

APPLICANT: BARRATT HOMES MANCHESTER

APPLICATION REF - 25/00415/REM

WARD AFFECTED: HALEWOOD SOUTH

DEVELOPMENT:

APPROVAL OF RESERVED MATTERS, NAMELY LAYOUT, SCALE, APPEARANCE AND LANDSCAPING PURSUANT TO HYBRID PLANNING PERMISSION 19/00521/HYB (AS AMENDED) FOR RESIDENTIAL DEVELOPMENT (117 UNITS), INTERNAL ACCESS ROADS, PUBLIC OPEN SPACE, ONE No. SUBSTATION AND OTHER ASSOCIATED WORKS

LOCATION OF SITE:

Plot 1 - Land To North Of Railway Line Bounded By Lower Road, Greensbridge Lane And Ditton Brook Watercourse, Halewood; And Plot 3 - Land To South Of Railway Line Bounded By Lower Road, Finch Lane And Baileys Lane, Halewood

DEVELOPMENT PLAN DESIGNATION:

SUSTAINABLE URBAN EXTENTION – EAST HALEWOOD

REPRESENTATIONS:

One round of consultation has been undertaken. There were no objections received.

RECOMMENDATION:

The conditions set out in the attached schedule.

CASE OFFICER

Clare Appleyard/Feargal McEvoy (0151) 443 2848

1. SITE AND SURROUNDINGS

The site comprises the southern extent of Plot 3 of the SUE and extends to 3.5 hectares (17% of the total area of Plot 3) and is an irregular shape and predominately flat.

The site is enclosed by residential development currently under construction to the north and south. A Public Right of Way (ref. HA/15/1) is located between the site and Bellway's Plot 4 to the south. Finch Woods is located to the west, and Finch Lane is located to the east, with Everton FC's training ground (Finch Farm) located beyond.

The site is located within Flood Zone 1 and a line of trees and hedgerow delineate the boundary between Plots 3 and 4, to the south. The site is not located within or adjacent to a Conservation Area and there are no designated heritage assets located in close proximity to the site that are affected by this reserved matters proposal.

2. PROPOSAL AND BACKGROUND

A hybrid planning application was approved in May 2021 (19/00521/HYB) for residential development within the allocated sustainable urban extension of East Halewood. The hybrid application comprised of two distinct parcels of land. The land to the north of the railway line (Plot 1) obtained full planning permission for 148 dwellings and the land to the south of the railway line (Plot 3) obtained full permission for 196 dwellings and outline permission for up to 386 dwellings.

The application site forms part of the wider East Halewood Sustainable Urban Expansion (SUE) which is allocated for residential development within the Knowsley Local Plan Core Strategy with an indicative capacity of approximately 1,000 dwellings. The wider application site comprises 11.42ha. The site is located centrally within the wider East Halewood site. Other land parcels in the area are being delivered by Bellway Homes (20/00063/FUL) and Miller Homes (19/00104/FUL).

The application site benefits from reserved matters approval for 318 homes pursuant to the hybrid permission 22/00466/REM (see planning history below). This planning permission was secured by Redrow Homes. The red line boundary associated with the 2022 application can broadly be divided into an eastern parcel and a western parcel of Plot 3 and this reserved matters application site comprises the southern portion of the eastern parcel, within which Redrow had 106 homes approved.

This reserved matters application provides additional detail in respect of the aforementioned hybrid planning permission and includes details of the following reserved matters: (i) layout, (ii) scale, (iii) appearance and (iv) landscaping.

This application, as originally submitted, sought the approval of 129 no. homes, an increase of 23 homes when compared to the Redrow scheme outlined above. A primary substation was proposed in the southeastern corner of the site along with a second substation located within the greenspace.

However, following concerns raised by the LPA regarding density and layout, the scheme has been revised to include the construction of 117 homes and removal of one substation from the greenspace area together with minor layout changes. The proposal includes the erection of a primary substation and landscaping buffer, inclusion of landscaping and greenspace areas and tree planting. Access is from the adjoining plots. All internal roads are proposed to be built to adoptable standards, whilst a shared footpath and cycleway is proposed adjacent to Finch Woods.

The breakdown in the 117 dwellings proposed as part of the revised layout is as follows:

- 1 Bed Apartments – 4
- 2 Bed Apartments – 18
- 2 Bed Terraced House – 14
- 3 Bed Terrace House - 11
- 3 Bed Semi/Mews House – 16
- 3 Bed Semi/Detached House – 3

3 Bed Detached House – 9
4 Bed Detached House – 42

Vehicular access into the reserved matters land parcel is through the Redrow site to the north and the Bellway site to the south.

3. **RELEVANT PLANNING HISTORY**

19/00521/HYB: Hybrid planning application for the erection of up to 730 dwellings comprising:

Plot 1: Full planning application for the re-grading of the site, engineering works to form a flood storage area and the erection of 148 dwellings with associated works (including landscaping, access, road and other associated infrastructure) and

Plot 3: Full planning application for the re-grading of the site and the erection of 196 dwellings with associated works (including landscaping, access, road and other associated infrastructure) and outline planning application for up to 386 dwellings (access to be considered).

Granted: 11th May 2021.

The following non-material amendments (NMA's) made pursuant to this hybrid permission have also been consented:

19/00521/NMA varied the house types and variations to conditions 11, 12 and 14. Granted 29/10/21.

19/00521/NMA1 varied the approved plans for the erection of an electricity substation. Granted 03/05/22.

19/00521/NMA2 varied the materials. Granted on 13/06/22.

19/00521/NMA3 added garden pods. Granted on 21/07/22.

19/00521/NMA4 added additional garden pods. Granted 29/07/22.

19/00521/NMA5 substituted the roof tiles on certain homes. Granted 10/10/22.

19/00521/NMA6 amended the brick materials and garage types on specified plots. Granted 27/09/24.

19/00521/NMA7 approved plot substitutions in Plot 1 (the northern parcel). Granted 19/06/25.

22/00466/REM: Application for approval of reserved matters pursuant to hybrid planning permission 19/00521/HYB for the erection of 318 no. dwellings and associated works - approval sought for layout, scale, appearance and landscaping.
Granted 26th July 2023.

The following non-material amendments (NMA's) made pursuant to this reserved matters permission have also been consented:

22/00466/NMA made alterations to the first and second floor of the apartment blocks in order to comply with building/fire regulations. Granted 14/03/24.

22/00466/NMA1 amended the brick types to certain plots and amended the primary substation access. Granted 27/09/24.

4. 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.

5. EQUALITIES ACT 2010

In formulating a recommendation on this application, the Local Planning Authority has considered the requirements of 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.

In this case the proposed development is anticipated to have a positive impact from an equality perspective. The development enhances and improves legibility and incorporates accessible design and active travel principles to facilitate delivery of an inclusive accessible development.

6. REPRESENTATIONS

The application has been advertised on site, in the press and neighbouring properties were notified by letter. No objections have been received. A site visit ascertained that there were no additional properties adjacent to the southern parcel of the site that required consulting as the site to the south is currently under construction and there is a (show) home on the corner which was confirmed empty by the on-site sales office.

Consultations

Environmental Health: No objections to the original proposal, and the revised layout, subject to the imposition of conditions relating to (i) fixed plant noise, (ii) construction management plan, (iii) and construction hours.

Halewood Town Council: No comments received.

Highways: No objections although concern has been raised about density, layout and areas of non-compliance with the masterplan SPD. The following conditions have been recommended: travel plan, highways construction management plan, visibility splays with no obstructions and to include nothing above 0.6m in height, parking management and maintenance and EV charging infrastructure, cycle parking and lighting in the adopted highway.

Environmental Sustainability Service (ESS): Objected to the original layout proposed on the following grounds; (i) the proposed increase in the density when compared to the previous scheme has impacted on the proposed landscape proposals, (ii) the Public Right of Way path needs to be a minimum of 2 metres in width, (iii) there are a few places where there appears to be excessive alleyways behind garden fences, thereby reducing the size of the gardens, (iv) some plots have lost their street trees which need to be re-introduced into the landscape proposals (v) some of the species for the street trees and the native hedgerow planting needs to be changed, (vi) concern about the siting of a second substation within the green space area and (vi) concern about flooding within the landscaped area adjacent to Finch Wood and the wider drainage scheme adjacent to the application site causing some issues with surface water flooding. Further engagement resulted in changes to the scheme and removal of the second substation. Final concerns that have not been addressed relate to the landscaping which is not considered conducive to the site location and drainage. Any final drainage scheme needs to address the surface water flooding issues in the area.

Housing Strategy: No objections to the amended scheme subject to (i) the affordable homes will need to have their tenures confirmed and (ii) a registered provider of affordable housing will need to be sought to purchase affordable dwellings.

Merseyside Fire and Rescue Authority: No objections, subject to the applicants being made aware of information relating to (i) access for firefighting and (ii) water provision.

Merseyside Environmental Advisory Service: No objections subject to a condition to secure delivery of the refuse strategy.

United Utilities: No objections.

Growth Lancashire: No objections on heritage grounds.

Environment Agency: No objection although the response to the hybrid application has been re-iterated. This included reference to the previous conditions requested to be imposed on the hybrid.

LLFA/Drainage: No objections but recommend that a new drainage condition is imposed based on a Sustainable Drainage System (SuDS) led approach and recommend a surface water management and maintenance condition is imposed. Concern has been raised about compaction of the northern haul road area which has resulted in the pond within the Finch Wood area filling and not being able to drain satisfactorily. The drainage scheme should address this known issue.

Scottish Power Energy Networks (SPEN): No objection subject to an informative being imposed in relation to the power lines.

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Paragraph 12 of the NPPF clarifies that 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 normally 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.

The development plan in Knowsley comprises the Saved Policies of the Replacement Unitary Development Plan, the Core Strategy Local Plan and the Joint Waste Local Plan. The following policies are relevant to the determination of this application.

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
T10 – Access for the Less Mobile
DQ2 – Security in the Built Environment
DQ3 – Gateway Sites and Corridors
DQ4 – Trees and Development
ENV2 – Noise and Vibration
ENV 4 – Hazardous Substances
ENV5 – Contaminated Land

Knowsley Local Plan Core Strategy (2016)

SD1- Sustainable development
CS1 – Spatial Strategy for Knowsley
CS2 - Development Principles
CS3 – Housing, Supply, Delivery and Distribution
CS7 - Transport Networks
CS8 – Green Infrastructure

SUE1 – Sustainable Urban Extensions and Safeguarded Land
SUE2 – Sustainable Urban Extensions – Development Principles
SUE2b – Sustainable Urban Extension – East of Halewood
CS15 – Delivering Affordable Homes
CS17 – Housing Sizes and Design Standards
CS19 - Design Quality and Accessibility in New Development
CS20 - Managing the Boroughs Historic Environment
CS21 – Green Spaces and Trees
CS22- Sustainable and Low Carbon 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

East of Halewood SPD (2020)
Ensuring a Choice of Travel SPD (2010)
Design Quality in New Development SPD (2016)
Trees and Development SPD (2016)
Developer Contributions SPD (2016)
Amended New Residential Development (2018)
Adding Social Value to Development: Employment and Skills SPD (2018)

Masterplans

East Halewood Masterplan

Assessment

Principle of the development

The application site falls entirely within the land bounded by the A58 Sustainable Urban Extension as set out in Core Strategy Policy SUE1, which allocates the site for residential. The site is one of nine Sustainable Urban Extension sites that were released from the Green Belt to help meet the borough's development requirements up to 2028 and beyond. A hybrid planning application (19/00521/HYB) covering the site which is the subject of this reserved matters application was approved in May 2021, together with a subsequent reserved matters approval (22/00466/REM) in June 2023, of which this application is a part alternative. Therefore, on this basis, it is considered that the current application proposal for residential development is acceptable in principle.

Layout, design and masterplan compliance

Policy SUE2 is clear in its requirement that the proposal must demonstrate a comprehensive approach to development and be of a high quality. The East of Halewood Masterplan Supplementary Planning Document (SPD) (June 2020) is also relevant. The Masterplan

sets out the Council's requirement for the layout in respect of street hierarchy, location of open space, character of areas and overall design quality. Policy DQ2 of the replacement UDP and Policies CS2 and CS19 of the Local Plan Core Strategy are also to be considered. Supplementary Planning Documents 'New Residential Development' and 'Design Quality' share the objective to ensure than an acceptable level of quality in the development is achieved.

The Masterplan identifies five character areas located across the site. It is the aim of these to set out the principles around densities, materials, landscape and streetscape. The characters areas are intended to create a sense of place across the various development areas which will be delivered by the different developers. Policy CS19 in the Core Strategy requires new development to maintain a good standard of amenity for all existing and future occupants by avoiding unacceptable impacts on existing residential and future occupiers.

The site straddles three different character areas, including 'Community Core', 'Country Edge' and 'Woodland Edge'. The 'Community Core' covers the majority of the site and is the core of the site; the 'Country Edge' is the boundary with Finch Lane to the east and the 'Woodland Edge' surrounds Finch Woods.

Country Edge: This area handles the interface between the new community edge and the surrounding countryside. Future development should be outward facing, towards the rural character of Finch Lane. The character area will be lower density, handling transition to open countryside.

Community Core: The Community Core is the largest character area identified and plays a key role in setting the overall feel of East Halewood as a place to live. The Community Core handles the interface with the existing community in Halewood around Bailey's Lane, playing a key role in shifting the character of that route from an edge of settlement road into a calmer two sided street.

Woodland Edge: This character area meets and integrates the development with the edge of Finch Woods.

Housing has been laid out in consideration to the above character areas. There is a mixture of dwelling type and sizes, from 1 bed apartments to 4 bed detached dwellings which creates a diverse housing development which meets local housing needs. The scale of the proposed dwellings is predominantly two storey, with apartment blocks being 3 storeys and acting as focal buildings. In terms of housing mix, the development proposes a varied mix of homes.

Boundary treatments to the individual plots include hedgerows, estate railings, brick piers and railings, walls with fencing panels and close boarded fencing which are considered acceptable.

The proposed development would broadly comply with the design principles contained in the masterplan and SPD and are supported.

Amendments have been sought throughout the consideration of the planning application, which include the following changes. The layout design includes the introduction of landscaping to break up the car parking and fronting the affordable plots and to create defensible space. Blank gables have been addressed and the scheme includes a broad variety of house types. Corner plot boundary treatments include brick walls with fence panels and frontage landscaping including hedgerows where there is space. The proposed layout generally reflects the character areas through density and design. Whilst it is noted that there are a number of rear entry alleyways within the layout, these have been approved across the wider scheme and the number of such alleyways is limited. It is not considered that a refusal on the grounds of design/preventing anti-social behaviour through good design could be upheld having regard to the adjacent consents.

The interface distances largely meet the guidance set out in the New Residential SPD. However, these have been relaxed in some areas, for example, many of the corner turning plots do not meet the separation distance of 22m between habitable room windows and some of the properties backing onto the substation do not achieve the 10m garden depth by small margins but overall the corner turners create framed corners which enhance the layout design and the other substandard separation distances are only marginally short by approximately 0.5m. The scheme achieves passive surveillance and is considered to be acceptable and not harmful to the amenity of future/adjacent occupiers by virtue of undue overlooking or dominance.

It is noted that site levels across the site appear quite consistent and whilst FFLs have been provided there are no garden levels. Whilst condition 28 requires land levels and gradients resulting in the formation of any banks, terraces or earthworks to be submitted prior to first occupation, a condition seeking proposed levels across the site should be incorporated into the landscaping condition prior to any above ground works to ensure appropriate levels are submitted and approved.

The materials proposed are consistent with the approved details under application 19/00521/NMA2 and those approved under the 22/00466/REM application which accepted use of buff brick. Whilst the masterplan promotes use of 'textured brick on a red palette', the scheme is consistent with previous approvals and a condition has been imposed to approve samples of the materials to ensure a high quality scheme is delivered. The scheme also incorporates use of render for focal points. In coming to this view regard is given to the East of Halewood Masterplan SPD which states that 'specific materials and specifications for each phase will be determined by the Council as part of the planning applications but with reference to the materials palette set out in the guide.

It is recommended that a condition is imposed seeking materials details relating to the wall boundary treatments in the interests of visual amenity. For the same reason, a condition is also recommended requiring samples of the final brick/materials to be used for the apartment buildings and the dwellings. As the substation materials have been approved pursuant to condition 41 of the 19/00521/HYB consent following the 22/00466/REM approval and Barratt has confirmed the substation has been built, no condition is recommended relating to the substation materials.

Subject to the above conditions, overall, the proposed development follows the broad principles of the approved layout of the detailed element of the hybrid permission and in turn the approved masterplan document.

Affordable Housing:

Affordable housing in line with Policy CS15 has been agreed as part of the applications 19/00521/HYB and 22/00466/REM. Both these applications have agreed to provide 166 affordable housing units across Plots 1 and 3 (25% of the approved 662 homes meeting the CS15 requirement). This application seeks to increase the overall number of homes on the site to 673 homes. The applicant has now confirmed that this parcel will provide 53 affordable homes as part of this application. The affordable units will consist of 14 2-bed terraced properties, 11 3-bed terraced properties, 6 3-bed semi/mews properties, 4 1-bed apartments and 18 2-bed apartments. Across all the development 169 affordable homes will have been provided which meets the 25% CS15 affordable housing policy requirement. Delivery of the affordable homes has previously been agreed through the Affordable Housing Scheme as part of the requirements to satisfy the s106 agreement signed as part of application 19/00521/HYB. However, Barratt's has agreed (in writing) that they will submit an updated AH Scheme to ensure the small uplift in AH numbers is accommodated within the new reserved matters site area. This REM application will be treated as a phase for the purposes of the s106 that sits alongside the hybrid application. The additional detail relating to the registered provider and the tenure mix will also need to be submitted as part of the s106 affordable housing obligation. The affordable housing is shown on the approved layout plan that forms part of the approved plans.

Landscaping and LEAP: Halewood masterplan set out the open space requirements for the development. It identified four tiers of open space:

Tier 1 - strategic open space subject to bespoke delivery and management.

Tier 2 – strategic open space to be delivered as part of development proposals which unlock development.

Tier 3 – proposed new spaces serving attenuation, mitigation and easement functions in fixed locations.

Tier 4 – smaller open spaces distributed throughout the masterplan area, to be located as part of individual development proposals.

The reserved matters application relates to Tier 3, with this tier being landscaping around Finch Woods. A LEAP is required to be constructed under the 22/00466/REM consent which is outside the application site area but part of the wider masterplan. Redrow will need to deliver the LEAP and there are appropriate triggers to ensure this is brought forward.

Landscape proposals have been submitted as part of the reserved matters application. Trees, hedgerows, ornamental shrubs, native shrubs and grasses and general landscaping have been proposed, including an area of open space adjacent to Finch Woods. Within the northeastern site within the Redrow reserved matters application, a LEAP is proposed.

ESS has raised concerns with the landscaping on the grounds that some of the planting next to the woodland is linear and more reflective of an urban setting rather than a woodland

edge setting. Where groups of trees are in threes, ESS has requested that the tree species are mixed up rather than including the same species to help naturalise what is being planted against a native woodland. Finally, ESS have stated that the native scrub around Finch Woods should be wildflower meadow.

Looking at the Redrow scheme, there is a small element of some linear planting within the greenspace adjacent to Finch Wood although admittedly the proposed Oak trees in this proposal are more linear than the Redrow scheme. However, the planting is broadly consistent between the two reserved matters schemes and the land adjacent to Finch Wood contains native shrub planting in both reserved matters landscape proposals, so already has consent. On this basis, the landscaping is acceptable. The quality of the landscaping provides for an overall attractive development.

It is noted that some comments from ESS have been taken into account including removal of the second substation from the Finch Wood landscape area and removal of the palisade fencing

Highways:

Amendments have been provided to issues which were previously raised, such as amendments to reduce housing numbers and therefore reduce the density of the development; the original proposal was to construct 129 dwellings but this has since been reduced to 117. Additional amendments include minor amendments to the layout of the scheme, reduction in some of the boundary treatments to achieve acceptable visibility splays, submission of an amended junction visibility splay, amendments to the arrangements around dwellings served from a shared single private driveway to incorporate a managed parking environment/parking court arrangement.

Pedestrian Intervisibility and Boundary Treatments

The LHA are satisfied that compliant 2m by 2m pedestrian visibility can be achieved across the site following submission of an updated amended boundary treatment plan. The proposal is considered acceptable from a highway safety perspective in this regard.

Junction Visibility Splays

The amended junction visibility splay has been reviewed to demonstrate visibility splays based on 30 rather than 20mph to address the LHA's concerns about a scheme based on 20mph speeds with no corresponding TRO proposed. The splays are considered to appropriately demonstrate that adequate visibility can be achieved for the prevailing speed environment. The scheme is therefore acceptable from a highway safety perspective in this regard subject to a planning condition requiring the provision of visibility splays of 2.3m by 43m.

Internal Layout

The LHA is broadly happy with the layout following amendments to the parking arrangements for dwellings served off private drives. However, the LHA accepts there are design and management challenges with use of parking courts although accept that the proposed RP management provides a reasonable mechanism for ongoing control. Therefore, a condition is recommended to secure parking management and maintenance

details for the parking courts to ensure the implementation of a robust management and parking allocation strategy. As building regulations covers provision of EVCP, the EV infrastructure information only needs to relate to the management of the parking courts.

The LHA has previously raised concerns relating to linear parking arrangements for 3 cars which can lead to on-street parking due to operational issues and concerns about continuous lines of frontage parking which can lead to swathes of hardstanding, creation of a more unfriendly pedestrian environment and impacts on the street scene through creation of a car dominated frontage. Given there are limited numbers of 3 car linear parking arrangements and frontage dominated parking, it is considered that an acceptable mix has been achieved to deliver appropriate levels of off-street parking whilst balancing an attractive street frontage with gardens to dwellings. On this basis and having regard to approved layouts across the wider SUE site, it is considered that the parking arrangement is acceptable.

It is noted that the LHA has pointed out a localised kerb alignment issue where the block paved access adjacent to the substation does not align coherently with the adopted carriageway geometry resulting in a sheared kerb line and a residual paved area. However, the LHA confirms that this will not give rise to a severe highway safety concern. The developer has been made aware that this part of the layout would not get through the s38 technical approval stage. A condition is recommended to secure the parking provision for each dwelling prior to that dwelling becoming occupied.

The LHA recommended a lighting condition relating to adopted highway. This is not considered to meet the condition tests as other legislation covers the lighting of adopted roads. As such, a condition is recommended to secure lighting details for the unadopted roads, footpaths and communal areas only.

The development site broadly conforms with the principles within the Halewood Design Guide and the LHA are satisfied that a refuse vehicle can manoeuvre around the development.

Travel Plan

There is a travel plan condition on the hybrid permission that will relate to the outline areas so this will be covered by the hybrid. Whilst no travel plan monitoring fees were secured through the hybrid s106, it is not considered that a travel plan monitoring contribution can be sought at reserved matter stage.

The LHA has stated that they are satisfied that the technical highways matters have been either addressed through amendments or can be dealt with via condition. The proposal is considered to be acceptable from a highway safety perspective and the development can be safely accommodated within the highway network in terms of traffic impacts. Some qualitative design concerns have been identified in relation to the parking referred to above as well as issues to do with density, pedestrian priority and streetscape performance and how the scheme aligns with the East of Halewood Design Guide.

However, the parking has been discussed above and a balance has been struck between retaining some greenery/front gardens within the streetscape. This has resulting impacts on some pedestrian priority and streetscape performance. However, it is considered that there is broad compliance with the Halewood Design Guide. Where deviations have been accepted such as rear alleyway access to gardens or parking arrangements, these changes align with the wider approved schemes within the East of Halewood SUE site where similar arrangements have been found to be acceptable.

In the interests of comprehensive development, a condition is recommended to ensure that the road and footways are provided and the road connections are delivered up to the boundary with the site to facilitate access/connections to the adjacent land parcels.

Subject to the imposition of the above conditions, the scheme is considered to be acceptable from a highway safety point of view and the design is broadly consistent with the Masterplan SPD and surrounding approved schemes. As such, the proposal is considered to comply with policies CS7 'Transport Networks' and policy CS19 'Design Quality and Accessibility in New Development' in the Knowsley Local Plan.

Noise:

The hybrid planning permission was granted with condition 16 which required the submission of details of a scheme for the protection of each property from external noise entering habitable rooms. This application is accompanied by a report by Hepworth Acoustics. Environmental Health have reviewed this information and have accepted it. Environmental Health have requested a condition to ensure the recommendations as per the noise report are fully implemented and retained in perpetuity. The recommendations include glazing specification, ventilation, and sound insulation for external walls.

Environmental Health also recommended a fixed plant condition in the interests of protecting future occupiers' amenity. These conditions are included in the recommended conditions.

Flooding/Drainage:

The site subject to this reserved matters application lies within Flood Zone 1. The Council's Lead Local Flood Authority (LLFA) recommend that drainage of the site should be based on a SUDS led approach. In accordance with Redrow's previously agreed drainage strategy for the site, Barratt proposes to drain surface water into the SUDS ponds located adjacent to the south of Lower Road, located within Plot 3, of which this reserved matters application is a part. These details were considered to be acceptable in principle as part of Redrow's Hybrid Permission (19/00521/HYB) and the subsequent reserved matters consent (ref. 22/00466/REM) although it is noted that condition 36 was not formally discharged within the reserved matters report.

However, an existing flooding issue has been raised by ESS and the LLFA. The LLFA has reported that a specific issue has occurred due to a lack of subsurface hydraulic connectivity between the pond and the development site, likely resulting from ground disturbance and compaction associated with the construction works and the haul road/access track. This has led to an abnormal increase in water levels within the adjacent pond. The LLFA has confirmed that further information is now required to address the existing flooding issue. The

LLFA has requested another drainage condition is imposed together with a drainage management and maintenance plan condition which doesn't appear to have been included within the hybrid application. The LLFA also requires the EA to be satisfied.

United Utilities (UU) have raised a concern regarding the proximity of the proposed development to their rising sewer main to the east of the site. To demonstrate that the proposed layout can be achieved, UU requested that a detailed site layout plan which overlays the proven location of the sewer, showing easement distances to the proposed development (including walls, fencing, parking etc.) is submitted. The applicant has provided a plan showing the location of the sewer but not the detailed information required by condition 40 of the hybrid consent. To prevent delay in issuing this decision, it is recommended that a condition is imposed to seek the detail required by hybrid condition 40.

Additionally, condition 35 states that a qualitative and quantitative hydrogeological risk assessment and mitigation is submitted. The applicant has not submitted this detail and on this basis, the condition is recommended to be imposed on the reserved matters application to avoid delay. It is noted that UU, who requested this condition, have raised no objections to the scheme at reserved matters stage.

Whilst the Environment Agency have raised no objection to this application, they have reiterated their previous response to the hybrid permission which relate to three conditions, namely; (1) flood risk assessment (including compensatory flood storage); (2) an eight metre buffer zone to the Ditton Brook (including landscaping); and (3) site drainage (including ground water protection).

The LPA have previously attached the following conditions to the hybrid permission: condition 4 (drainage scheme for the detailed element) and 36 (drainage scheme for the outline element) relate to the approved FRA and site wide drainage (associated with the EA's conditions 1 and 3); condition 22 (flood storage area) relates to the compensatory flood storage area located adjacent to the Ditton Brook (also associated with the EA's condition 1); condition 2 (approved drawings); condition 6 (LEMP); and 28 (landscaping) relate to the Ditton Brook buffer zone, the management of the Ditton Brook compensatory flood storage area and landscaping, among other items (associated with the EA's condition 2). These conditions adequately deal with flood risk, drainage, brook protection and associated impacts and do not need to be replicated on this reserved matters consent.

Finally, condition 5 (groundwater protection for the detailed element) and 35 (groundwater protection for the outline element) relate to groundwater protection across the site (associated with the EA's condition 3). The EA's recommended conditions were attached to the hybrid permission and remain relevant to this current reserved matters application. However, as the wording of some of the conditions require the detail to be submitted and approved with the reserved matters application, it is recommended that the drainage and hydrological risk assessment/ground water protection conditions are re-imposed on this application. The hydrological risk assessment condition will require details as it relates to the REM application site area.

Consultee comments

A construction environmental management plan condition has been included in the recommendations both by Highways and EH. The hybrid decision notice includes the submission of a CEMP for the outline area but given there are now different developers proposing to build out elements of the outline area, given there is no requirement within the hybrid consent to allow different CEMPs for different reserved matters areas, and taking into consideration that the CEMP has been discharged for Redrow in relation to the previous reserved matters consent, it is recommended that a separate CEMP condition is included on this reserved matters decision notice. This would be to protect residential amenity, protect against environmental impacts during the construction process and in the interests of highway safety in accordance with policies CS2, CS8 and CS19 of the Local Plan Core Strategy, policies ENV2 and ENV3 of the Knowsley UDP and policy WM8 of the Merseyside and Halton Joint Waste Local Plan.

MEAS requested the imposition of a condition requiring the refuse strategy to be implemented and this is included in the recommendation to accord with policy WM9 of the Waste Local Plan.

Other Issues:

Scottish Power Energy Network (SPEN) own a 132kV overhead power line which runs across the site. Details have been provided showing the plotted power line in relation to the proposed dwellings. The applicant (Barratt Homes) proposes to relocate these overhead power lines under the surface of Finch Lane, located to the east of the site. The overhead power lines extend across the site on a broadly north-south axis and discussions have been undertaken with SPEN about imposing a condition on the decision notice requiring the power line diversion works to be undertaken prior to the commencement of construction on the homes located within the 20 metre buffer zone either side of the overhead power line.

However, SPEN have confirmed that this would not be acceptable to SPEN and they would only raise no objection subject to the imposition of an informative drawing the applicant's attention to SPEN's guidance in relation to works within close proximity to power lines. The diversion works would need to be carried out under separate legislation in agreement with SPEN. On this basis, it is recommended that SPEN's recommended informative is imposed.

Relevant conditions from 19/00521/HYB:

Condition 32:

Requires any reserved matters application to submit a Landscape and Ecological Management Plan (LEMP) be submitted. MEAS reviewed the LEMP and are satisfied with the information submitted. This condition can be discharged.

Condition 35:

States that any reserved matters application is required to submit a quantitative and qualitative hydrogeological risk assessment and mitigation strategy. This detail was not submitted with this application and therefore this condition, as it relates to the reserved matters site area, has been repeated on the REM application whilst noting no objection has been raised by UU or the EA.

Condition 36:

States that any reserved matters application is required to submit a drainage scheme. Whilst a drainage scheme has been submitted with this application, the detail has not been sufficient to allow discharge of the condition and therefore a new drainage condition has been imposed on the REM.

Condition 37:

States that prior to the commencement of the subsequently approved reserved matters application, a scheme for the improvement of the right of way shall be submitted. This condition remains outstanding. Not discharged. This condition detail needs to be approved on commencement of this reserved matters application and therefore will still need to be satisfied.

Condition 38:

States that any reserved matters application shall not prejudice the provision of pedestrian routes within the site to Finch Woods and shall not prejudice the provision of vehicle and pedestrian access to the north west boundary of the site to provide access to the land to the rear of Baileys Lane. This is an informative style condition and required no further information to be submitted.

Condition 40:

States that any subsequent reserved matters shall include details of the means of ensuring that any part of the development falling within the easements of the existing public sewers that are laid within the site boundary are protected from damage as a result of the development. Whilst full details showing the plotted sewers has been submitted, the protection details were not and therefore this condition has been imposed on the REM.

Conclusion

The proposal would see the detailed element of the hybrid application approved. The proposal is consistent with that already granted consent and broadly consistent with Local plan policies and the masterplan. It is therefore recommended that the application be granted subject to the following conditions:

- 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) No part of the development hereby permitted shall be commenced until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority that details the means of mitigation of construction / demolition effects. The CEMP shall set out details of measures to manage the impacts of construction on the highway network, neighbouring amenity, public safety and environmental impacts, and shall include, as a minimum:

- a) Measures to control noise and vibration arising from construction activities, including any piling works and from the operation of plant, temporary power generation or pumping plant that will operate overnight;
- b) Measures for dust suppression and control;
- c) Measures to prevent the transfer of mud and debris onto the adopted highway, including details of wheel-washing facilities where necessary;
- d) The layout of the site compound, including areas for the storage of plant and materials, loading and unloading, and turning of construction vehicles (including details for each construction phase where applicable);
- e) Arrangements for the management of construction traffic, including delivery routing, timing of deliveries, prevention of waiting or layover on the public highway, and any temporary traffic management measures;
- f) Construction phasing and programme of works;
- g) Construction staff parking arrangements;
- h) Measures to address any abnormal wear and tear to the adopted highway resulting from construction works associated with the development hereby permitted.
- i) No construction vehicle shall reverse onto or from the adopted highway unless under the control of a suitably trained banksman.
- j) Details of relevant pest control measures to be taken during both the construction and demolition phases;
- k) No construction work shall take place outside the hours of 08:00-18:00 hours Monday to Friday, 08:00-13:00 hours Saturday and not at all on Sundays/Public Holidays without the prior written permission of the Local Planning Authority.
- l) Scheme for recycling / disposal of waste resulting from the construction works.

The approved CEMP shall be implemented in full for the duration of the construction period unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the development is constructed in a safe and controlled manner, to protect the safety and operation of the highway network, to safeguard the amenity of nearby residents and to ensure adequate pollution control measures are implemented.

3) Prior to first occupation, a Parking Management and Maintenance Strategy for all unadopted parking court areas shall be submitted to and approved in writing by the Local Planning Authority.

The strategy shall include:

- o Allocation and control of parking spaces;
- o Maintenance of surfaces, markings and lighting;
- o Management of EV charging infrastructure outside dwelling curtilages (to include those within parking courts);
- o Long-term upkeep arrangements.

The approved strategy shall be implemented, as approved, for the lifetime of the development.

Reason: To ensure safe and effective operation of parking areas and prevent adverse impacts on the highway network.

4) Notwithstanding the approved plans, prior to the occupation of any dwellings hereby permitted, full details of cycle parking to each dwelling plot with no garage shall be submitted to and approved in writing by the Local Planning Authority. Prior to the occupation of each apartment building hereby permitted, the cycle parking for the apartments to which the cycle parking relates shall be provided in accordance with plan reference HA671-BAH-XX-XX-DR-UD-203350 Rev 000.

Reason: In the interests of sustainable transport provision and to encourage travel to/from the site by sustainable modes.

5) Prior to the commencement of the development hereby permitted, details of the means of ensuring that any part of the development falling within the easements of the existing public sewers that are laid within the site boundary are protected from damage as a result of the development, shall be submitted to and approved in writing by the Local Planning Authority. These details shall include details of any diversion of the gravity sewer, and outline the potential impacts on the sewers from construction activities and the impacts post-completion of the development and identify mitigation measures to protect and prevent any damage to the public sewers both during construction and post-completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details and retained thereafter.

Reason: In the interest of public health and to ensure protection of wastewater services.

6) No dwelling shall be occupied until details of the lighting to the unadopted roads, private communal areas for use by the public including shared private drives and footpaths, footpaths, cycleways and shared routes have been submitted to and approved in writing by the Local Planning Authority. The details shall include, but not be limited to a detailed description of the type of lighting and positioning details of the proposed luminance. The scheme shall subsequently be implemented in accordance with the agreed details prior to the dwelling(s) to which it relates first being occupied and shall be retained thereafter.

Reason: To ensure the development is safe and convenient for future users and in the interests of residential amenity.

7) Prior to the erection of any fencing around the primary substation hereby permitted, and notwithstanding any approved plans, details of any proposed boundary treatment around the primary substation shall be submitted to and approved in writing by the Local Planning Authority. This fencing shall then only be constructed in accordance with the approved details.

Reason: In the interests of visual amenity.

8) No part of the development shall be brought into use until visibility splays of 2.3 x 43metres, have been provided at the proposed (site access) junction with the adjacent

occupied parcel. The splays shall be provided clear of obstructions to visibility to a maximum height of 0.6 metres above footway/verge level. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times.

All boundary treatments /landscaping within pedestrian intervisibility splays shall be restricted to no more than 0.6m in height and shall also be kept clear of obstructions.

Reason: To ensure adequate visibility at the junction or site access is made and maintained in the interests of highway safety.

9) Prior to the occupation of the dwellings the recommendations as per the noise report by Hepworth acoustics, Report No. MEMO P22-268-M02v1 shall be fully implemented and retained in perpetuity. Evidence that the mitigation has been implemented shall be submitted to the Local Planning Authority prior to occupation of the dwellings requiring mitigation.

Reason: To protect the amenity of future occupiers.

10) Fixed plant and machinery associated with the development shall be designed to a level that is at least 5dB(A) below the existing LA90 background noise level as measured during the relevant time period. Any tonal, impulsive and/or irregular noise would be addressed by imposing a penalty as per the methodology set out in BS 4142:2014+A1:2019 methods for rating and assessing industrial and commercial sound. Noise limits for fixed plant are to apply at a position 1 metre from the closest affected window of the nearest noise sensitive property.

Reason: To protect the amenity of future/existing occupiers.

11) Prior to any above ground works, samples of the materials to be used in the external construction of the dwellings/apartment buildings hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The dwellings and apartment buildings shall then be constructed in accordance with the approved materials.

Reason: In the interests of visual amenity.

12) Car parking provision shown within the curtilage of each dwelling/apartment building shall be provided prior to first occupation of the dwelling/apartment building to which it relates. The parking shall not be used for any other purpose other than the parking of vehicles.

Reason: In the interest of highway and pedestrian safety.

13)

A. Prior to the commencement of any above ground works, full details of the existing and proposed ground levels (including levels for all vehicular manoeuvring, pedestrian/cyclist and parking areas) shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the approved details prior to first occupation or within a previously approved timetable for implementation.

B. All soft landscape works shall be carried out in accordance with the approved details outlined in Schedule 1 by virtue of condition 1, with the key being clarified in an email received from Steve Rowe on the 2nd July 2026 (Litchfields). The plans are listed below for clarity:

Landscape Proposal (South RM2) Sheet 1 of 5 drawing no. 6412.30 REV K
Landscape Proposal (South RM2) Sheet 2 of 5 drawing no. 6412.31 REV K
Landscape Proposal (South RM2) Sheet 3 of 5 drawing no. 6412.32 REV K
Landscape Proposal (South RM2) Sheet 4 of 5 drawing no. 6412.33 REV K
Landscape Proposal (South RM2) Sheet 5 of 5 drawing no. 6412.34 REV K
Landscape Proposal (South RM2) drawing no. 6412.35 REV H

The works shall be carried out before any part of the development hereby approved is occupied or in accordance with a programme to be submitted to and agreed in writing with the Local Planning Authority prior to first occupation. The approved landscaping shall be retained thereafter. Any trees / shrubs which are removed, die, become severely damaged or diseased within five years of their planting shall be replaced in the next planting season with trees / shrubs of similar size and species to those originally required to be planted.

Reason: In the interests of visual amenity and to ensure the impact of the development on adjacent properties and the locality/proposed street scene is acceptable and in the interests of highway and pedestrian safety and the amenity of all users of the proposed highway network.

14) Notwithstanding the approved plans, details of the brick to be used for the boundary treatment shall be submitted to and approved in writing by the local planning authority prior to the erection of any boundary treatments. The development shall be carried out in full accordance with the agreed details and retained thereafter.

Reason: To ensure a satisfactory development and in the interests of visual amenity.

15) The development shall be carried out in accordance with the Refuse Strategy Plan reference HA671-BAH-XX-XX-DR-UD-203500 REV 007 prior to first occupation of each dwelling/apartment to which the refuse strategy relates.

Reason: To ensure a sustainable waste strategy is implemented within the development.

16) Prior to the commencement of development on this reserved matters land parcel, a quantitative and qualitative hydrogeological risk assessment and mitigation strategy relating to this reserved matters land parcel with respect to groundwater protection, flooding and groundwater recharge to the sandstone aquifer, shall be submitted to the local planning authority and approved in writing. The contamination risk assessment should be based on a Geological and Hydrological Conceptual Site Model, using the source-pathway-receptor methodology. It shall identify all possible contaminant sources and pathways for the life of

the development, including during construction, the direction of groundwater flows, and provide details of measures required to mitigate any risks to the Groundwater Source Protection Zone and public water supply during the development. The development shall be implemented in accordance with the approved details.

Reason: To prevent pollution of groundwater and ensure there is no contamination to public water supply or underground flooding to this or adjoining sites.

17)

A. Within 8 months of the date of this planning permission decision notice, and notwithstanding the approved plans, a detailed SUDs based drainage scheme, including details to address the surface water flood risk in the open space area adjacent to Finch Wood and having regard to adjoining ground compaction of the road to the north of the application site, using the principles of the SUDS Manual (C753 June 2025) and the criteria as set out within Knowsley Strategic Flood Risk Assessment (SFRA Level 2) shall be submitted to and approved in writing by the Local Planning Authority (LPA). The applicant should provide suitable drawings, summary calculations and results of all investigations detailing the surface water drainage works. The works shall be implemented in accordance with the approved scheme before the development is brought into use, or in accordance with a timetable for implementation that has been submitted to and approved in writing by the Local Planning Authority within 8 months of the date of this decision notice.

B. Prior to the first occupation of the development hereby permitted, a Management and Maintenance Plan for the sustainable drainage system relating to the lifetime of the development through an appropriate legally binding agreement shall be submitted to and approved in writing by the Local Planning Authority.

This shall include:

- (i) The arrangements for adoption by an appropriate public body or statutory undertaker or details of provision for management and maintenance by a resident's management company;
- (ii) A schedule for on-going inspections relating to performance and condition;
- (iii) Details for planned maintenance and a mechanism for remedial and urgent repair works; and
- (iv) Means of access for inspection and maintenance purposes;

The Management and Maintenance Plan shall be implemented in accordance with the approved details and within the timeframes contained within it.

Reason: To secure a sustainable drainage scheme, to ensure the development does not result in flooding off site or within the site area and to ensure effectiveness of the flood risk measures during the lifetime of the development.

Please refer to the drainage informative for more detail on the requirements to discharge this condition.

18) The roads and footways shall be constructed up to the boundary of the site to facilitate access/connection to neighbouring land parcels prior to first occupation of any plots adjacent to the connecting road or footway. Once constructed, the roads and footways shall be retained thereafter.

Reason: To facilitate comprehensive development.

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
15/05/2026	BEPP 00CG; BFHE 00CF	Drawing 01	Epping (Ground floor layout) and Fareham (first floor layout)
15/05/2026	BEPP 00CG; BFHE 00CF	Drawing 02	Epping and Fareham Elevations
15/05/2026	-	-	Coleford, Hornsea, Loughton Apartments Elevation 1 and Rear Elevation
15/05/2026	-	-	Coleford, Hornsea, Loughton Apartments - Front Elevation 2 and Side Elevation
15/05/2026	-	-	Coleford, Hornsea and Loughton Apartments - Ground, First and Second Floor Plans
04/07/2025	HXXXX-BAH-XX- XX-DR-XXX- 201001	-	Location Plan
04/07/2025	EBC00987-300	REV P1	
28/05/2026	6412.32	REV K	Landscape Proposal (South RM2) Sheet 3 of 5
28/05/2026	6412.31	REV K	Landscape Proposal (South RM2) Sheet 2 of 5
28/05/2026	6412.33	REV K	Landscape Proposal (South RM2) Sheet 4 of 5
28/05/2026	6412.34	REV K	Landscape Proposal (South RM2) Sheet 5 of 5

04/07/2025	House Type Portfolio	Issued 27.06.26	Ellerton End - Plans and Elevations
28/05/2026	6412.35	REV H	Landscape Proposal (South RM2) Masterplan
28/05/2026	HA671-BAH-XX- XX-DR-UD-021100	REV 001	Vehicle Charging Points
15/05/2026	HA671-BAH-XX- XX-DR-UD-203350	REV 000	Bin and Cycle Store Details
28/05/2026	6412.30	REV K	Landscape Proposal (South RM2) Sheet 1 of 5

19/06/2026	EBC00987-302	REV P3	Proposed Elevations for 33kV Switchroom - Note the approved boundary treatment plans are only those indicated on the Boundary Treatment Plan (reference HA671-BAH-XX-XX-DR-UD-203250 REV 008) and palisade fencing boundary treatments are not hereby approved.
04/07/2025	House Type Portfolio	Issued 27.06.26	Ellerton Mid - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.06.26	Ellerton Render End - Plans and Elevations
28/05/2026	HA671-BAH-XX-XX-DR-UD-203500	REV 007	Refuse Strategy Plan
28/05/2026	HA671-BAH-XX-XX-SU-UT-350100	REV P04	Rising Main Survey
28/05/2026	HA671-BAH-XX-XX-DR-UD-225002	REV 007	Parking Strategy Plan with Dimensions
28/05/2026	HA671-BAH-XX-XX-DR-UD-225001	REV 007	Parking Strategy Plan
28/05/2026	HA671-BAH-XX-XX-DR-UD-203400	REV 007	Affordable Housing Plan
28/05/2026	HA671-BAH-XX-XX-DR-UD-203349	REV 001	Boundary Treatment Details
04/07/2025	House Type Portfolio	Issued 27.6.26	Ripon Detached - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Collaton Detached
04/07/2025	House Type Portfolio	Issued 27.6.26	Kingsville End (Render) Mid - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Windermere Detached - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Alderney Detached - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Alderney Mid - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Radleigh Detached - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Radleigh Detached - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Type 51 End - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Type 51 Mid - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Type 52 End - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Type 52 Mid - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Type 52 End (Render) - Plans and Elevations

04/07/2025	House Type Portfolio	Issued 27.6.26	Type 55 End Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.6.26	Type 55 End (Render) Plans and Elevations
28/05/2026	HA671-BAH-XX-XX-DR-UD-203200	REV 007	Hard Landscaping Plan - Road Hierarchy
28/05/2026	HA671-BAH-XX-XX-DR-UD-203002	REV 009	Planning Layout
09/06/2026	HA671-BAH-XX-XX-DR-UD-203250	REV 008	Boundary Treatment Plans
25/06/2026	MEMO P22-268-M02	V1	Hepworth Acoustics Noise Mitigation Scheme MEMO
23/12/2025	MEMO P22-268-M02	V6A	Noise Mitigation Scheme MEMO
04/07/2025	House Type Portfolio	Issued 27.06.26	Moresby Detached Render - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.06.26	Kingsville End - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.06.26	Kingsville End Render - Plans and Elevations
28/05/2026	HA671-BAH-XX-XX-DR-UD-203349	REV 001	Boundary Treatment Details
17/06/2026	HA671-BAH-XX-XX-DR-UD-203150	REV 008	Material Layout
28/05/2026	HA671-BAH-XX-XX-DR-UD-203005	REV 009	Coloured Planning Layout
28/05/2026	HA671-BAH-XX-XX-DR-UD-203004	REV 003	Planning Layout - Vehicle Turning
28/05/2026	HA671-BAH-XX-XX-DR-UD-203003	REV 003	Planning Layout - Visibility Splay
28/05/2026	HA671-BAH-XX-XX-DR-CE-300002	REV P04	Preliminary Drainage Strategy - full site
28/05/2026	HA671-BAH-XX-XX-DR-CE-300001	REV P05	Preliminary Drainage Strategy
04/07/2025	House Type Portfolio	Issued 27.06.26	Moresby End - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.06.26	Ellerton Render Mid - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.06.26	Maidstone End - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.06.26	Maidstone Mid - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.06.26	Moresby Detached - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.06.26	Moresby Detached - Plans and Elevations
04/07/2025	House Type Portfolio	Issued 27.06.26	Moresby End Render - Plans and Elevations

Signed Case Officer¹: **C Appleyard**

Signed Authorising Officer²: **Jo Sheridan**

Date: **6.8.26**

Informatives

- 1 Commuted sums will be applicable to S38/S278 highway agreements as determined by S38/S278 Engineer.
- 2 Advance Payments Code: The Council operates the Advance Payments Code in accordance with Sections 219 - 225 of the Highways Act 1980. This Code applies wherever a new building is to be erected which will have a frontage onto a new section of road which is to be offered for adoption (or where the Council determines that these areas are potentially adoptable), unless a Road Adoption Agreement under Section 38 of the Act has been concluded, or the street has been declared a private road. Failure to deposit or secure monies with the Local Highway Authority prior to the commencement of building work in accordance with the Code is an offence, which could lead to the suspension of construction and may lead to prosecution and a fine.
- 3 Highways Section 278 Agreement
The applicant is advised that this planning permission does not grant approval for works within the public highway.
Any works required within the public highway to facilitate the development are likely to require an agreement under Section 278 of the Highways Act 1980 and must be carried out with the prior approval of the Highway Authority.
Email: SiteDevelopment@knowsley.gov.uk to discuss the matter further.

Highways Section 38 Agreement

The applicant is advised that this planning permission does not grant approval for works within the public highway, nor does it secure the adoption of any proposed highways.

Where it is the applicant's intention for new estate roads to be offered for adoption by the Highway Authority, a Section 38 Agreement under the Highways Act 1980 will be required. Detailed highway engineering drawings and specifications must be submitted to and approved by the Highway Authority as part of that process.

Email: SiteDevelopment@knowsley.gov.uk to discuss the matter further.

Highways Pre-Development Inspection

Prior to the commencement of the development, a joint inspection between the applicant and the Council as Local Highway Authority of the condition of the existing footways/carriageways in the vicinity of the site should be carried out. The applicant is advised to contact Highways Site Development.

Email: SiteDevelopment@knowsley.gov.uk to discuss the matter further.

Street Lighting and Traffic Signage (PFI and Commuted Sums)

The applicant is advised that street lighting and traffic signage within Knowsley are maintained under a Private Finance Initiative (PFI) contract. All such infrastructure intended for adoption

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

within the public highway must be designed in accordance with the Council's requirements and approved in consultation with the Council's PFI contractor, Enerveo.

Where new roads or highway works are to be offered for adoption by the Highway Authority, the provision of street lighting and traffic signage is likely to require the payment of commuted sums to cover future maintenance liabilities under the PFI arrangement, and such infrastructure will be incorporated into the PFI contract.

For any roads or areas that are not proposed for adoption, the provision, maintenance and management of street lighting and signage will remain the responsibility of the developer or a private management company and will not be covered by the Council's PFI arrangements.

Early engagement with the Highway Authority and Enerveo is strongly recommended to confirm the applicable requirements and avoid delays.

Email: SiteDevelopment@knowsley.gov.uk to discuss the matter further.

Deposits on the Highway

The applicant is reminded that it is an offence to allow material carried from the site to be deposited on or cause damage to the highway, as a result of dirty wheels or badly loaded vehicles. Should this occur, the Council as Local Highway Authority will seek to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and will prosecute offenders under Sections 131, 148 and 149 of the Highways Act 1980.

It is an offence to carry out any works within the public highway without the permission of the Highway Authority. The grant of planning permission does not negate the need for the submission and approval of highway engineering details for inclusion in an agreement under S38 and S278 of the Highways Act 1980 (for roads proposed for adoption and connection of off-site highway works onto the existing adopted highway respectively). The applicant is advised to contact the site development team, email: SiteDevelopment@knowsley.gov.uk to discuss the matter further. The highway fees applicable for a combined S38/S278 highway agreement are available on the Knowsley Council website here: <https://www.knowsley.gov.uk/residents/roads/highway-fees-and-charges>

- 4 Please see letter from Merseyside Fire and Rescue Service 12/01/2026
- 5 All new street lighting and signing to be installed on the existing public highway or highway proposed for adoption will be subject to a commuted sum to cover its future maintenance as part of the Council's Street Lighting and Signing PFI Contract. The relocation of existing street lighting columns will need to be undertaken/agreed by the Street Lighting and Signing PFI Contract Service Provider.
- 6 Breeding birds are protected under the general provision of Section 1 of the Wildlife and Countryside Act 1981 as amended. Whilst the nest is being built or is in use, the eggs, young and nest are protected against intentional and reckless taking, damage and destruction. No tree, scrub or hedgerow felling, management and/or cutting operations should take place during the period 1 March to 31 August inclusive to protect breeding birds.
- 7 The development hereby permitted shall respect the statutory clearance distances to the existing overhead line conductors as set out in Technical Specification 43-8 Issue 5 2019 Overhead line clearances and construction of the development shall adhere to standards for working around overhead lines as set out in <https://www.hse.gov.uk/pubns/gs6.pdf>. This is included for the reasons of maintaining safety standards. Early engagement with Scottish Power Energy Networks is recommended.
- 8 Information required to discharge drainage condition:

For the avoidance of doubt and in order to discharge the condition, the following points shall fully be considered in the preparation of the surface water drainage strategy, detailed design, drawings, calculations and supporting information:

1. An explanation of the existing drainage system and flow paths within the site and how the site is affected by off-site surface water runoff.
2. SuDS Manual hierarchy for determining the surface water discharge destination should be fully followed with the priority of surface water harvesting system and infiltrating-based drainage design. Evidence and justification (such as infiltration tests and groundwater levels) shall be required to demonstrate that in choosing drainage features for post development, the surface water drainage discharge hierarchy has appropriately been followed.
3. A SuDS aims to minimise the impacts from a proposed development on water quantity and quality and maximise amenity and biodiversity. In designing an appropriate set of SuDS techniques for a development site, the LLFA will be expecting surface water runoff to be managed close to source (source control/property level control) only conveying downstream what cannot be managed at source. The LLFA expects an interconnected drainage design to include source control (e.g. permeable pavement and rain gardens) green and open conveying systems/green corridors (e.g. green swales and ditches) and green and overground site / regional controls (e.g. attenuation basins). To be able to do this, the development of drainage design should therefore be planned as early as possible before setting the property layout in close collaboration with the landscape and biodiversity team.
4. For greenfield sites, the maximum discharge rate from the development site should be set to QBAR greenfield runoff rate. Where the surface water from developed site discharges to the UU assets, the maximum discharge rate and connection point should also be agreed by UU.
5. For greenfield sites, the maximum discharge rate from the development site should be set to QBAR greenfield runoff rate. Where the surface water from developed site discharges to UU assets, the maximum discharge rate and connection point should also be agreed by UU.
6. Detailed Drainage Scheme Plan showing the layout of the proposed SuDS features, drainage network, post development impermeable area, the location of SuDS features, drainage network, post development impermeable area, the location of SuDS features and storage within the proposed development, and how these relate to the submitted calculations, including any chamber, pipe numbers, direction of flow, invert and cover levels, gradients diameters and dimensions will be required. The methods of flow control must be detailed as should non-conventional elements such as pond and permeable paving.
7. Where the drainage proposals connect to an existing drainage system, it is likely that the authorities responsible for maintaining those systems will have their own design requirements. These requirements will need to be reviewed and agreed as part of any surface water drainage scheme.
8. Sufficient information on the correct number of treatment stages in the surface water management train will be required, for further information see the CIRIA SuDS Manual (C753).
9. Evidence that exceedance flows and runoff in excess of design criteria shall be considered - calculations and plans shall be provided to show where above ground flooding might occur and where this would pool and flow. Where the flood water pools, the maximum extent and depth shall be required to make sure the assets and people are safe from flood risk.
10. An assessment of groundwater levels and its fluctuations will be required.
11. Given the EA and UU's position on the application, their approval shall be required in order to discharge the condition.