



Knowsley Council

Statement of Case

Appeal at: Land to north and east of Rose Farm, Chapel Lane, Widnes,
Knowsley / Cheshire

Proposal: Against the decision to refuse planning application
23/01037/OUT outline planning application (with all matters
other than access reserved) (to be determined by Halton
Borough Council only) for the development of up to 350
dwellings, public open space, landscaping and associated
infrastructure works. full details for site access arrangements
via a new junction on Chapel Lane (to be determined by
Knowsley Borough Council only) and emergency access via
Sandy Lane (to be determined by Halton Borough Council)

Appellant: Taylor Wimpey

Knowsley Council Ref: 23/01037/OUT Planning Inspectorate Ref: 6007472

1. Background

- 1.1 On 25 May 2023 Knowsley Council received a planning application which was submitted by Taylor Wimpey the description of the development is as follows:

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

- 1.2 As set out in the description of development the application was a cross-boundary submission with only the matters relating to the formation of an access and an emergency access on Chapel Lane for determination by Knowsley Council. The other matters would be for the consideration of Halton Borough Council.
- 1.3 On 9 October 2025 the application was presented to Knowsley Council’s Planning Committee, where Council Officers recommended that the application be granted planning permission subject to 11 conditions. A copy of the Committee agenda is included in Appendix A. Members of the Planning Committee voted to defer consideration of the application to the next meeting and to undertake a committee site visit prior to that meeting.
- 1.4 A Committee site visit was undertaken on 5 November 2025 and the application was presented to the Planning Committee on 6 November 2025. The officer report recommended that the application be granted planning permission subject to 11 conditions. A copy of the Committee agenda and an additional information report is included in Appendix B.
- 1.5 At the meeting the Members of the Planning Committee gave due consideration to the application and decided that planning permission should be refused for the following reason

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

2. Policy Context

2.1 The Development Plan in Knowsley comprises the Local Plan Core Strategy (adopted in 2016), the Saved Policies of the Replacement Unitary Development Plan (adopted in 2006) and the Joint Merseyside and Halton Waste Local Plan (adopted in 2013). Only the Policies in the Local Plan Core Strategy are relevant to the determination of this appeal and the policies which are most important for determining the application are considered to be up-to-date and consistent with National Planning Policy. Extracts of the Core Strategy policies which are relevant to the Council's reason for refusal are set out below.

2.2 *Core Strategy Policy CS2 (Development Principles)*

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

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

Principle 4 seeks to recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place by:

- e) Mitigating potential negative impacts of traffic growth and road traffic on highways safety, air quality, noise and health.

2.3 *Core Strategy Policy CS7 (Transport Networks)*

Part 1 states that planning powers and other interventions will be used to support a sustainable and integrated transport system that:

- d) will enhance road safety and
- f) improve the health and well-being of local people.

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

2.4 *Core Strategy Policy CS19 (Design Quality and Accessibility)*

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

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

2.5 The National Planning Policy Framework (NPPF) is also a material consideration in the determination of this application. The relevant policies in the NPPF, in so far as they relate to the Council's reason for refusal, are set out below.

2.6 *NPPF Chapter 9.0 Promoting Sustainable Transport*

Paragraph 109 states that that transport issues should be considered from the earliest stages of plan making and development proposals, using a vision led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- e) identifying and pursuing opportunities to promote walking, cycling and public transport use

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

- b) *safe and suitable access to the site can be achieved for all users*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

Paragraph 116 states that:

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

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

- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport and*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

3. The Case for the Council

3.1 Background

- 3.1.1 The Council does not dispute that the refusal of the planning application was a decision by Members of the Planning Committee contrary to the recommendations of its technical officers.
- 3.1.2 The Planning Committee is of course not bound by any recommendation provided by officers; a recommendation is just that and members are able to form their own views on an application. The members of the Planning Committee visited the site as a group prior to the meeting that the application was decided at, considered the application documents, the reports provided by officers and the representations made by interested parties and concluded that the proposed development would have an unacceptable impact on highway safety.
- 3.1.3 Other matters such as impacts on the listed building (Redmyre), ecology and arboriculture and residential amenity neither weigh in favour or against the proposed development and are not relevant to this appeal.
- 3.1.4 The Council accepts that the prospect of another site access being more suitable than the one which has been proposed is not a material consideration in this case. The Council also accepts that the delivery of 350 new homes on an allocated site in Halton is a material consideration in favour of the appeal proposals.

3.2 Chapel Lane Baseline Conditions

- 3.2.1 Chapel Lane is a narrow, single carriageway rural lane that runs broadly north/south between Cronton Road and Cornerhouse Lane. Knowsley Council is the Highway Authority for the area of Chapel Lane extending from Cronton Road to a point adjacent to number 26a Chapel Lane; The section of Chapel Lane between number 26 Chapel Lane and Cornerhouse Lane falls within the administrative area of Halton Council, who are the Highway Authority for that section of the route.
- 3.2.2 Chapel Lane is subject to a posted speed limit of 30mph throughout its length. A continuous footway is provided along the eastern side of the highway, although its width varies along the route. Along its western side there is a 60m (approx) footway between Cronton Road and Rosewood Farm. The alignment of Chapel Lane includes a pronounced reverse ('S'-shaped) bend commencing approximately 500 metres south of its junction with Cronton Road. The proposed site access and emergency access are both located immediately adjacent to this section of horizontal curvature. Consequently, visibility for both vehicle drivers

and pedestrians is influenced by the geometry of the highway and the prevailing vehicle speeds recorded in the vicinity of the location.

Footway widths

- 3.2.3 According to the Department for Transport's *Manual for Streets* and Active Travel England guidelines, the standard minimum width for a compliant, inclusive footway is 2.0 metres, which ensures sufficient space for two wheelchair users or pushchairs to pass safely. While standard design principles accept a reduced width of 1.5 metres to allow a single wheelchair user and a pedestrian to pass.
- 3.2.4 In determining the application, Members undertook a site visit and walked a significant length of Chapel Lane between Cronton Road and the vicinity of the proposed development access. This provided Members with an opportunity to observe first-hand the character of the Chapel Lane, including the pedestrian environment, relationship between the footway and carriageway, vehicle speeds and the physical constraints present along the lane.
- 3.2.5 As set out in Table 1 below the eastern footway along Chapel Lane has a number of locations where visible constraints or pinch points are present. The measurements reflect where the footway appeared to be narrowest and should therefore not be regarded as representative of average footway widths along the entire route. A plan showing the areas of narrowed footway and photographs are included in Appendix C
- 3.2.6 The pinch points arise from a combination of street furniture, utility apparatus, vegetation growth, property boundary treatments and other physical features adjacent to the highway.

Plan Ref.	Location	Footway Width (m)	Constraint detail	Responsible Authority
1	8 Chapel Lane	1.2	Residential property boundary	Halton
2	24 Chapel Lane	1.5	Overgrown vegetation – residential property boundary	Halton
3	26 Chapel Lane	1.0	Landscape feature encroaching onto the footway (see image 1)	Halton
4	26 Chapel Lane	1.5	Lamp column 10 (Halton Reference)	Halton
5	23 Chapel Lane	1.3	Lamp column 11 (Halton Reference) (see image 2)	Halton
6	23 Chapel Lane	1.3	Lamp column 12 (Halton Reference)	Halton

7	Rose Farm, 28 Cronton Road	1.65	Lamp column 21	Knowsley
8	Development Site	1.5	Lamp column 19 (see image 3)	Knowsley
9	Development Site	1.2	Lamp column 18 (see image 4)	Knowsley
10	93 Chapel Lane	1.4	Overgrown vegetation – residential property boundary	Knowsley
11	93 Chapel Lane	1.5	Lamp column 13	Knowsley
12	85 Chapel Lane	1.3	Overgrown vegetation at property boundary (see image 5 & 6)	Knowsley
13	83 Chapel Lane	1.0	Telegraph Pole (see image 7)	Knowsley
14	71 Chapel Lane	1.4	Lighting column 9	Knowsley
15	53 Chapel Lane	1.1	Overgrown vegetation at residential property boundary (see image 8)	Knowsley

Table 1 Summary of Measured Footway Widths at Pinch Points

- 3.2.7 Footway widths vary significantly along the route. At its narrowest the footway includes widths as low as 1.0m at locations where pedestrians are required to navigate around existing fixed obstructions or encroachments.
- 3.2.8 Pedestrian comfort is influenced not only by absolute footway width but also by the proximity of passing vehicles, the alignment of the carriageway, the presence of bends, roadside vegetation and street furniture. Members therefore considered the pedestrian environment as experienced on site rather than solely by reference to measured footway dimensions.
- 3.2.9 Several of the constrained sections of footway coincide with locations where pedestrians may encounter others travelling in the opposite direction, including wheelchair users, mobility scooter users, people using walking aids, parents with pushchairs and school children walking to and from local facilities. Whist technical officers advised that the footways generally remain above absolute minimum widths and that some constraints could be addressed through maintenance, management measures and in some cases as part of the proposed traffic calming measures, Members were not satisfied that the overall pedestrian environment would be sufficiently improved by the proposed development mitigation.
- 3.2.10 The observations made during the site visit, together with measured pinch points and the evidence regarding prevailing vehicle speeds, informed Members'

assessment of the existing character of Chapel Lane and their conclusion that the proposal would intensify use of a route which already exhibits notable pedestrian constraints.

Speed

3.2.11 During the consideration of the application, the Council received a significant number of representations raising concerns regarding vehicle speeds on Chapel Lane. Those concerns reflected not only objections received through the planning process, but also the Highway Authority's wider knowledge of the route, including historic complaints relating to speeding vehicles.

3.2.12 The application included speed survey information within the Transport Assessment as part of the application. However, the Council considered it necessary to obtain an independent assessment of prevailing traffic speeds to verify existing highway conditions and ensure that the decision-making process was informed by a robust and impartial evidence base, this is included in Appendix D. The purpose of the survey was to provide the Council with confidence that the characteristics of the highway environment had been fully understood and that any mitigation secured through the planning process would be proportionate and appropriately targeted.

3.2.13 The survey was undertaken over a continuous ('neutral') two-week period between 14 June 2025 and 27 June 2025 using roadside traffic monitoring equipment positioned at 2 points along Chapel Lane. The survey recorded:

- traffic flows in both directions;
- vehicle speeds;
- vehicle classifications; and
- the proportion of vehicles exceeding the posted 30mph speed limit.

3.2.14 The purpose of the survey was to provide the Council with an independent evidence base against which the applicant's submitted survey data could be assessed. A copy of the survey is included in Appendix D and a summary table is provided below.

Survey Location	Mean Speed	85th Percentile Speed	Vehicles Exceeding 30mph
Site 1 (Northbound)	28.2 mph	33.1 mph	34.5%
Site 1 (Southbound)	26.3 mph	31.4 mph	22.6%
Site 2 (Northbound)	32.3 mph	37.4 mph	66.7%

Site 2 (Southbound)	c.32 mph	c.37 mph	c.64%
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Table 2 Speed Survey Data obtained by KMBC

- 3.2.15 The survey identified a marked variation in speed compliance along Chapel Lane, with the highest recorded speeds occurring at Site 2 (nearest to the development access) where prevailing (85th percentile) speeds were approximately 37–38mph, significantly above the posted 30mph speed limit.
- 3.2.16 Of particular significance was the fact that the survey did not simply identify isolated incidents of excessive speed, rather, the results demonstrated that speeding formed part of the prevailing traffic environment, with approximately two-thirds of vehicles at Site 2 travelling above the posted speed limit and the narrowness of the footway would exacerbate any feelings of being unsafe that users of the footway have.
- 3.2.17 The application was also supported by speed survey information contained within the submitted Transport Assessment. Automatic Traffic Count (ATC) surveys were undertaken on Chapel Lane between 11 May 2022 and 17 May 2022 to record prevailing traffic flows and vehicle speeds. The results informed the design of the proposed access arrangements and associated visibility splays. A summary of the applicant's recorded speed data is provided below, the location of the survey was not included in the application documents.

Survey Location	Mean Speed	85th Percentile Speed	Vehicles Exceeding 30mph
Chapel Lane (Northbound)	31.0 mph	35.2 mph	Not reported
Chapel Lane (Southbound)	30.0 mph	34.0 mph	Not reported

Table 3 Speed Survey Data submitted by the applicant

Source: Transport Assessment, Table 3.7 – Existing Traffic Speeds on Chapel Lane.

- 3.2.18 The applicant's survey demonstrated that average vehicle speeds were at, or above, the posted 30mph speed limit and that prevailing vehicle speeds (85th percentile speeds) were recorded at approximately 35mph northbound and 34mph southbound. These findings were subsequently used by the applicant to justify the visibility splays proposed at the site access.
- 3.2.19 The applicant's survey data and the Council's independently commissioned survey were broadly consistent, notwithstanding differences in survey locations

and survey periods. Council officers accepted that the applicant's survey was valid and did not dispute its findings. However, the independently commissioned survey provided additional confidence that prevailing vehicle speeds on Chapel Lane regularly exceed the posted 30mph speed limit and identified 85th percentile speeds of approximately 37–38mph in the vicinity of the proposed access. The combined findings of both surveys informed officers' assessment of the application and the recommendation that traffic calming measures should be secured by condition through the planning process to improve speed compliance and ensure that the visibility splays proposed were appropriate. The survey evidence was also a material consideration for Members when assessing the suitability of the proposed access arrangements and the wider highway environment along Chapel Lane.

- 3.2.20 Both sets of survey data were a factor in informing consideration of the proposed development and reinforced concerns regarding the introduction of a new vehicular access onto a route where prevailing vehicle speeds exceed the posted speed limit. The recorded speeds, taken together with the character of Chapel Lane and the proposed increase in vehicular and pedestrian activity associated with the development, formed part of the evidence considered by Members when reaching their decision.

Traffic Impact

- 3.2.21 Traffic surveys submitted as part of the Transport Assessment recorded average weekday traffic flows on Chapel Lane of approximately 4,965 two-way vehicle movements per day. Peak hour traffic flows were recorded as:

Period	Two-Way Flow
AM Peak (08:00 – 09:00)	512 vehicles
PM Peak (17:00 – 18:00)	445 vehicles

Table 4 Baseline Peak Hour Traffic Flow (Chapel Lane)

- 3.2.22 The survey data demonstrates that Chapel Lane is already a well-used route connecting residential areas with the wider highway network, including Cronton Road to the north and Prescot Road to the south.
- 3.2.23 Traffic surveys also confirmed that prevailing vehicle speeds exceeded the posted 30mph speed limit, particularly in the vicinity of the proposed access, where both the applicant's survey data and the Council's independently commissioned survey recorded 85th percentile speeds materially above 30mph.

- 3.2.24 The TA predicts that the proposed 350 dwellings would generate additional traffic movements throughout the day, with the highest levels occurring during the weekday network peak periods.
- 3.2.25 Using the applicant's distribution and assignment modelling, the proposed development was forecast to generate approximately:

Peak Hour	Two-Way Development Traffic
AM Peak (08:00 – 09:00)	c.67 vehicle movements
PM Peak (17:00 – 18:00)	c.266 vehicle movements

Table 5 Development Traffic Flow Forecast

- 3.2.26 All development traffic would utilise Chapel Lane to access the wider highway network as no other vehicular accesses are proposed. The applicant's modelling concluded that the local highway network would continue to operate within accepted capacity thresholds and that the proposed site access would operate satisfactorily without significant delay.
- 3.2.27 The Council accepts the applicant's capacity assessments and is satisfied that the proposed development would not result in a severe residual cumulative impact on the highway network.
- 3.2.28 The traffic movements associated with the development would intensify the use of Chapel Lane in terms of both vehicles, pedestrians and cyclists leading to an increase in conflict between motor vehicles, pedestrians and cyclists on an already perceived unsafe section of lane..

3.3 Unacceptable Impacts on Highway Safety

Site Access & Emergency Access

- 3.3.1 The application proposes the creation of a new access onto Chapel Lane on a mid-point in the 's' shaped bend and would involve the demolition of a bungalow at Rose Farm and the creation of a 6.3m wide highway with a priority junction where it meets Chapel Lane with a footway on each side.
- 3.3.2 The emergency access would be located to the north of the proposed access and would be approximately 4.8m wide.
- 3.3.3 The application demonstrated that the proposed development could deliver visibility splays of 2.4 metres by 50.8 metres to the north and 2.4 metres by 53.5m to the south once the area has been cleared of all obstructions exceeding 600mm in height. The appellant's visibility assessment was based on the lower 85th percentile speeds recorded in their own survey. By contrast, the Council's

independently commissioned survey recorded higher 85th percentile speeds of 37.4mph northbound and 37.0mph southbound in the vicinity of the proposed access. Having regard to the character and function of Chapel Lane as a classified rural road, Manual for Streets 2 indicates that, based on these recorded speeds, visibility splays of approximately 65 metres would be required in both directions from the proposed access. A corresponding visibility requirement would also apply to vehicles travelling northbound on Chapel Lane and turning right into the site.

- 3.3.4 Furthermore, the Council's recorded northbound 85th percentile speed of 37.4mph marginally exceeds 60kph (37.28mph). Whilst only marginal, this exceeds the threshold at which increased visibility standards should be considered. In such circumstances, the minimum visibility requirement would increase to approximately 70 metres, with a desirable visibility splay of up to 90 metres.
- 3.3.5 Given the evidence of speeds above the posted 30mph limit which is supported by the applicant's speed survey data and the Council's speed survey data, and the rural character of the lane Council Officers recommended to the Planning Committee that it would be necessary to impose a planning condition to enable the delivery of a traffic calming scheme in order to reduce vehicle speeds along Chapel Lane closer to the 30mph limit, accepting that even with traffic calming in place there are likely to be vehicles that still exceed the speed limit.
- 3.3.6 The speed survey data demonstrates that vehicles do speed on Chapel Lane. Members of the committee had regard to this and their own experiences and the comments received from local residents that referenced speeding vehicles when the application was considered.
- 3.3.7 The Council's Planning Committee were concerned about the introduction of a new junction and additional vehicular movements onto Chapel Lane given the character of Chapel Lane, the location of the access and the speeds that vehicles were travelling along the road. These factors could lead to an increase in conflicts between pedestrian and cyclists and motor vehicles which would have an unacceptable impact on highway safety.
- 3.3.8 Members of the committee concluded that there was insufficient evidence to demonstrate that a traffic calming scheme would be an effective means of mitigating the harm to highway safety. This is because the preparation of a traffic calming scheme set before the Committee was indicative in nature and had not progressed to detailed design stage, it is likely that it would also not prevent all vehicles from exceeding the speed limit and could lead to conflicts.

3.3.9 Members were therefore being asked to place significant weight on mitigation that had not yet been designed, assessed or costed in detail, nor approved by the Local Highway Authority. Whilst an indicative scheme had been presented to demonstrate the type of measures that could be delivered, it was not clear what the effect of the traffic calming measures would have on the speed along Chapel Lane. Members considered that this did not provide sufficient information to enable them to make a fully informed judgement regarding the likely effectiveness of the mitigation being relied upon to make the development acceptable in highway safety terms. Without this assurance members were considering an application where the mitigation was unknown and unproven and concluded that the development would have an unacceptable impact on highway safety.

Pedestrian Environment & Vulnerable Users

3.3.10 As set out in earlier in this statement, Chapel Lane exhibits a number of physical and environmental constraints, including its alignment, carriageway characteristics, bends, variable footway widths and constrained pedestrian environment.

3.3.11 In this context, the baseline characteristics of the route were considered by Members to be such that the lane operates with limited tolerance for additional vehicular, pedestrian and cyclist movements, particularly in relation to interactions between vehicles and pedestrians. The proposed development would introduce additional movements of all of these modes of travel.

3.3.12 The Planning Committee considered that the intensification of the use of Chapel Lane would lead to pedestrian infrastructure and a general environment that would not be safe and suitable for all users, particularly vulnerable users and those with reduced mobility.

3.3.13 This included consideration of:

- Discontinuities and constraints in footway provision;
- The interaction between pedestrians and vehicular traffic along constrained sections of Chapel Lane;
- The proximity of vehicles to the narrow footpath along Chapel Lane
- Prevailing vehicle speed along the route; and
- The ability of the proposed mitigation measures to provide a material improvement in condition for pedestrians and other vulnerable users.

3.3.14 The additional vehicular traffic from the development would exacerbate an environment which members considered to be unattractive and unsafe to pedestrians, and it would also lead to more pedestrians using Chapel Lane

leading to a greater potential for conflicts on narrow footways between people with reduced mobility, push chair users and parents with small children.

- 3.3.15 Members had regard to the accident data submitted by the Appellant, which was derived from STATS19 records. STATS19 is the national road collision reporting system used by police forces across Great Britain and records collisions occurring on the public highway that result in personal injury and are reported to the police. The dataset does not routinely include incidents resulting in damage-only collisions, minor incidents that are not reported to the police, or near-miss events. Members noted that local residents had referred to additional incidents and collisions having occurred on Chapel Lane which were not reflected within the STATS19 dataset and they recognised that the absence of incidents within the STATS19 records does not necessarily confirm that no other traffic incidents or near-misses had occurred on the route.
- 3.3.16 The addition of increased vehicular and pedestrian movements as a result of the development would result in an environment that would be unsafe and feel unsafe to pedestrians. Members felt that the secondary footpath along Sandy Lane would not be relied on by occupants of the new development as it would also feel unsafe, particularly when it is dark and would not be the most direct route into the Village or to Cronton C of E Primary School.
- 3.3.17 Members of the committee felt that there was insufficient evidence to demonstrate that a traffic calming scheme would be an effective means of mitigating the harm to highway safety. This is because the preparation of a traffic calming scheme set before the Committee was indicative in nature and had not progressed to detailed design stage.
- 3.3.18 Members were therefore being asked to place significant weight on mitigation that had not yet been designed, assessed or costed in detail nor approved by the Local Highway Authority. Whilst an indicative scheme had been presented to demonstrate the type of measures that could be delivered, Members considered that this did not provide sufficient information to enable them to make a fully informed judgement regarding the likely effectiveness of the mitigation being relied upon to make the development acceptable in highway safety terms. Without this assurance members considered that the development would have an unacceptable impact on highway safety.
- 3.7 *Conclusion*
- 3.7.1 For the reasons set out above, the proposed development would have an unacceptable impact on highway safety contrary to Policies CS2, CS7 and CS19 in the Core Strategy and the National Planning Policy Framework and the Inspector is respectfully requested to dismiss the appeal.

3.7.2 If the Inspector is minded to disagree with the Council and believes that planning permission should be granted, the Council asks that the conditions in section 4.0 of this statement are imposed on such a permission.

4.0 Conditions

1. **Time limit**

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

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

2. **Approved plan**

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

Reason: For the avoidance of doubt.

3. **Ground levels**

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

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

4. **Construction Environmental Management Plan**

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

- a) Methods for the mitigation of noise and vibration from building works, including any piling works, and also from the operation of any temporary power generation or pumping plant which will operate overnight.
- b) Methods for dust control and suppression.
- c) Control of transfer of mud out of the site - details of wheel washing facilities including location and type.
- d) Methods for the control of pests if apparent on-site.
- e) The areas for the storage of plant and materials.
- f) A programme of works, including phasing
- g) Location of site compound, including any loading/unloading areas, turning areas for delivery vehicles and construction staff parking arrangements.
- h) Scheme for recycling/disposal of waste resulting from demolition and construction works
- i) Adequate provision for addressing any abnormal wear and tear to the highway.

- j) Proposed hours of construction (the following is usually acceptable: 0800 to 1800 Monday to Friday, 0800 to 1300 Saturday and not at all on Sundays/Public Holidays).
- k) Management of deliveries including prevention of waiting/layover of construction related traffic on the highway; measures for the control of traffic to and from the site and the consideration of any temporary traffic management arrangements which may be necessary during the construction period. Note reversing on the highway is not permitted without a Banksman.
- l) Identification of permanent on-site contact and/or traffic manager as main point of enquiries or issues arising from construction activities.
- m) Details of the parking for site operatives and visitors;

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

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

5. Visibility splay

The main vehicular access shall not be brought into use, even for construction traffic, until the land between the existing highway boundary and the visibility splays of 2.4 metres by 52 metres and 2.4 metres by 54m in both directions has been cleared of all obstructions exceeding 600mm in height. The land shall be so maintained thereafter in accordance with the approved details.

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

6. Development access road - Base layer course

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

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

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

7. Emergency access details

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

- Access geometry and surfacing materials;
- Visibility splays, including forward visibility;
- Bollard control mechanism (including location, type and emergency override system);
- Extension of the footway from Chapel Lane into the site;
- Swept path analysis for emergency vehicles.

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

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

8. Traffic Calming

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

- Cutting back of overgrown vegetation along the frontage of the development site along Chapel Lane to restore footway width and maintain visibility splays;
- Installation and/or enhancement of signage required as part of the traffic calming scheme;
- Accommodation for cyclists in the traffic calming measures in accordance with LTN10 or successive document;
- Installation and/or enhancement of signage to direct and inform users of the network;
- Enhancement of the Public Right of Way where the Right of Way exits onto Chapel Lane.

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

Reason: To promote highway safety by managing vehicle speeds and to ensure that the form and timing of measures are appropriate to local context and public

feedback and to ensure that the development provides adequate, safe, and accessible infrastructure for pedestrians and cyclists, in accordance with the sustainable transport objectives set out in Policy CS3 (Sustainable Transport) and Policy CS15 (Transport Infrastructure) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

9. Surfacing of Chapel Lane

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

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

10. Offsite highway works: Sandy Lane

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

The scheme shall include, but not be limited to:

- The installation of bat sensitive street lighting to adoptable standards along Sandy Lane, Cronton, including full design details and lighting specifications;
- The clearance of overgrown vegetation and trees to improve visibility and safety for all highway users;
- Any supporting works necessary to deliver the above, including minor resurfacing, drainage and signage where applicable.

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

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

11. Offsite highway works: Hall Lane/Cronton Road

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

- The full design of the signalised pedestrian crossing, including all signal control mechanisms, safety features, and pedestrian infrastructure;
- Necessary carriageway works to accommodate the crossing, including any road marking and resurfacing works to ensure skid resistance on both approached to the crossing.(the design is expected to show adequate skid resistance);
- Footway works to provide continuous accessible routes for pedestrians, including necessary improvements to surfacing and connections to existing infrastructure;
- Any drainage, road markings or signage required to facilitate the above works.

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

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

