

1. Time limit

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

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

2. Approved plan

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

Reason: For the avoidance of doubt.

3. Ground levels

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

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

4. Construction Environmental Management Plan

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

- a) Methods for the mitigation of noise and vibration from building works, including any piling works, and also from the operation of any temporary power generation or pumping plant which will operate overnight.
- b) Methods for dust control and suppression.
- c) Control of transfer of mud out of the site - details of wheel washing facilities including location and type.
- d) Methods for the control of pests if apparent on-site.
- e) The areas for the storage of plant and materials.
- f) A programme of works, including phasing
- g) Location of site compound, including any loading/unloading areas, turning areas for delivery vehicles and construction staff parking arrangements.
- h) Scheme for recycling/disposal of waste resulting from demolition and construction works
- i) Adequate provision for addressing any abnormal wear and tear to the highway.
- j) Proposed hours of construction (the following is usually acceptable: 0800 to 1800 Monday to Friday, 0800 to 1300 Saturday and not at all on Sundays/Public Holidays).
- k) Management of deliveries including prevention of waiting/layover of construction related traffic on the highway; measures for the control of traffic to and from the site and the consideration of any temporary traffic management arrangements which may be necessary during the construction period. Note reversing on the highway is not permitted without a Banksman.
- l) Identification of permanent on-site contact and/or traffic manager as main point of enquiries or issues arising from construction activities.
- m) Details of the parking for site operatives and visitors;

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

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

5. Visibility splay

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

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

6. Development access road - Base layer course

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

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

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

7. Emergency access details

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

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

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

Reason: To ensure the emergency access is designed and delivered to a safe and functional standard, without compromising pedestrian or vehicular safety, in

accordance with Policy CS19 (Sustainable and High-Quality Development) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

8. Traffic Calming

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

- Upgrades to the existing footways and crossing points at Chapel Lane and Cronton Road to ensure continuity and safety for pedestrians;
- Cutting back of overgrown vegetation along Chapel Lane to restore footway width and maintain visibility splays;
- Provision of cycle lanes or shared-use pathways where appropriate;
- Installation and/or enhancement of signage to direct and inform users of the network;
- Any other infrastructure necessary to support sustainable travel and improve accessibility;
- Raised table junction at the access point;
- Appropriate gateway features and vertical/horizontal measures;
- Upgrades at the PRoW crossing Chapel Lane;

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

Reason: To promote highway safety by managing vehicle speeds and to ensure that the form and timing of measures are appropriate to local context and public feedback and to ensure that the development provides adequate, safe, and accessible infrastructure for pedestrians and cyclists, in accordance with the sustainable transport objectives set out in Policy CS3 (Sustainable Transport) and Policy CS15 (Transport Infrastructure) of the Knowsley Local Plan: Core Strategy (adopted January 2016).

9. Surfacing of Chapel Lane

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

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

10. Offsite highway works: Sandy Lane

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

The scheme shall include, but not be limited to:

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

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

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

11. Offsite highway works: Hall Lane/Cronton Road

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

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

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

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

Informatives

▪ **Works within the Highway**

It is an offence to carry out any works within the public highway without the written consent of the Highway Authority. Planning permission does not authorise such works. Any off-site highway work must be delivered through legal agreements under Sections 38 and/or 278 of the Highways Act 1980. Early engagement is required. The applicant is advised to contact Knowsley Highways Team – email: HighwaysEnquiries@knowsley.gov.uk

▪ **Off-site Works and Discharge of Conditions**

Any off-site highway works required under planning condition must be secured by Section 278 agreement with Knowsley Council as Highway Authority. The Local Planning Authority is advised that discharge of related conditions should not take place until the Section 278 agreement has been completed and Knowsley Council has confirmed in writing that the scope of works and delivery arrangements are acceptable. This ensures the works are secured and deliverable before occupation.

- **Streetworks and Utility Coordination**
 The developer must coordinate statutory undertakers works within Knowsley with the Council's Streetworks Team to minimise disruption. A programme of implementation must be agreed, and works should take the least disruptive route. The applicant is advised to contact Knowsley Highways Team – email: HighwaysEnquiries@knowsley.gov.uk
- **Highway Condition Survey**
 Prior to the commencement of development, a joint inspection of the condition of the highway (carriageways and footways) surrounding the site should be carried out with Knowsley Council. Any damage arising from construction will be the responsibility of the developer to make good. To arrange this survey, the applicant is advised to contact Knowsley Highways Team – email: HighwaysEnquiries@knowsley.gov.uk
- **Site Cleanliness and Highway Protection**
 The developer is reminded that under Sections 131, 148 and 149 of the Highways Act 1980 it is an offence to deposit mud, debris or materials onto the highway, or to cause surface damage. The Highway Authority will seek to recover costs for any necessary highway cleansing or repair and may prosecute persistent offenders. Appropriate wheel washing and site controls must be in place throughout construction.
- **Street Lighting, Traffic Signs and Traffic Signals Maintenance**
 Any new street lighting, traffic signal and traffic signs 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. Installation must be undertaken or agreed in advance with the relevant PFI Service Provider. The applicant is advised to contact Knowsley Highways Team – email: HighwaysEnquiries@knowsley.gov.uk
- **Traffic Calming Maintenance**
 Any new traffic calming measures proposed on the public highway or on roads intended for adoption will be subject to a commuted sums for future maintenance. The applicant is advised to contact Knowsley Highways Team – email: HighwaysEnquiries@knowsley.gov.uk
- **Indicative Layout and Internal Design Standards**
 The internal layout shown in the submitted plans is acknowledged to be indicative only. No approval is given at this stage for the internal road layout or the use of shared surfaces as emergency access. These details will be subject to separate technical review and must comply with current highway design guidance, including fire, refuse and adoption requirements.
- **Lighting Strategy – Ecological Sensitivity**
 Where new street lighting is proposed within or near Knowsley's boundary (Sandy Lane), a sensitive lighting strategy may be required, this should follow current ecological guidance, including 'Bats and Artificial Lighting in the UK – GN08/23'. Updated ecological surveys may be required in line with CIEEM standards.