

SCHEDULE OF CONDITIONS WITH INSPECTOR'S COMMENTS

- 1) The development must be begun not later than the expiration of three years beginning with the date of this permission.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans and documents:
 - Site Boundary Plan ref. 022-009-P002 Rev H
 - Proposed Simple Priority Junction General Arrangement and Visibility Assessment Plan ref. PD100 Rev G
- 3) 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.

- 4) 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 to and approved in writing by the Local Planning Authority. This shall include, but not be limited to, the following:
 - a) Methods for the suppression of dust, noise and vibration;
 - b) Details of wheel washing facilities including location and type;
 - c) The areas for the storage of plant and materials;
 - d) Location of site compound, including any loading/unloading areas, turning areas for delivery vehicles and construction staff parking arrangements;
 - e) Scheme for recycling/disposal of waste resulting from demolition and construction works;
 - f) Proposed hours of construction;
 - g) Traffic management measures, and
 - h) Identification of permanent on-site contact and/or traffic manager as main point of enquiries or issues arising from construction activities.

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

- 5) The main vehicular access shall not be brought into use, including for construction traffic, until the land between the existing highway boundary and the visibility splays of 2.4 metres by 52 metres to the North direction and 2.4 metres by 54 metres to the South direction has been cleared of all obstructions exceeding 600mm in height. The visibility splays shall be so maintained thereafter.

Commented [DY1]: Would these details not be captured by the relevant s278 or s38 process? If so, the condition is unnecessary.

Commented [AK2R1]: TW maintain that this condition is unnecessary in line with the Inspector's comments and given the relatively flat nature of the proposed access.

Commented [JS3R1]: The Highway Authority does not agree that the condition should be removed. Whilst the submitted information indicates the site is currently relatively level, the application is in outline form, and the detailed design of the adjoining development has not yet been finalised. Future earthworks, site grading, drainage infrastructure, SuDS features and other engineering works have the potential to alter levels in the vicinity of the approved access.

The purpose of the condition is not to address an existing deficiency in the access design, but to ensure that subsequent changes to levels do not prejudice the safe and satisfactory operation of the approved access or result in gradients that would be unacceptable from a highway perspective.

The condition therefore provides a proportionate safeguard which allows the Local Planning Authority to verify that the final development proposals remain compatible with the approved means of access.

The Highway Authority remains of the view that the condition meets the tests for planning conditions and should be retained.

- 6) No development shall commence until the main vehicular access 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 on drawing ref. PD100 Rev G (Proposed Simple Priority Junction General Arrangement and Visibility Assessment) and shall remain available for use throughout the construction phase.
- 7) Upon completion and occupation of the 295th dwelling, the main vehicular access shall be completed to final wearing course level, including all associated footways, drainage, street lighting and other relevant highway infrastructure, in accordance with the approved details.
- 8) Prior to occupation of the 50th dwelling the emergency access onto Chapel Lane shall be provided in accordance with drawing ref. PD100 Rev G (Proposed Simple Priority Junction General Arrangement and Visibility Assessment). Once provided the access shall be retained thereafter for emergency, pedestrian and cycle use only.
- 9) No dwelling shall be occupied until a scheme of improvements to Chapel Lane (to be in general accordance with drawing ref. 216175_SK102-C,) including a delivery programme, has been submitted to the Local Planning Authority for its approval. No more than 50 dwellings shall be occupied until the scheme of improvements to Chapel Lane, including the delivery programme, has been approved in writing by the Local Planning Authority. The scheme shall include:
 - a) Upgrades to the existing footways and crossing points on Chapel Lane to ensure continuity and safety for pedestrians;
 - b) Installation and/or enhancement of signage
 - c) Physical measures or other speed reduction measures (such as a speed table) at the main vehicular access;
 - d) Upgrades to the Public Right of Way CR/11/1 where it crosses Chapel Lane.

The approved improvement scheme shall be fully implemented in accordance with the approved details, including the delivery programme.

- 10) Prior to the occupation of the first dwelling, a scheme for off-site improvement works to that part of Sandy Lane which lies within the administrative area of Knowsley Metropolitan Borough Council shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include, but not be limited to:
 - a) The installation of bat sensitive street lighting to adoptable standards including full design details and lighting specifications;
 - b) Any supporting works necessary to deliver the above, including minor resurfacing, drainage and signage

Commented [JS4]: Please note that the emergency to access onto Sandy Lane is subject to a TRO that allows blue light vehicles only. The Chapel Lane emergency access would accommodate all vehicles.

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

- 11) Prior to the occupation of the first dwelling, a scheme for the signalised pedestrian crossing at Hall Lane/Cronton Road junction, including associated footway and carriageway works, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be in general accordance with drawing ref. 216175_PD17 Rev G and include, but not be limited to:
- a) The full design of the signalised pedestrian crossing, including all signal control mechanisms, safety features, and pedestrian infrastructure;
 - b) Necessary carriageway works to accommodate the crossing, including any road marking and resurfacing works to ensure skid resistance on both approaches to the crossing (the design is expected to show adequate skid resistance);
 - c) Footway works to provide continuous accessible routes for pedestrians, including any necessary improvements to surfacing and connections to existing infrastructure;
 - d) Any drainage, road markings or signage required to facilitate the above works.

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