

Agenda



Knowsley Council

29 October 2025

To: The Chairperson and
Members of the Planning Committee

Dear Councillor

A Meeting of the **PLANNING COMMITTEE** will be held on **Thursday, 6th November, 2025**, in the Council Chamber, Municipal Buildings, Huyton at **6.00 pm**.

If you have any queries regarding this meeting, please contact Keith Glover on telephone number 0151 443-3502.

Yours faithfully

Chief Executive

Please Note:-

1. *(Please Note: Access to the Council Chamber is limited and members of the public or press wishing to attend in person are strongly advised to register in advance by emailing committees@knowsley.gov.uk or telephoning (0151) 443 2679. Attendees will be required to show photographic identification and will be subject to [security checks](#). Please note that meetings will also be live streamed. The live stream can be accessed from the following link - <https://knowsley.public-i.tv/core/portal/home>.)*
2. *If you have submitted a representation in respect of any of the planning applications that are included on the agenda for determination at this meeting, and wish to speak at the meeting, there is a procedure to be followed which can be accessed via the link below:-*

<https://www.knowsley.gov.uk/residents/building-and-planning/make-a-planning-application/speaking-at-planning-committee>

Membership of the Planning Committee

Councillors

S Donnelly	(Chairperson)
Mrs D Arnall	Ms J Harvey
Mrs C Bannon	Ms J Lilly
D J Baum	Mrs J E Lonergan
H Bell	K W McGlashan
T Brennan	G J Morgan
M Burke	Mrs S Powell
T Byron	I Smith
A J Flute	K Taylor
R Gaffney	Ms A Wright
G Golding	

(Note: The Agenda and Reports are circulated to all other Members of the Council for information only.)

A G E N D A

PART I

APOLOGIES

1. DECLARATIONS OF INTEREST

2. MINUTES

To receive as a correct record the minutes of the meeting of the Committee held on 9th October 2025.

(Pages 1 - 2)

3. APPLICATIONS FOR PLANNING PERMISSION

To consider the reports of the Executive Director (Regeneration and Economic Development) in respect of the following applications for planning permission.

(Please note that:-

- (i) Background Papers to the planning applications referred to in this agenda comprise the following: -
 - 1. The planning application as submitted or subsequently revised including all forms and plans, etc.
 - 2. The application case sheet, inspection report, photographs, etc.
 - 3. An Ordnance Survey sheet extract showing the application site and the surrounding area.
 - 4. Standard planning conditions as adopted by the Council.
 - 5. Relevant policies from the Unitary Development Plan as appropriate.
 - 6. Copies of all statutory and non-statutory consultations and related correspondence except where they are strictly confidential.
 - 7. The relevant planning history of the application site.

Specific documents, which have been used as a background paper for a particular planning application, and which are not included in the above, are detailed as appropriate at the end of the individual report concerned. Please contact the planning services team (0151 443 2381 or via email at Dcsubmissions@knowsley.gov.uk) to arrange inspection of these files and documents; and

- (ii) Details of the contact officer is contained in the individual report and additional information/some background papers can be found on the [Public Access](#) site via the link shown beneath each planning application below).

- (a) **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) - LAND TO NORTH AND EAST OF ROSE FARM, CHAPEL LANE, WIDNES, KNOWSLEY / CHESHIRE**

Additional information in relation to this item can be obtained on Public Access via the following link:-

<https://planapp.knowsley.gov.uk/online-applications>

and entering 23/01037/OUT in the search box

(Pages 3 - 34)

4. DELEGATED PLANNING DECISIONS

To consider the report of the Head of Planning and Building Control.

(Pages 35 - 42)

5. ANY OTHER ITEM(S) WHICH THE CHAIRPERSON DEEMS TO BE OF AN URGENT NATURE

PLANNING COMMITTEE

At a meeting of the Planning Committee held in the Council Chamber, Municipal Buildings, Huyton on Thursday, 9th October, 2025 the following Members were

P r e s e n t:

Councillors

S Donnelly
Chairperson of the Committee
(in the Chair)

Mrs D Arnall, Mrs C Bannon, H Bell, T Brennan, T Byron, A J Flute, R Gaffney, G Golding, Ms J Harvey, Mrs J E Lonergan, K W McGlashan, G J Morgan, Mrs S Powell and K Taylor

APOLOGIES

Apologies for absence were received on behalf of Councillors D J Baum, M Burke, Ms J Lilly, I Smith and Ms A Wright

10. DECLARATIONS OF INTEREST

The representative of the Assistant Executive Director (Legal and Governance) reported that no declarations of interest had been submitted by Members.

11. MINUTES

The minutes of the meeting held on 11 September 2025 were received as a correct record and signed by the Chairperson.

12. APPLICATIONS FOR PLANNING PERMISSION

- (a) **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) - Land To North And East Of Rose Farm, Chapel Lane, Widnes, Knowsley / Cheshire**

The Committee considered:-

- (1) the report of the Executive Director (Regeneration and Economic Development) on the above application for planning permission;
- (2) the verbal representations of the two public objectors to the application that were made during the 3-minute period, allocated to each objector, as part of the decision-making process; and

- (3) the verbal representation of the applicant's representative in support of the application that were made during the 3-minute period allocated as part of the decision-making process.

Following the discussion in relation to this item, Councillor K Taylor moved the following recommendation, which was seconded by Councillor R Gaffney:-

'That a decision on the application be deferred until Planning Officers can arrange a site visit for Members of the Planning Committee.'

RESOLVED – That a decision on the application be deferred until Planning Officers can arrange a site visit for Members of the Planning Committee.

- (b) **25/00274/COU - Change of Use of Residential Dwelling (Use Class C3) To Childrens Care Home (Use Class C2) For a Maximum Of 2NO. Children - 6 Edgemoor Drive, Field Lane Estate, Knowsley, L10 1LP**

The Committee considered report of the Executive Director (Regeneration and Economic Development) on the above application for planning permission.

RESOLVED – That delegated authority be given to the Head of Planning and Building Control to grant planning permission subject to the conditions set out in the schedule.

13. DELEGATED PLANNING DECISIONS

The Committee considered the report of the Head of Planning and Building Control that set out those applications for planning permission that had been determined under delegated powers since the last meeting of the Committee.

RESOLVED – That the report be noted.

Minutes 10 to 13 be received as a correct record on the 6th November 2025.

Chairperson of the Committee
(The meeting closed at 7.06 pm)

APPLICATION REFERENCE: 23/01037/OUT

APPLICANT: Taylor Wimpey

WARD AFFECTED: Whiston and Cronton

DEVELOPMENT: 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)

LOCATION OF SITE:

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

DEVELOPMENT PLAN DESIGNATION:

Green Belt

REPORT UPDATE REPORT TO BE READ IN CONJUNCTION WITH THE ORIGINAL COMMITTEE REPORT CONSIDERED BY MEMBERS AT 09/10/2025 PLANNING COMMITTEE (APPENDIX A OF THIS REPORT)

This planning application was considered by members at Planning Committee on 9 October 2025. Members resolved to defer the application until a site visit could be undertaken.

The original committee report (appended) sets out all the planning issues. Since the reporting of this planning application to the 9 October committee meeting two additional representations have been received objecting to the proposal, the authors of the representations have already objected to the proposed development. The objections raise concerns about the vehicular entrance to the proposed development and that they were verbally informed (no further details) that traffic calming would not be installed along Chapel Lane because it is a route for emergency vehicles. The objection also state that a possible solution would be to have an access from Queensbury Way.

There is no evidence that the alleged conversation took place, but there are examples of various traffic calming feature in place across Merseyside and the emergency services would be consulted prior as part of the design of the any traffic calming scheme.

In relation to the point about other potential accesses, the application under consideration is proposing an access from Chapel Lane and that is what must be considered by Members.

RECOMMENDATION:

That Members delegate authority to the Head of Planning & Building Control to grant planning permission subject to:

The conditions set out in the attached schedule contained within the original committee report (appended) or such additional or amended conditions that the Head of Planning & Building Control in consultation with the Chair of Planning Committee considers appropriate.

CASE OFFICER

Jo Sheridan (0151) 443 2376

APPENDICIES

Appendix A –Committee Report presented to the 9 October 2025 meeting

APPLICATION NO: 23/01037/OUT

APPLICANT: TAYLOR WIMPEY

WARD AFFECTED: Whiston and Cronton

PARISH: Cronton

DEVELOPMENT:

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)

LOCATION OF SITE: Land to north and east of Rose Farm, Chapel Lane, Widnes, Knowsley / Cheshire

DEVELOPMENT PLAN ALLOCATION: Green Belt

REPRESENTATIONS: 291 objections received and 17 support

RECOMMENDATION:

That Members delegate authority to the Head of Planning & Building Control to grant planning permission under delegated powers subject to the conditions set out in the attached schedule.

CASE OFFICER: Jo Sheridan

SUMMARY:

This application relates to the formation of a new access on to Chapel Lane which will serve a residential development of up to 350 dwellings, the site is identified for housing in Halton's Local Plan. The majority of the site (where the houses are proposed) is located under the jurisdiction of Halton Borough Council, only the access onto Chapel Lane is located in Knowsley (0.21ha or 1.4%, based on total site area of 14.92ha of the site is located within Knowsley's jurisdiction). Due to the application site including land in both Council areas, applications were submitted to both Councils, but only matters relating to the impacts of the access can be considered as part of this application because this is the only part of the site in Knowsley.

On 1 September 2025 Halton's Planning Committee resolved to grant planning permission for the substantive element of the residential development subject to conditions and a S106 agreement, this is a material consideration which carries significant weight.

The main planning issues for members to consider are:

- Highway Safety

- Impact on the setting of a Listed Building

1. SITE AND SURROUNDINGS

- 1.1 The application site covers land in both Knowsley and Halton, in total the size of the site is 14.38 hectares and comprises undeveloped greenfield land and an area of Chapel Lane. The area of land relating to Knowsley is the site access which is proposed via Chapel Lane. Chapel Lane itself is within Knowsley's jurisdiction, whilst the wider site is within Halton Council.
- 1.2 The site is located east of Chapel Lane, north of Old Upton Lane and west of Queensbury Way (the latter two roads are in Halton). The site's primary access will be taken from Chapel Lane with emergency accesses proposed north of the main access on Chapel Lane and to the south via Sandy Lane (in Halton).
- 1.3 In the wider context, the site is located to the south of the village of Cronton and would represent an expansion of Upton Grange which is located to the south of the application site.

2. PROPOSAL

- 2.1 The application has been made in outline with all matters other than access reserved until reserved matters stage. It proposes the erection of up to 350 dwellings, public open space, landscaping and associated infrastructure works together with full details for site access arrangements to include a new junction on Chapel Lane and an emergency access via Chapel Lane.
- 2.2 Only the matters relating to the site access and emergency access are relevant to making a decision on this application as those are the only areas of the site in Knowsley.

3. RELEVANT SITE HISTORY

- 3.1 There is no relevant planning history.

4. ARTICLE 35 STATEMENT

- 4.1 The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

5. EQUALITIES ACT 2010

- 5.1 In determining this application, the Local Planning Authority has considered the requirements under S149 of the Equalities Act 2010.
- 5.2 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.

6. REPRESENTATIONS

- 6.1 The planning application was publicised by individual neighbour notification letters, the display of seven site notices and a public notice in the local press. 291 objections and 17 letters of support have been received in response to the publicity given to the application. These figures include representations from a second round of public consultation undertaken in January 2025 which included neighbour notification letters, the display of site notices and the publication of a press notice.
- 6.2 The objections are summarised as follows:

Highways:

- Chapel Lane would struggle to handle any more traffic than it already does, and the existing congestion and regular traffic jams would become more frequent
- The proposed junction is in the middle of two dangerous blind bends
- Dangerous backups on Chapel Lane will occur at busy times and right hand turns from the estate will be difficult
- Two serious collisions in recent years not included in the traffic assessment
- the road is not built for the heavy vehicles that will be using the access during construction
- All access to those dwelling is serviced by the main arterial road, Queensbury Way, which appears the safer alternative route into this proposed development
- Two serious accidents and regular near misses due to oversized vehicles or delivery vehicles parks on the bends adjacent to rose farm
- The speed indicator placed at Chapel Lane is not representative of the average speeds - speeds in excess of 60 mph are regularly achieved
- Concerns over the safety of school children due to increased traffic
- Already difficult for residents and visitors to find parking and access driveways
- Exiting onto the main Queensbury way road roundabout will be challenging due to increase traffic

- The proposed 350 initial dwellings go over the 180-unit threshold set by Halton Council for a single point of access
- The position of the junction onto a small rural road (section 2.37 of Taylor Wimpey's Design and Access Statement describes this as a 'minor road') would be insufficient to accommodate a site making provision for 700 parking spaces plus visitor parking
- No details provided of improvements to Old Upton Lane/Sandy Lane, nor the requirement for improvement if it is only to be used for emergency access
- The current Traffic Regulation Order (TRO) for emergency vehicles has been in place for several years without improvements being deemed necessary
- To be able to accommodate a junction the lighting would have to be significantly improved for safety at night
- At peak times there is a significant increase in road usage, it is particularly hazardous at the beginning and end of each school day
- Chapel Lane's narrow, winding road is already struggling with traffic and will become more dangerous during construction
- Whilst the speed limit on the road is 30mph, residents know that this is regularly not adhered to
- With this additional traffic in the area leading both into Cronton and leading to junction 6 of M62, additional traffic from new housing will gridlock the area, it is already heavily congested every morning, and delays can be up to 30 minutes
- Even allowing for a low estimate of 100 additional school children; 50 primary and 50 senior school children, all local schools are already oversubscribed, they would have to school out of the area, in which case more traffic on the roads during school hours
- This large number of additional houses are likely to be inhabited by young and expanding families who will own multiple cars
- The Halton Traffic Assessment document does not combine the current usage with the additional number of vehicles which would provide an increase of approximately 70%
- Cronton Parish Council have carried out an independent visual survey on Friday 31st January during the morning and evening rush hours, the results of which provide evidence of severe congestion
- Two serious accidents and regular near misses due to oversized vehicles or delivery vehicles parks on the bends adjacent to Rose Farm
- The speed indicator placed at Chapel Lane is not representative of the average speeds - speeds in excess of 60 mph are regularly achieved
- With one egress and ingress per day, there would be 1,400 vehicular movements. If half of them had an additional entry/exit, that adds 700 more, totalling 2,100 movements. Including service, delivery, and visitor vehicles, an extra 100 movements could bring the total to 2,200 movements per day
- Knowsley's Local Plan objectives and the NPPF state that developments should be refused if they have an unacceptable effect on highway safety, which this proposal does
- The development will encourage more drivers to use Chapel Lane as a cut-through to access primary network routes, further increasing traffic pressure on Knowsley's roads

- Chapel Lane may become a link road for thousands more vehicle movements a week
- The proposed roundabout and speed bumps are inadequate for the volume of traffic expected
- Pedestrian and cyclist access will be disrupted, and safety will be compromised

Infrastructure:

- Local infrastructure is already overwhelmed and the increased population resulting from these dwellings will compound this problem
- The 2 schools in Cronton are oversubscribed and have 95% intake from Halton
- Already up to 18-month waiting time for NHS dentist
- The nearest doctor to the proposed development is Fir Park Medical Centre the burden new patients is unsustainable
- Lack of planned leisure facilities to meet current and rising youth demand
- Sandy Lane is part of a plan for a safe cycling route between Widnes and Huyton
- No provisions made for additional police officers to cope with potential increase in anti-social behaviour during and post construction
- The provision of local services must be increased if the needs of new families are to be serviced adequately
- The local A & E is Whiston hospital which already sees waiting times of up to 10 hours, the pressure of increased population is unsustainable
- The Chapel has served the local community continually for almost 180 years. An increased volume of traffic on the lane would increase the danger for those using the building, particularly the vulnerable
- Drainage and utility work on Chapel Lane as part of the development could block roads, further impacting traffic flow, forcing traffic (including HGVs) down Cronton Road
- The proposed schools in the application (Wade Deacon, Lunts Heath, and Farnworth Primary) may be outside the catchment area for the development
- The recent additional information provided by the applicants only refers to a private dentist that has recently opened in the area, which is insufficient mitigation for a further development

Ecology and Environment:

- The area under consideration is one of the only green spaces in the area
- There will be loss of irreplaceable green belt which is utilised by many people including Halton residents who have lost rural space in Halton due to other extensive developments removing green belt
- Loss of trees, hedgerows and fields during construction will have adverse impacts on wildlife such as Pipistrelle bats and Fieldfares and Redwing birds

- Brownfield land development should be prioritised in line with Liverpool City Regions aim to deliver development with minimal impact on existing green space
- Farmland and produce will be impacted by new development
- The reports have not adequately considered the protected status of the hedgerows, particularly in respect of hedgerows forming a marker for a pre-1850 parish/township boundary or as marker for "field system" Pre Enclosure Act. There is an obligation under the NPPF to protect these hedgerows
- The surrounding land of the Cronton Village area is also home to foxes and deer and the pressure on these wild animals from traffic congestion and new housing estates will eventually see them disappear completely
- Gradually, green open spaces and farmland in the village are being built on and tarmacked over
- The destruction of green space will reduce the area's capacity to absorb carbon emissions, contributing to climate change
- Unnecessary release of green belt land as housing targets scrapped by central government
- The proposal to widen the lane to 3m for better access will destroy all the hedgerows, trees, and associated wildlife
- The proposal would cut off several areas of woodland and hedgerow from their natural access to open countryside
- Halton council have large areas of brownfield land which would be better utilised for house building
- Building a substantial number of homes on green fields and pasture will not improve biodiversity or protect wildlife habitats
- Traffic calming measures would mean that drivers successively reduce then increase speed and would result in higher CO2 emissions and increased fuel consumption
- No Green Buffer Zones (500 metres on either side) for wildlife that should be adhered to on either side of Halton BC and Knowsley BC's boundary lines
- A housing development will change the character of the area. It is currently and always has been used for agricultural purposes and as open green space
- Comprehensive list of species quoted to be affected: hares, foxes, shrews, kestrels, buzzards, moorhens, ducks, geese, newts, toads, bats, deer, butterflies, redwings, fieldfares, and swallows.

Health and Safety:

- This area is seen by hundreds of walkers every day. Losing this is damaging to the wellbeing of citizens. With mental health issues on the rise, the lack of green spaces can increase stress, depression and anxiety levels
- The proposed 'Ghost Island' arrangement document shows a requirement for the reduction of the width of the footpath to accommodate an increase in the width of the carriageway. The footpath would be reduced to 1.38m at one point. Reduction in width of the footpath (1.38m in one point) causes concerns over accessibility particularly for wheelchair users and the safety of pedestrians

- Pollution (noise, air, etc) from construction and operational phases will impact the health of residents
- Fewer safe walking routes leads to fewer people walking, running and cycling recreationally and could contribute to higher levels of obesity
- Higher numbers of road users will make it increasingly dangerous for pedestrians trying to cross the road, particularly young children.
- Increased urbanisation reducing green space will negatively impact the mental wellbeing of residents
- Traffic calming measures such as speed bumps could threaten the safety of cyclists
- Pollution (noise, air, etc) from construction and operational phases will impact the health of residents
- The oversubscription of schools means that children must travel longer distances to school. This development will increase the likelihood of this. Children not walking to school increases the likelihood of childhood obesity, which is already an issue
- Given the historical poor health in the borough and the legacy of ill health caused by the COVID-19 pandemic, taking away another open/green area would increase the burden of ill health, as these areas are beneficial for physical and mental health
- The building of residential properties in this location will remove the rural character of Sandy Lane and adjoining PRow walks, disproportionately affecting residents who rely on them for their mental health.

Residential Amenity:

- The proposed development site is one of only spaces without interruption of traffic and children. It is the only safe space to walk in nature
- No details given on how long construction is planned to impact the community
- The precedent such a development sets for further urban expansion is unfavourable to Cronton Residents
- Design of new dwellings is inappropriate for high quality living e.g. entertaining guests and receiving family would be difficult without adequate space
- The park in Cronton sees high volumes of dog walkers, waste will be worsened by a growing number of people and pets
- With residential houses so close to the proposed site of the junction, the impact of the lighting and noise would be highly disruptive
- The development will fundamentally alter the quiet character of Cronton and surrounding areas
- Property values may decrease due to reduced road safety and overpopulation rendering the location less desirable
- The area is used by 2 running groups that loop around Cronton who would be affected by the development
- Cronton is already experiencing antisocial behaviour from gangs of youths dispersed by Cheshire Police from Upton Rocks. This development will likely exacerbate this issue as youths seek out new places to gather.
- Cronton is one of the most desirable places to live in Knowsley, but its status is being eroded by Halton's rapid growth and this development plan

- The council must ensure that any new development is accompanied by proportionate investments in local amenities to avoid compromising the wellbeing of the community.

Miscellaneous:

- The entrance being so close to the administrative boundary line means when incidents do occur there is confusion as to which Council or Authority are responsible
- Local businesses' customers use the paths to access their facilities, should this no longer be available revenue may suffer
- Building houses to the edge of Halton boundary removes any control from HBC of preventing urban sprawl if the neighbouring Authority also decide to allow development in the future.
- The development is contradictory to Halton's Local Plan with regards to preventing unrestricted sprawl. Resultantly, Widnes and Cronton (Halton and Knowsley) will become one continuous and indiscernible conurbation.
- Working pattern predictions are based on work from home arrangements do not consider the increased number of workers returning to the office part or full time
- more suitable, less rural, locations in Widnes
- True affordability of new homes
- The development is too dense for the area and goes against its existing character
- Taylor Wimpey should pay the necessary price to unlock land to allow an exit entrance onto Queensbury Way to create an alternative access point
- Many Cronton Village residents are pensioners, and the new homes will considerably alter the demographic of people in the area
- Those who walk for fitness and leisure, using it as part of a circular route, or access to areas of natural beauty such as Pex Hill may avoid the area due to disruptive construction or increased congestion
- Reduction in pavement width could adversely impact parents with pram/pushchair age children
- Listed buildings will see their architectural and historical prestige impacted by the proposed site entrance.

6.3 The letters of support are summarised below:

- The development at Chapel Lane will provide much needed affordable housing.
- We have purchased 2 new homes in the area in the past and will probably do so again, liberating other affordable homes for first time buyers.
- The development will bring much need revenue to the town
- Former residents eager to move back would be able to following the development of affordable housing
- Ideal location for those trying to buy within commuting distance of Manchester and Liverpool

- opportunity for first time buyers to remain in their local area which may not have been possible before
- Ideal housing type for existing residents looking to downsize without relocating

7. CONSULTATIONS

Environmental Health: No objections subject to three conditions; one requiring the submission of a construction management plan, one restricting the hours of construction and one regarding land contamination.

Highways (Knowsley Council): No objections subject to conditions for:

- Emergency access final design;
- Offsite Highway Works Chapel Lane, Traffic Calming Scheme
- Development Access Road
- Completion of Access Road Surfacing
- Offsite highway works: Sandy Lane
- Offsite highway works: Hall Lane/Cronton Road
- Residential Travel Plan
- Construction Management Plan
- Road Safety Audit
- Visibility Splays
- Improvements to the right of way
- Surfacing of Chapel Lane assessment

Local Lead Flood Authority: No objections subject to two conditions; one requiring the submission of a detailed drainage strategy and one requiring the submission of a management and maintenance plan.

Merseyside Environmental Advisory Service (MEAS): No objections, subject to five conditions requiring details of a replacement hedgerow (H1); a condition to protect breeding birds; a condition to secure bird boxes; a condition to ensure reasonable avoidance measures are in place for terrestrial mammals and a condition to ensure the lighting scheme is designed so that it protects ecology.

Arboricultural Officer: No objections subject to a condition requiring the submission of an Arboricultural Method Statement.

National Highways: No objections.

Active Travel England: No objections.

Cronton Parish Council: Submitted four objections to the development proposal, raising the following issues:

- Inappropriate development on Green Belt land and should not proceed;
- Exit and entrance onto Chapel Lane
 - o Chapel Lane is a "Lane"

- Average speeds 50+mph are common
- Date used in the TA to support the assumptions for increased traffic is flawed;
- Queensbury Way provides a better standards for the development;
- Increased volume of traffic;
- Ecology
 - The common Pipestrelle, fieldfare and redwings have been sighted in the area;
 - High amenity value trees are to be removed;
 - Hedgerows not assessed;
- Housing development
 - Removal of irreplaceable green belt up to the border with Knowsley;
 - Anti social behaviour would increase with further housing development
 - Do not believe that the existing infrastructure can support with regards to schools, doctors, dentists;
 - Additional traffic, noise, air pollution will result in a reduction in the quality of life;
 - Impact on the right of way;
- Impact on the Listed Building
 - The vehicular access is in very close proximity to the Listed Building;
 - Lighting and visual intrusion;
 - Do not accept that the harm to the Listed Building would be “lower end of less than substantial harm.”

Whiston Town Council: Object to the proposal and state that the proposal will have a severe impact on the highway, the level of increased traffic along with the proposed new junction will have a negative impact on the area.

Natural England: No comments.

8. POLICY CONTEXT

8.1 Paragraph 11 and 12 of the National Planning Policy Framework (NPPF 2024), an extract from which is set-out below, states that:

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

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

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

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination

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

- 8.2 In this regard the Knowsley Local Plan: Core Strategy was adopted in January 2016, although certain saved policies of Knowsley Replacement Unitary Development Plan (UDP) remain operational as part of the Statutory Development Plan and are still given weight in reaching a decision under the provisions of paragraph 21 of the latest NPPF. The Joint Merseyside and Halton Waste Local Plan was adopted in 2013 and is also part of the development plan.
- 8.3 The site is allocated for residential development (as a Sustainable Urban Extension) within the Knowsley Local Plan Core Strategy in order to help meet the borough’s development requirements up to 2028. The relevant adopted policies for the assessment of the application are listed below:

National Planning Policy

National Planning Policy Framework (2024)

National Planning Policy for Waste

Planning Practice Guidance

Knowsley Replacement Unitary Development Plan (Saved Policies, 2006)

T5 – Location of Major Traffic Generating New Development

T7 – New Development and Walking & Cycling Routes

T9 – Travel Plans

T10 – Access for the Less Mobile

DQ3 – Gateway site and corridors

DQ4 - Trees and Development

Knowsley Local Plan Core Strategy (2016)

SD1 - Sustainable Development

CS1 - Spatial Strategy for Knowsley

CS2 - Development Principles

CS7 - Transport Networks

CS8 - Green Infrastructure

CS19 - Design Quality and Accessibility in New Development

CS20 – Managing the Borough’s Historic Environment

CS21 - Greenspace and Trees

CS24 - Managing Flood Risk

Merseyside Waste Local Plan (2013)

WM8 - Waste Prevention and Resource Management

WM9 - Sustainable Waste Management Design and Layout for New Development

Adopted Supplementary Planning Documents (SPD)

Ensuring a Choice of Travel SPD (2010)

Design Quality in New Development SPD (2016)

Trees and Development SPD (2016)

Developer Contributions SPD (2016)

9. ISSUES AND ASSESSMENT

Principle of the Development

- 9.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. This is the test that legislation prescribes should be employed on planning decision making. It must be considered whether the application is in accordance with the development plan when it is considered as a whole.
- 9.2 The 'presumption in favour of sustainable development' at paragraph 11 of the NPPF means: "approving development proposals that accord with an up-to-date development plan without delay." If there is conflict with the development plan, applications should be refused unless material considerations indicate otherwise. Policy SD1 of the Local Plan Core Strategy reflects this approach which is considered central to decision making.
- 9.3 The relevant policies within the Local Plan Core Strategy and the relevant saved policies within the UDP are considered to be consistent with the NPPF and as such are considered to be up to date. As such, full weight can be given to the Statutory Development Plan and paragraph 11d) of the NPPF is not engaged and members may determine the application, applying the "flat balance". This means members may determine the application from a neutral balance, weighing up harms against benefits.
- 9.4 The principle of the appropriateness of the site for a new housing development is for the consideration of Halton Borough Council as the site falls within their Borough boundary.
- 9.5 Halton, at their Planning Committee meeting on 1st September 2025, resolved to grant planning permission for the development subject to conditions and the applicant entering into a S106 agreement. The conditions which Halton resolved to apply to their decision are listed in Appendix 1 of this report.

- 9.6 While the impact of the proposed development that would take place on the Halton site is a material planning consideration, only Halton Council can decide whether the impacts are acceptable or control the impacts of that development by condition or legal agreement. As set out above, Halton Borough Council has resolved to grant planning permission for the residential development and this is a material consideration of significant weight.
- 9.7 The application before Members seeks permission for the vehicular access and emergency access to the proposed development onto Chapel Lane, as these are the only elements of the scheme in Knowsley. The accesses are considered acceptable in principle subject to the further considerations outlined in this report.

Highways

- 9.8 The NPPF, paragraph 116, advises that ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’
- 9.9 Policy CS7 of the Local Plan Core Strategy seeks to promote accessible developments, sustainable modes of travel and reduction of carbon emissions whilst ensuring adequate on-site parking is incorporated within new development. This policy seeks to ensure development impacts are acceptable in highway safety terms.
- 9.10 Policy CS19 of the Local Plan Core Strategy promotes the delivery of accessible places and seeks to ensure new developments provide safe, secure and convenient routes for movement, to meet the needs of all users. Saved Policy T7 of the Knowsley UDP seeks to ensure new development preserves or where possible enhances the walking and cycling network as well as promoting access to green corridors to encourage healthy living and exercise and policy T10 seeks to ensure adequate access for the less mobile is provided in new developments. Saved Policy T5 of the Knowsley UDP requires major developments to be within 400 metres from a bus stop and/or 800m from a rail station and Policy H7 of the Knowsley UDP requires developments to incorporate safe and adequate parking areas that include screening.
- 9.11 The Council’s Highways team has reviewed the proposal and the submitted Transport Assessment (May 2023) and Transport Assessment Addendum (January 2025). The Transport Assessment (TA) addresses the likely highway/transportation impacts associated with the development and also considers the detail of the site access, the internal layout and the parking provision.

Site access arrangement

- 9.12 The proposed access design has been considered and is acceptable in principle. Swept path analysis for refuse vehicles has been provided which show that a large vehicle can access and egress the site in a safe way, adequate provision is also made for pedestrians and cyclists to enter and leave the site via the access.

- 9.13 The application states that the site access has been designed with visibility splays which meet the requirements of Manual for Streets 2 (which is 2.4m x 43m), this is guidance endorsed by the Department for Transport which provides recommendations to follow when designing new highway works.
- 9.14 Chapel Lane has a posted speed limit of 30mph. The applicant's Transport Assessment indicates that 85th-percentile speeds were measured at 34.0 mph (northbound) and 35.2 mph (southbound) during a speed survey that they undertook. The 85th percentile speed is the speed at or below which 85% of drivers travel, highways engineers use this measure, rather than the average or median speed when designing new highway infrastructure because it reflects the speed most drivers travel at.
- 9.15 During the course of the application being considered a number of representations were received which stated that vehicles significantly exceed the 30mph speed limit on Chapel Lane and that the proposed visibility splays were therefore unsafe.
- 9.16 In order to address these concerns Knowsley Council commissioned an independent speed survey which was carried out over three weeks; two of those weeks were during 'normal' conditions during school term time.
- 9.17 The Council's speed survey recorded 85th-percentile speeds of 38.0 mph northbound and 37.4 mph southbound. These findings support the assessment figures proposed by the applicant showing that a significant proportion of vehicles exceed the 30 mph speed limit on Chapel Lane.
- 9.18 Given the actual speeds on Chapel Lane the, the visibility splays proposed for the new access will only be acceptable if the speed of vehicles using Chapel Lane in the vicinity of the site access is reduced to 30mph.
- 9.19 The Highways team believe that a comprehensive Traffic Calming Scheme would ensure that vehicle speeds are reduced to 30 mph, should members be minded to grant permission this can be secured via planning condition. The traffic calming scheme will seek the following mitigation measures to ensure increased compliance with the posted 30 mph speed limit.
- A raised table junction at the site access to slow vehicle speeds and improve pedestrian visibility;
 - Gateway features and vertical/horizontal traffic-calming measures along Chapel Lane, including measures such as localised carriageway narrowing, speed cushions/tables or road markings, to reduce vehicle speeds approaching the development;
 - Footway widening at identified pinch points, which may be achieved through localised carriageway narrowing, to ensure continuous pedestrian access;
 - Cutting back of overgrown vegetation to restore full footway width and maintain intervisibility between pedestrians and drivers;
 - Provision of cycle lanes or shared-use pathways where appropriate to promote sustainable travel;

- Installation or enhancement of signage to direct and inform all users of the network;
- Any other infrastructure necessary to support safe and sustainable travel.
- Upgrades to Public Right of Way (PRoW) crossing points, where appropriate, to ensure safe and convenient pedestrian passage. Currently, the PRoW terminates directly at Chapel Lane with no safe waiting area for pedestrians to cross. The scheme shall provide a safe waiting area by localised carriageway narrowing or similar measures, which will also contribute to traffic calming along the route.

9.20 Measured visibility splays of 2.4 m × 52 m (northbound) and 2.4 m × 54 m (southbound) have been demonstrated for the site access. If the recommended traffic-calming measures are implemented, recorded 85th-percentile speeds should reduce towards the 30 mph speed limit on Chapel Lane. On that basis the demonstrated visibility splays for the proposed site access are greater than the theoretical requirement under Manual for Streets 2 (2.4m x 45m) and are therefore acceptable for the proposed access and would not have an unacceptable impact on highway safety

Emergency access

9.21 The proposed emergency access point onto Chapel Lane would be located to the north of the main access, use of the access by vehicles would be prevented by removable bollards and which would allow it to be available for use by pedestrians and cyclists when it is not being used as an emergency access.

9.22 Measured visibility splays of 2.4 m × 52 m (northbound) and 2.4 m × 54 m (southbound) have been demonstrated for the emergency access. If the recommended traffic-calming measures are implemented, recorded 85th-percentile speeds should reduce towards the 30 mph speed limit on Chapel Lane. On that basis the demonstrated visibility splays for the proposed emergency access are greater than the theoretical requirement under Manual for Streets 2 (2.4m x 45m) and are therefore acceptable for the proposed emergency access.

9.23 The bollards and associated access control infrastructure which would prevent the use of the emergency access by vehicles lie within Halton's administrative boundary. Responsibility for the operation and maintenance of the bollards and controls will be subject to a planning condition which restricts the use of the access should members be minded to grant permission.

Pedestrian and Cyclist Environment

9.24 The proposed development will increase pedestrian and cyclist demand along Chapel Lane. The measures included in the traffic calming scheme which would be secured by condition if members are minded to grant planning permission would make the use of Chapel Lane more attractive to pedestrians and cyclists. This would ensure that active travel would be a feasible mode of transport for new residents and would not result in an unacceptable impact on highway safety.

- 9.25 The development also proposes to use Sandy Lane, which runs through and to the north of the site, as an active travel corridor for pedestrians and cyclists to travel between the site and Cronton Village. Sandy Lane is already used for active travel but given the likely increased usage as a result of the development it is expedient to secure improvements to the parts of the lane which lie in Knowsley. Should members be minded to grant planning permission a condition is recommended which will secure lighting, the clearance of vegetation and minor resurfacing/drainage etc.

Junction Capacity

- 9.26 The Transport Assessment which was submitted with the application included an assessment of the capacity of the following junctions in Knowsley:
- Site Access (Knowsley)
 - Cronton Road/Chapel Lane/Smithy Lane (Knowsley)
 - Cronton Road/Queensbury Way (Knowsley)
- 9.27 The following junctions in Halton were also modelled:
- Cronton Road/Lunts Heath Double Roundabout
 - Liverpool Road/Hale Road
 - Prescott Road/Queensbury Way

- 9.28 The impacts on junctions in Halton were independently assessed by Halton Borough Council when they decided the application at their 1 September Planning Committee meeting and were considered acceptable. It is only necessary for members to consider the impacts on junctions within Knowsley

Site Access Junction

- 9.29 The proposed site access has been assessed using PICADY junction modelling, an industry-standard tool that predicts how road junctions will operate under different traffic scenarios.
- 9.30 The model uses realistic trip rates based on comparable residential developments and considers the number, timing, and purpose of trips, including commuting, school journeys, and leisure travel. Importantly, the modelling adopts a conservative approach, effectively a “worst case,” as independent traffic counts commissioned on Chapel Lane show that actual current use is lower than the base flows assumed in the model. This means the model likely overestimates traffic levels.
- 9.31 The assessment also accounts for shared car trips, walking, cycling, and public transport use, rather than assuming every household will make multiple car journeys daily. Overall, the modelling demonstrates that the proposed access can safely accommodate development traffic, and that the additional movements will not have a severe impact on Chapel Lane or the surrounding highway.

Cronton Road/Chapel Lane/Smithy Lane Signalised Junction

- 9.32 The proposed development is predicted to result in a 37.5% increase in peak-hour traffic on the Chapel Lane approach to the Cronton Road/Chapel Lane/Smithy Lane junction (equating to a 13.7% increase in overall junction

raffic). This junction has been assessed using LinSig, a recognised industry-standard tool for modelling signalised junctions.

- 9.33 The results show that the junction would continue to operate within capacity, with a maximum Degree of Saturation (DoS) of 72.3%, which is comfortably below the typical design threshold of 90%. This indicates that there is spare capacity available during peak periods.
- 9.34 Independent validation confirms that the modelling adopts a conservative approach, likely overestimating both traffic volumes and pedestrian demand. Even under this worst-case scenario, the junction is shown to accommodate the additional traffic safely and efficiently. On this basis, the Highways team considers the assessment to be robust and concludes that the development would not result in a severe impact on the operation or safety of the junction.

Cronton Road/Queensbury Way

- 9.35 The A5080 / Queensbury Way roundabout has been modelled using Junctions 10 software, a recognised industry-standard tool for signalised and unsignalised junction analysis.
- 9.36 The modelling considers AM and PM peak periods for the future year (2033) both with and without the proposed development and includes full origin-destination flows and heavy vehicle proportions. Key outputs, including ratio of flow to capacity (RFC), maximum queue lengths, and average delays, show that all arms of the junction operate well within capacity.
- 9.37 The assessment demonstrates that the proposed development is not expected to result in severe effects on the junction or wider network. Following their assessment, Highways Officers have confirmed that the local highway network can accommodate the additional traffic safely and efficiently. The modelling has been conducted using robust, transparent methods in line with national and local guidance.

Hall Lane/Cronton Road

- 9.38 The proposed signalised pedestrian crossing at the Cronton Road / Hall Lane junction has been developed in consultation with Knowsley Council officers and will be secured via planning condition if members are minded to grant planning permission.
- 9.39 The proposed works are limited to pedestrian infrastructure and do not alter junction geometry or traffic flows, formal junction modelling was not required. However, the intervention is considered proportionate and necessary to facilitate safe pedestrian access from the development via Sandy Lane to Cronton Village, where key local amenities including schools and shops are located. The design includes footway widening, tactile paving, and corner radii reductions to improve accessibility and safety for all users.

Summary

- 9.40 Subject to the implementation of a traffic calming scheme the proposed development would not have an unacceptable impact on highway safety or

result in cumulative effects which would have a severe impact on the road network. The proposed mitigation would also mean that pedestrians and cyclists who travel to and from the development would have adequate and safe transport links. The development is considered acceptable in highway and transport terms, it would not have a severe impact on the operation of the network and would not result in unacceptable highway safety impacts. The proposal would comply with Policies CS7, CS19, T7, T10 and H7 of the Local Plan Core Strategy and the relevant sections of the NPPF.

Heritage/archaeology

- 9.41 There is a legislative requirement that planning decisions take into account the impact of development on the setting of a listed building. This is set out in s66 of the Planning (Listed Buildings and Conservation Areas) Act (1990). it states: “66 (1) In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.”
- 9.42 Paragraph 215 of the NPPF states that “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”
- 9.43 Paragraph 219 of the NPPF states “Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably
- 9.44 The NPPF defines setting as “The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.”
- 9.45 Moreover, paragraph 007 the national 'Planning Practice Guidance' states that “Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals.”
- 9.46 Policy CS20 in the Core Strategy states that development proposals in Knowsley should preserve or enhance the borough’s historic and architectural assets including Listed Buildings. The Council will where a development

proposal will result in less than substantial harm to a heritage asset or its setting, assess such harm against the benefits of the proposal.

- 9.47 A Historic Environment Desk Based Assessment was submitted to accompany the planning application. In addition, a Heritage Addendum was submitted which focussed on the impact of the proposed development on 'Redmyre' the Grade II Listed Building which lies to the west of the site.
- 9.48 Redmyre was listed on the 28th January 1971 (minor amendment on the 17/11/2014), it consists of an 18th century 2 storey farmhouse which was previously known as Holly Farmhouse. It is of brick construction with stone quoins and cornice under a slate roof. At the date of listing, it had 2 12-paned sash windows on the ground floor and 3 above, all in moulded frames with stone arches and emphasised keystone. The windows frames have been replaced with uPVC windows. The list description also refers to 'brick chimneys on gable ends' of which only one is evident today. Historic OS maps suggest that the farmyard was to the immediate north however these are no longer extant.
- 9.49 There are two mid 20th century bungalow on the opposite side of Chapel Lane. The bungalows do not contribute positively to its rural setting and have undermined said setting since their construction.
- 9.50 Redmyre did not have a functional or historical relationship with the development site. The proposed entrance to the site is to the north of the Listed Building. The Conservation Officer acknowledges that the access road into the development site may change the asset's wider setting, but given that there is no evidence of an historical relationship between the site and the asset, the contribution made by the site is limited only to the visual contribution it makes to its wider rural setting. The Conservation Officer concurs with the assessment of harm within the heritage addendum, that any harm is likely to be on the low end of less than substantial.
- 9.51 In terms of the proposed access to Chapel Lane, the proposed access will necessitate the demolition of one of the 20th century bungalows which does not contribute positively to its setting. Therefore, the new road access will in essence preserve its setting as while it will not enhance, it will not be any more harmful than the bungalow and the urban sprawl that it represents to Redmyre's semi-rural setting.
- 9.52 The Council's Conservation Officer agreed with the applicant's heritage report that landscaping and layout could help to mitigate any impacts on the Listed Building. As any landscaping and the layout of the residential plots would lie within Halton's jurisdiction and not Knowsley, officer's have considered the harm of the listed building assuming no landscape mitigation. The Conservation Officer has concluded that the level of harm would remain at the low end of less than substantial. Nevertheless, landscaping and layout can be detailed through the future reserved matters application by Halton Council.

- 9.53 When a development proposal results in less than substantial harm to the significance of a heritage asset, that harm must be weighed against the public benefits of the scheme. In this instance, a key public benefit is Halton Borough Council's resolution to grant planning permission for a new housing development on a site allocated for housing in their local plan. This is a material consideration of considerable weight as it directly supports Halton's efforts to meet its identified housing needs as set out in their Local Plan.
- 9.54 As set out above the harm caused to the setting of Redmyre would be at the lower end of less than substantial harm. Paragraph 212 of the National Planning Policy Framework (the Framework) advises that any harm to designated heritage assets, even negligible, must be given great weight by the LPA in planning decisions that affect them. Paragraph 215 of The Framework states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. When the low level, less than substantial harm, which has been given considerable weight in the planning balance, is weighed against the public benefits of allowing Halton to deliver residential development on an allocated site in their local plan, it is considered that the public benefits clearly outweigh the less than substantial harm.
- 9.55 The proposal would comply with Local Plan Policy CS20, as whilst the development proposal will result in less than substantial harm to the designated heritage asset's setting, the harm has been assessed against the benefits of the proposal, in accordance with 1(c) of Policy CS20. While the scheme may result in less than substantial harm to the asset's significance, this is decisively outweighed by the public benefits, most notably, the development of a site specifically allocated for housing. On balance, the proposal delivers a clear planning gain that justifies the low level, less than substantial harm.

Noise, Air Quality and Residential Amenity

- 9.56 Saved Policy ENV2 of the Knowsley UDP seeks to ensure that new or existing developments are protected from new or existing noise sources and that, where necessary, effective mitigation measures are secured. Policy CS2 also sets out development principles which require new development to recognise environmental limits, ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality; enhance local character and promote quality of place by mitigating potential negative impacts of traffic growth on noise and health, and minimising negative impacts upon noise ensuring any negative impacts are appropriately mitigated. Additionally, Policy CS19 of the Local Plan Core Strategy sets out that new development will be expected to maintain a good standard of amenity for all existing and future occupants.
- 9.57 The Environmental Health team have reviewed the application and recommended three conditions, one requiring the submission of a construction management plan, one restricting the hours of construction and one regarding

land contamination. The first two conditions will be combined and will only relate to the construction of the accesses. There is no need for the condition regarding contaminated land as the substantive development is within Halton.

- 9.58 In summary it is considered that noise during the construction process can be appropriately mitigated. The proposal is considered to comply with Policies CS2 and CS19 of the Local Plan Core Strategy, saved policies H7 and ENV2 of the Knowsley UDP and the NPPF in this regard.

Other Matters

- 9.59 Some concerns have been raised in relation to the impacts that the development would have on existing resident's well-being and mental health. Individual circumstances, including mental health is noted and a material consideration. However, the concerns raised relate to the loss of green space and as set out in this report, Halton have resolved to grant planning permission for the redevelopment of the wide site which lies within their boundary – only the highway lies in Knowsley.
- 9.60 Comments have also been received that the development proposal would impact wheelchair users, given the limited width of the footway at the proposed access. Officers have had due regard to the requirement of the Equality Act 2010 as well as the Council's 'Equality and Diversity Policy Statement.' The Council's policy statement seeks to ensure that that in delivering its services the Council is committed to equality and diversity which provides an overarching context within which the Council works.
- 9.61 The existing footway along Chapel Lane is constrained in places, with current widths measuring approximately 1.48m and even narrower where overhanging vegetation encroaches. As part of the proposed development, the new site access has been designed to provide footways at or close to the preferred 2.0m standard. In locations where the existing carriageway and land ownership constraints prevent full widening, the footway width will remain at or above 1.5m. This is consistent with the minimum provision set out in Inclusive Mobility (DfT, 2021), which states that 2.0m is the preferred width for two wheelchairs or double buggies to pass, 1.5m is the absolute minimum for continuous lengths, and short localised pinch points can reduce to 1.2m only if unavoidable.
- 9.62 The areas where widths are restricted are short and localised. There are no extended lengths below 1.5m, and mitigation measures are proposed through the detailed design process. These include localised carriageway narrowing, use of buildouts within the proposed traffic calming scheme, and vegetation clearance to maximise effective footway width. The Section 278 highway works will secure these improvements and ensure that, as far as reasonably practicable within the existing rural corridor and land ownership limits, the footway is brought up to current design expectations.
- 9.63 Wheelchair users, mobility scooter users, and parents with prams will still be able to pass along the footway without being forced into the carriageway. At

1.5m, the route remains accessible for a single wheelchair or pram, and there are passing opportunities where widths approach or exceed 2.0m. Importantly, the narrowing does not prevent use of the footway but represents a constrained environment that is unavoidable in the local context.

- 9.64 The Council has had due regard to its duty under the Equality Act 2010 and its Equality and Diversity Policy Statement. The scheme will be designed to ensure that no users are excluded from the network. While it is acknowledged that restricted widths may present some inconvenience compared to a fully standard 2.0m provision, the impact is limited and mitigated through the Section 278 process. On balance, it is not considered that these constraints would amount to a significant or unacceptable impact when weighed against the wider public interest in enabling delivery of an allocated housing site within Halton's Local Plan.
- 9.65 In summary, the impacts on existing residents have been assessed and while the proposed development may have an adverse impact from an equality perspective, such impacts would be limited, as stated above, and are not considered to outweigh the public interest in upholding the planning system and enabling Halton to deliver their housing requirement on an allocated site within their Local Plan.
- 9.66 A number of representations received relate to the loss of habitat and impacts on ecology, however, the trees and hedges lie within Halton rather than Knowsley so they are no matters which are relevant to the determination of this application. Nor is drainage given that Halton are the relevant Lead Local Flood Authority.
- 9.67 Impacts on infrastructure such as new homes, GP places etc are not related to the area of the site within Knowsley and were relevant for Halton to consider when they decided their application.
- 9.68 Other matters which have been raised by objectors such as impacts on house prices, the potential for a different vehicular access off Queensbury Way in Halton are not material planning considerations.
- 9.69 This application has been made in outline form with all matters other than access reserved for future determination. Normally if an outline permission is granted, the determining authority would add a condition requiring the outstanding 'reserved matters' (in this case landscaping, scale, appearance and layout) to be submitted and approved before development begins. However, as only the access lies within Knowsley it would not be possible to consider an application for the other 'reserved matters' so a condition is not considered to be necessary.

Conclusion

- 9.70 The proposed development includes vehicular access via Chapel Lane to serve a residential site allocated for housing within Halton's Local Plan. Subject to the application of appropriate planning conditions, including the

implementation of a traffic calming scheme on Chapel Lane, the development would not result in an unacceptable impact on highway safety, nor would it cause severe disruption to the highway network.

- 9.71 The proposal is consistent with Local Plan Policy CS20, as it ensures the preservation of the Listed Building. Although the scheme may result in less than substantial harm to the asset's significance, this harm is clearly outweighed by the public benefits, particularly the delivery of housing on an allocated site. On balance, the proposal represents a sustainable and policy-compliant development that justifies the impact on the designated heritage asset.
- 9.72 All other relevant planning considerations can be satisfactorily addressed through the imposition of the recommended conditions.

10. RECOMMENDATION

- 10.1 That Members delegate authority to the Head of Planning & Building Control to grant planning permission under delegated powers subject to the conditions set out in the attached schedule.

SCHEDULE OF CONDITIONS

	Condition	Trigger
1.	Time period to implement the permission – 3 years	Advisory
2.	List of approved plans and documents	Advisory
3.	Ground levels	Prior to the commencement of the vehicular access
4.	Construction Environmental Management Plan	Prior to the commencement of the vehicular access
5.	Visibility splay	Prior to the vehicular access being brought into use
6.	Development access road – base layer course	Prior to the commencement of development
7.	Emergency access details	Prior to the occupation of any dwelling
8.	Traffic calming	Prior to the occupation of any dwelling
9.	Surfacing of Chapel Lane	Prior to the occupation of any dwelling
10.	Off site highway works – Sandy Lane	Prior to the occupation of any dwelling

11.	Off site highway works – Hall Lane/Cronton Road	Prior to the occupation of any dwelling
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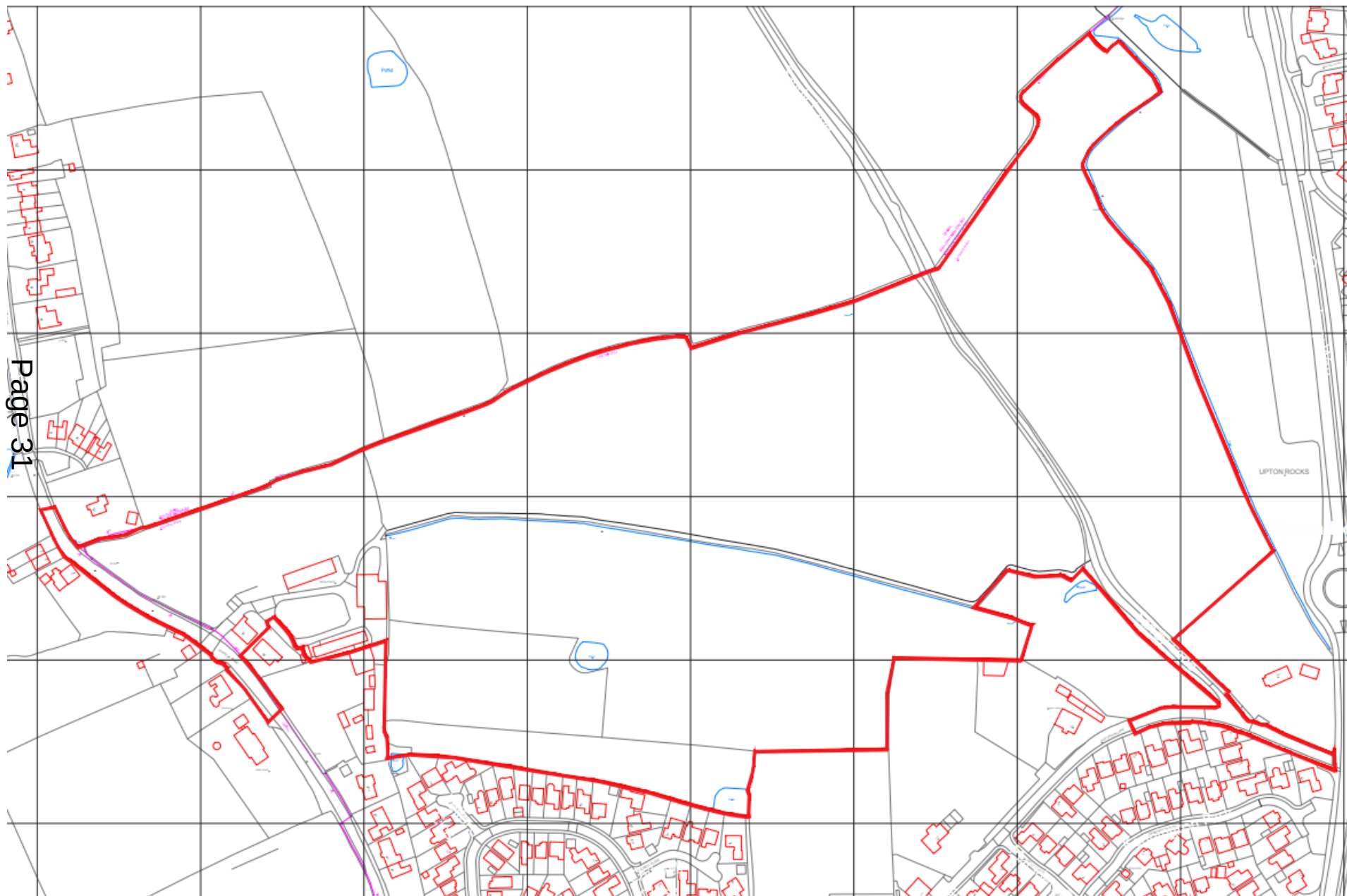
APPENDIX 1 – HALTON COUNCIL RECOMMENDED CONDITIONS FOR THEIR OUTLINE APPLICATION

CONDITIONS

1. Standard Outline Condition
2. Condition specifying approved plans
3. Levels
4. External Materials & surface materials
5. Boundary treatment details
6. Site investigation, remediation and mitigation
7. Any unidentified contamination
8. Affordable housing plan
9. Tree protection and Arb Method Statement
10. Woodland Management Plan for minimum 30 years
11. Site Waste Management Plan
12. Site Bin storage, servicing plan and tracking
13. Details of noise mitigation measures
14. Hours of construction
15. Recreational Pressure Home leaflet
16. Ecology lighting scheme for bats
17. Bird and Bat boxes
18. Breeding birds
19. CEMP/agreement of ecological enhancement features
20. Drainage Strategy
21. Drainage Verification
22. Pedestrian and cycle links
23. scheme of speed calming measures
25. Cycle parking
26. Vehicle access and parking constructed prior to commencement of use
27. Details and implementation of measures for low carbon and renewable energy proposals

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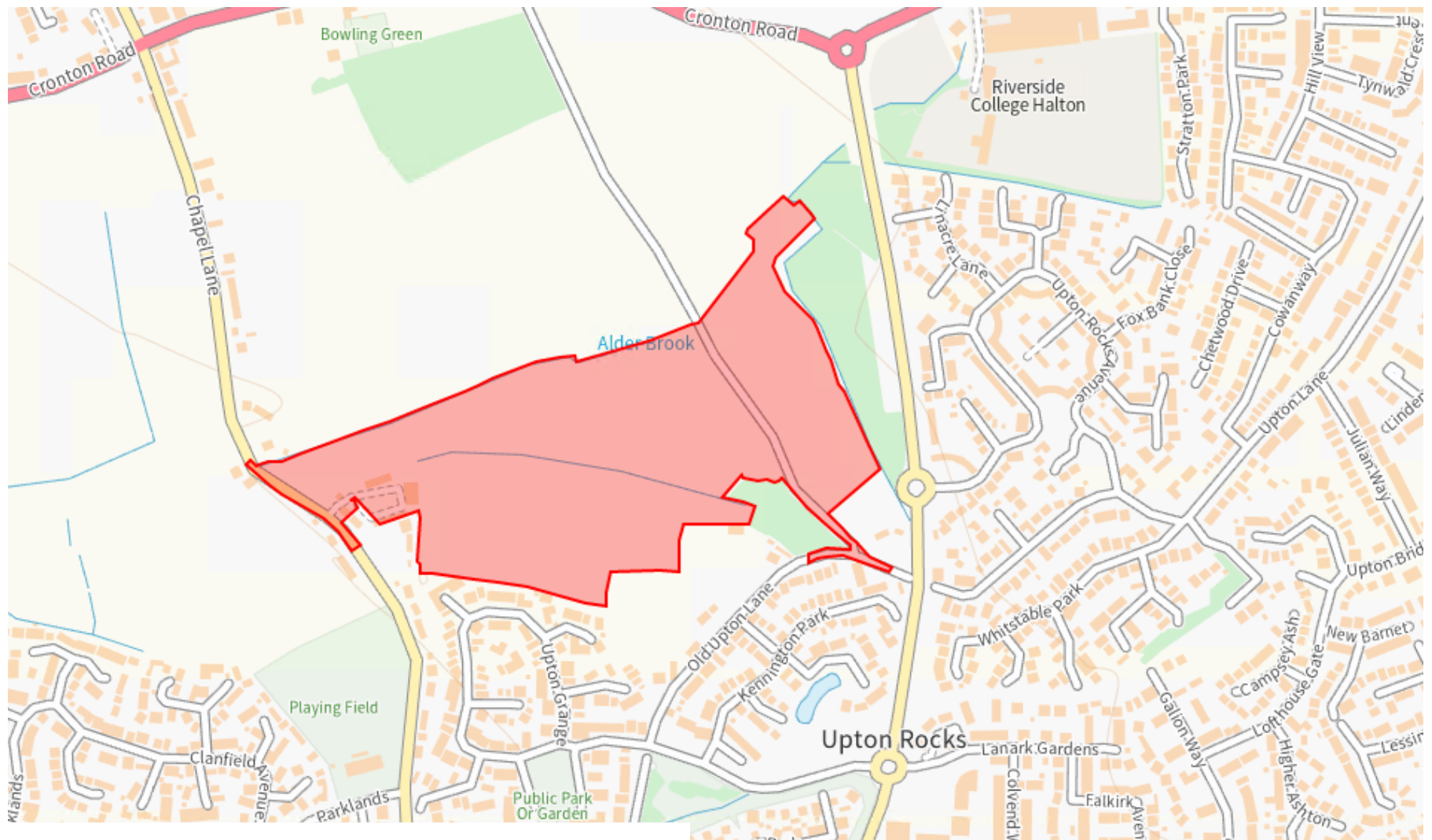
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CHERRYFIELD WARD

APP. NO: 25/00274/COU
LOCATION: 6 Edgemoor Drive Field Lane Estate
DEVELOPMENT: CHANGE OF USE OF RESIDENTIAL DWELLING (USE CLASS C3) TO CHILDRENS CARE HOME (USE CLASS C2) FOR A MAXIMUM OF 2NO. CHILDREN
DECISION: Granted

HALEWOOD NORTH WARD

APP. NO: 25/00001/FUL
LOCATION: Springfield Cottage Stable Garnetts Lane
DEVELOPMENT: PARTIAL DEMOLITION OF EXISTING BARN AND ERECTION OF 1NO 3 BED DWELLING
DECISION: Granted

APP. NO: 25/00498/FUL
LOCATION: 22 Chartwell Grove Halewood
DEVELOPMENT: ERECTION OF A FIRST FLOOR SIDE EXTENSION TOGETHER WITH THE EXTENSION OF EXISTING DRIVEWAY TO PROVIDE ADDITIONAL PARKING PROVISION.
DECISION: Granted

HALEWOOD SOUTH WARD

APP. NO: 25/00414/KMBC1
LOCATION: Plantation School Hollies Road
DEVELOPMENT: ERECTION OF PLANT EQUIPMENT TO ROOF (RETROSPECTIVE)
DECISION: Granted

NORTHWOOD WARD

APP. NO: 25/00337/FUL
LOCATION: 1 St Kevins Drive Northwood
DEVELOPMENT: VARIATION OF CONDITION 2 (APPROVED PLANS), ATTACHED TO PLANNING PERMISSION 24/00397/FUL (ERECTION OF A SINGLE STOREY SIDE EXTENSION AND THE ERECTION OF A NEW BOUNDARY WALL TO THE PERIMETER TOGETHER WITH THE CONVERSION OF EXISTING REAR SUMMER ROOM. PROVISION OF A NEW OBSCURED GABLE WINDOW) TO ALLOW FOR AMENDMENT TO APPROVED PLANS FOR ENLARGEMENT OF SIDE EXTENSION AND RE-POSITIONING OF BRICK WALL AND ASSOCIATED WORKS.
DECISION: Granted

PAGE MOSS WARD

APP. NO: 24/00031/NMA
LOCATION: 60 Church Road Roby
DEVELOPMENT: APPLICATION FOR A NON-MATERIAL AMENDMENT FOLLOWING GRANT OF PLANNING PERMISSION 24/00031/FUL (ERECTION OF SINGLE STOREY REAR AND SIDE EXTENSION AND CONVERSION OF BUILDING TO A HOUSE IN MULTIPLE OCCUPATION (HMO) (11 PERSONS) (SUI GENERIS) WITH DEMOLITION OF EXISTING REAR EXTENSION AND ATTACHED GARAGE) AMENDMENTS SOUGHT FOR REDUCTION SIZE OF EXTENSION AT REAR, REMOVAL OF HEADER AND FOOTER TO WINDOW TO FRONT ELEVATION OF EXTENSION, REDUCTION IN SIZE OF REAR DINING ROOM WINDOW AND REPLACEMENT OF HEDGE WITH BRICK WALL TO FRONT BOUNDARY
DECISION: Granted

APP. NO: 25/00454/FUL
LOCATION: 83A Dinas Lane Roby
DEVELOPMENT: INSTALLATION OF 1NO. WINDOW TO LEFT SIDE ELEVATION.
DECISION: Granted

APP. NO: 25/00497/CLD
LOCATION: 114 Barkbeth Road Huyton
DEVELOPMENT: CERTIFICATE OF LAWFULNESS FOR THE CHANGE OF USE OF A RESIDENTIAL DWELLING (USE CLASS C3) TO A CHILDRENS CARE HOME (USE CLASS C2) FOR A MAXIMUM OF 1NO. CHILD
DECISION: Granted

PRESCOT NORTH WARD

APP. NO: 24/00555/LBC
LOCATION: Presbytery 1 West Street
DEVELOPMENT: 'ESSENTIAL RENOVATION WORKS TO THE ROOF AND DORMER.'
DECISION: Granted

APP. NO: 25/00325/FUL
LOCATION: 1 Cables Retail Park Steley Way
DEVELOPMENT: REPLACEMENT OF EXISTING SIDE ENTRANCE DOORS AND INSTALLATION OF 6 NO. AIR CONDENSER UNITS, 1 NO. AIR SOURCE HEAT PUMP AND 7 NO. LOUVRES TO THE REAR ELEVATION
DECISION: Granted

APP. NO: 25/00403/FUL
LOCATION: 139 Longmeadow Road Knowsley Village

DEVELOPMENT: CHANGE OF USE FROM C2 - SUPPORTED LIVING (CONDITIONED TO 3NO ADULTS ONLY BY PREVIOUS APP - 13/00622/COU) TO C2 - CHILDRENS RESIDENTIAL CARE HOME FOR A MAXIMUM OF 2NO CHILDREN AND 4NO. STAFF
DECISION: Granted

APP. NO: 25/00445/FUL
LOCATION: 4 Corncroft Road Knowsley
DEVELOPMENT: ERECTION OF TWO STOREY REAR AND SIDE EXTENSION AND INSTALLATION OF NEW WINDOW TO FIRST FLOOR REAR ELEVATION. (DEMOLITION OF GARAGE).
DECISION: Granted

APP. NO: 25/00479/FUL
LOCATION: 10 Aron Court Moss Street
DEVELOPMENT: INSTALLATION OF AN AIR SOURCE HEAT PUMP TO REAR OF PROPERTY.
DECISION: Withdrawn Invalid

APP. NO: 25/00502/FUL
LOCATION: 89 Stratford Drive Prescott
DEVELOPMENT: ERECTION OF SINGLE STOREY SIDE AND REAR EXTENSION
DECISION: Granted

PRESCOT SOUTH WARD

APP. NO: 25/00508/CLD
LOCATION: 7 Castle Mews Molyneux Drive
DEVELOPMENT: CERTIFICATE OF LAWFULNESS FOR RESIDENTIAL DWELLING (USE CLASS C3) TO CHILDRENS CARE HOME (USE CLASS C2) FOR A MAXIMUM OF 1NO. CHILD
DECISION: Granted

ROBY WARD

APP. NO: 25/00277/FUL
LOCATION: 9 Ewart Road Roby
DEVELOPMENT: ERECTION OF A PART SINGLE PART TWO STOREY SIDE EXTENSION TOGETHER WITH THE ERECTION OF A PART SINGLE PART TWO STOREY REAR EXTENSION AND REPLACEMENT OF EXISTING FRONT PORCH
DECISION: Granted

APP. NO: 25/00475/FUL
LOCATION: 27 Linden Drive Huyton

DEVELOPMENT: ERECTION OF SINGLE STOREY FRONT, SIDE AND REAR
EXTENSION. DEMOLITION OF GARAGE.

DECISION: Granted

APP. NO: 25/00500/FUL

LOCATION: 23 Blacklow Brow Huyton

DEVELOPMENT: ERECTION OF SINGLE STOREY SIDE AND REAR EXTENSION

DECISION: Granted

SHEVINGTON WARD

APP. NO: 25/00480/FUL

LOCATION: 24 Lauder Close Tower Hill

DEVELOPMENT: ERECTION OF TWO STOREY SIDE EXTENSION AND SINGLE STOREY
FRONT AND REAR EXTENSIONS

DECISION: Granted

ST GABRIEL WARD

APP. NO: 25/00400/COU

LOCATION: Newlands 1A Huyton Hey Road

DEVELOPMENT: APPLICATION FOR A CHANGE OF USE FROM USE CLASS F1
(SPECIAL NEEDS SCHOOL) TO USE CLASS E (DISABILITY DAY CARE
CENTRE FOR ADULTS).

DECISION: Granted

APP. NO: 25/00431/FUL

LOCATION: 2 St Marys Road Huyton

DEVELOPMENT: ERECTION OF A TWO STOREY SIDE AND FRONT EXTENSION,
SINGLE STOREY REAR EXTENSION TOGETHER WITH THE
ERECTION OF 1NO. REAR DORMER AND LOFT CONVERSION.

DECISION: Granted

ST MICHAEL WARD

APP. NO: 25/00493/CLD

LOCATION: 10 Mossbrow Road Huyton

DEVELOPMENT: CERTIFICATE OF LAWFULNESS FOR RESIDENTIAL DWELLING (USE
CLASS C3) TO CHILDRENS CARE HOME (USE CLASS C2) FOR A
MAXIMUM OF 1NO. CHILD

DECISION: Granted

APP. NO: 25/00513/CLD

LOCATION: 2 Bakers Green Road Huyton

DEVELOPMENT: CERTIFICATE OF PROPOSED LAWFUL DEVELOPMENT FOR REAR DORMER EXTENSION AND INTERNAL ALTERATIONS
DECISION: Granted

STOCKBRIDGE WARD

APP. NO: 25/00034/PDS
LOCATION: Unit 5 Earlsfield Park
DEVELOPMENT: PRIOR APPROVAL FOR THE INSTALLATION OF ROOF MOUNTED SOLAR PV
DECISION: Granted

APP. NO: 25/00473/ADV
LOCATION: Unit 3 Earlsfield Park
DEVELOPMENT: RETENTION OF ADVERTISEMENT SIGNAGE COMPRISING OF - 1. NO NON-ILLUMINATED FASCIA SIGN
DECISION: Granted

APP. NO: 25/00477/FUL
LOCATION: 50 Woodfarm Hey Stockbridge Village
DEVELOPMENT: ERECTION OF A SINGLE STOREY SIDE AND REAR EXTENSION TO SHOP TOGETHER WITH INTERNAL ALTERATIONS.
DECISION: Granted

APP. NO: 25/00484/FUL
LOCATION: 230 Knowsley Lane Huyton
DEVELOPMENT: ERECTION OF A TWO STOREY SIDE EXTENSION TOGETHER WITH A SINGLE STOREY REAR EXTENSION AND AN EXTENSION TO THE EXISTING FRONT PORCH.
DECISION: Granted

SWANSIDE WARD

APP. NO: 25/00362/FUL
LOCATION: 5 Bradfield Road Roby
DEVELOPMENT: REMOVAL OF CONDITION 5 (PARKING) ATTACHED TO PLANNING PERMISSION 22/00765/FUL (ERECTION OF DETACHED GARAGE / STORAGE BUILDING AND CONVERSION OF GARAGE TO HABITABLE ROOM) TO ALLOW FOR REDUCTION OF PARKING SPACES
DECISION: Refused

WHISTON & CRONTON WARD

APP. NO: 25/00044/FUL
LOCATION: Knowsley Cemetery Foxs Bank Lane

DEVELOPMENT: S73 APPLICATION FOR THE VARIATION OF CONDITION 1 (APPROVED PLANS) AND CONDITION 2 (MATERIALS SCHEDULE) ATTACHED TO PLANNING PERMISSION 17/00303/KMBC1 (VARIATION OF CONDITION NO. 2 ATTACHED TO PLANNING PERMISSION 12/00144/KMBC1 (ERECTION OF SINGLE-STOREY REMEMBRANCE BUILDING AND ASSOCIATED LANDSCAPING AND FENCING) TO ALLOW AMENDMENTS WHICH PRIMARILY INCLUDE: CHANGES TO FACING MATERIALS; A NEW ROOF FINIAL; NEW HARDWOOD FRAMES TO WINDOWS; SANDSTONE CILLS; ALTERATIONS TO PERGOLA; AND INTERNAL ALTERATIONS) - TO ALLOW FURTHER AMENDMENTS TO APPROVED PLANS, WHICH PRIMARILY INCLUDE REMOVAL OF PERGOLA AND AMENDMENTS TO APPROVED MATERIALS SCHEDULE.

DECISION: Granted

APP. NO: 20/00494/NMA4
LOCATION: Former Site Of Cronton Colliery Cronton Road
DEVELOPMENT: NON MATERIAL AMENDMENT FOLLOWING THE GRANT OF PLANNING PERMISSION 20/00494/HYB (HYBRID PLANNING APPLICATION COMPRISING: FULL APPLICATION FOR THE DEVELOPMENT OF 161,900 SQ FT (15,041 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSPACE (USE CLASS B8), INCLUDING ANCILLARY OFFICES (USE CLASS B1), SECURITY GATEHOUSE, SITE ACCESS ROAD, ENGINEERING EARTHWORKS TO FORM A PART COUNTRY PARK, PUBLIC CAR PARK TO SERVE COUNTRY PARK, AND ASSOCIATED WORKS; AND OUTLINE APPLICATION WITH DETAILS OF POINT OF ACCESS (DETAILS OF PART-ACCESS, LANDSCAPING, APPEARANCE, SCALE AND LAYOUT ARE RESERVED) FOR THE DEVELOPMENT OF UP TO 838,100 SQ FT (77,862 SQ M) (GIA) OF STORAGE AND DISTRIBUTION FLOORSPACE (USE CLASS B8), WITH ANCILLARY OFFICES AND LIGHT INDUSTRIAL (USE CLASS B1); ENGINEERING EARTHWORKS TO FORM COUNTRY PARK AND DRAINAGE ATTENUATION PONDS; PEDESTRIAN/CYCLE/EQUESTRIAN ROUTE CONNECTING EXISTING M62 FOOTBRIDGE WITH PROPOSED COUNTRY PARK; AND ASSOCIATED WORKS) TO REMOVE CONDITION 39 (TARBOCK ISLAND RESTRICTION)

DECISION: Granted

APP. NO: 25/00478/PDS
LOCATION: Whiston Hospital Warrington Road
DEVELOPMENT: PRIOR APPROVAL FOR THE INSTALLATION OF ROOF MOUNTED SOLAR PV
DECISION: prior approval required and refused

APP. NO: 25/00496/FUL
LOCATION: 18 Lambourn Avenue Cronton
DEVELOPMENT: ERECTION OF A SINGLE STOREY SIDE AND FRONT EXTENSION TOGETHER WITH THE CONVERSION OF THE EXISTING GARAGE. CHANGE OF EXISTING MATERIALS FROM BRICK TO RENDER.

DECISION: Granted

WHITEFIELD WARD

APP. NO: 25/00324/FUL
LOCATION: Barclays Bank Plc St Chads Drive
DEVELOPMENT: APPLICATION FOR A CHANGE OF USE FROM A BANK (USE CLASS E) TO A HOT FOOD TAKE AWAY (USE CLASS SUI GENERIS) TOGETHER WITH THE INSTALLATION OF VENTILATION / EXTRACTION EQUIPMENT AND EXTERNAL ALTERATIONS.
DECISION: Granted

APP. NO: 25/00376/ADV
LOCATION: Barclays Bank Plc St Chads Drive
DEVELOPMENT: DISPLAY OF ADVERTISEMENT SIGNAGE COMPRISING OF - 1NO. INTERNALLY ILLUMINATED FASCIA SIGN TO FRONT ELEVATION, 1NO. INTERNALLY ILLUMINATED LOGO SIGN TO SIDE ELEVATION, 3NO. WINDOW VINYL SIGNS TO SIDE ELEVATION AND 1NO. DIGITAL WINDOW POSTER TO THE FRONT ELEVATION
DECISION: Granted

APP. NO: 25/00482/FUL
LOCATION: 5 Mill Lane Kirkby Park
DEVELOPMENT: ERECTION OF SINGLE STOREY SIDE EXTENSION AND INSTALLATION OF LANTERN ROOF LIGHT TO REAR
DECISION: Granted

APP. NO: 24/00068/NMA1
LOCATION: Land South Of Cherryfield Drive Kirkby Town Centre
DEVELOPMENT: NON-MATERIAL AMENDMENT TO PLANNING PERMISSION 24/00068/FUL (DEMOLITION OF EXISTING BUILDINGS AND ERECTION OF 800 DWELLINGS (USE CLASS C3) WITH VEHICULAR ACCESS FROM CHERRYFIELD DRIVE AND BEWLEY DRIVE AND ASSOCIATED LANDSCAPING AND INFRASTRUCTURE , AMENDMENT TO THE EXISTING CHERRYFIELD DRIVE CAR PARK TO PROVIDE A REVISED-AMENDMENT SOUGHT TO CHANGE THE DESIGN OF THE FALKIRK APARTMENT BLOCK (PLOTS T001-T006) AND TO RE-NAME AS PEERS 3 STOREY APARTMENT BLOCK.
DECISION: Granted

