L.45.001 (submitted 18.12.23)

Supporting Documents

- Transport Statement prepared by Vectos including the following access drawings:
 - Proposed Access Junction Arrangement and Visibility Splays – VN232557-D100 Rev. A;
 - Proposed Service Yard Access Junction Arrangement and Visibility Splays – VN232557-D101 Rev. A;
 - Proposed Access Junction Arrangement and Visibility Splays Car Park (North) – VN232557-D102 Rev. A;
 - Proposed Internal Access Road Arrangement and Footway / Cycleway Provision (Unit 02) – VN232557-D103 Rev. A;
 - Swept Path Analysis of Internal Access Road – VN232557-TR100 Rev. A;
 - Proposed Unit 2 Swept Path Analysis (Service Yard) – VN232557-TR101 Rev. A;
 - Proposed Unit 2 Car Park (South) Layout Review – VN232557-TR101 Rev. A; and
 - Proposed Unit 2 Car Park (North) Layout Review – VN232557-TR103 Rev. A.
- Noise Impact Assessment – Reference: 50-756-R1-2

Condition 42 (Arboricultural Impact Assessment)	Arboricultural Impact Assessment and Method Statement ref: 12267_R08c (submitted 06.11.23)
Condition 45 (Finished Levels)	• Unit 2 Levels mine shaft lowered – Ref: L005-TIE-ZZ-XX-DR-C-6053_T5 (submitted 01.02.24) • Unit 2 Earthworks – Ref: L005-TIE-ZZ-XX-DR-C-6051_C5 (submitted 01.02.24) • Country Park Levels – Ref: L005-TIE-ZZ-XX-DR-C-6060_P2 (submitted 01.02.24) • Country Park Earthworks – Ref: L005-TIE-ZZ-XX-DR-C-6040_P2 (submitted 01.02.24) • Cronton Colliery Phase 2 - Slope Stability review Rev. 0 - 24-11-2023 (submitted 18.12.23)
Condition 46 (Highways Connection Details)	• Illustrative Masterplan (ref: P0602 Rev. P09)
Condition 47 (Ancient Woodland Buffer)	• Illustrative Masterplan (ref. P0602 Rev. P09)
Condition 48 (Biodiversity Mitigation Strategy)	• Biodiversity Mitigation Strategy – Reference: 7367.036.v2 • Bat and Bird Box Scheme – Reference: 7367.037.v3 (submitted 15.09.23)

	• Bluebell Report – Reference: 7367.038 (submitted 08.01.24)
Condition 49 (Electric Vehicle Charging Point)	• Reference: P0603 Rev. P07 (submitted 02.10.23) • 3995-HAN-PL-02-DR-E-6101
Condition 50 (Updated Heritage Impact Assessment)	• Heritage Impact Assessment (11 July 2023)
Condition 51 (Updated Overshadowing Assessment)	• Overshadowing Assessment KST/17049
Condition 52 (Temporary Drainage Measures)	• Temporary Drainage Works – Reference: T/18/2126 51-03 Rev.P2
Condition 53 (SUDS Drainage Scheme)	• Unit 02 Drainage Layout – Reference: L005-TIE-ZZ-XX-DR-C-5520 Rev. P3 • Flood Exceedance Route – Reference: L005-TIE-ZZ-XX-DR-C-5521 Rev. P2 • Drainage Design Criteria: Storm Phase • Dock Leveller Section – Sk20 Rev. P2 • Flood Risk Assessment – V1.3
Condition 58 (Remediation Works and Mitigation Measures)	• Ground Investigation Report – TE1163GIR1.4 • Enabling Works Strategy – TE1163EWS1.1 • Ground Gas Verification Report – TE1163GVP1.1 • Mineworking Stabilisation Report – TE1163-TE-00-XX-CM-GE-001-V02 • Coal Mining Risk Assessment – TE1163-TE-00-XX-RP-GE-003-V01 • Materials Management Plan - TE1163MMP1.5 • Tier Letter to Ian Gaskell dated 12 October 2023 - TE1163-TE-00-XX-GE-LT-009-V01 • Tier Letter to India Blythin dated 24 January 2024 - TE1163-TE-00-XX-GE-LT-013-V01 • Cronton Colliery Phase 2 - Slope Stability review Rev. 0 - 24-11-2023 (submitted 18.12.23)
Condition 61 (External Lighting)	• External Lighting Statement–3995-HAN-PL-02-RP-E-64-01 Rev. 2 including: ○ External Lighting Design Strategy 3995-HAN-PL-02-DR-E-64-21 Rev. 2 ○ External Lighting Design Layout 3995-HAN-PL-02-DR-E-64-31 Rev.2 ○ External Lighting Illumination 3995-HAN-PL-02-DR-E-64-41 Plots Rev. 2 ○ External Lighting Controls Strategy 3995-HAN-PL-02-DR-E-64-51 Rev.2 ○ External Lighting Controls Layout – 3995-HAN-PL-02-DR-E-64-61 Rev.2

Signed Case Officer¹: **Clare Appleyard**

Signed Authorising Officer²: **K Foster**

Date: **19 March 2024**

¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

² I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed