

Regeneration and Economic Development Department

APPLICATION NO: 22/00168/FUL

APPLICANT: Network Rail

WARD AFFECTED: Shevington

DEVELOPMENT: APPLICATION TO VARY CONDITION NO2 (APPROVED PLANS) ATTACHED TO PLANNING PERMISSION 21/00563/FUL WHICH APPROVED A NEW RAILWAY STATION AND ASSOCIATED WORKS. THE CHANGES SOUGHT ARE (i) AMENDMENTS TO THE SHAPE AND LAYOUT OF THE CAR PARK AND LANDSCAPING, (ii) CHANGES TO THE PROPOSED LEVELS (iii) THE ERECTION OF A SUBSTATION ADJACENT TO HEADBOLT LANE (iv) THE REMOVAL OF A SUBSTATION ADJACENT TO THE RAILWAY LINE (v) THE ERECTION OF A PRINCIPAL SUPPLY POINT AND RELOCATABLE EQUIPMENT BUILDING AND (vi) THE SHIFT OF THE NEW STATIONS PLATFORM BY 20M TO THE WEST.

LOCATION OF SITE: Land bounded by Headbolt Lane and amenity open space including the existing rail line running between Kirkby (adjacent Lingtree Road) and Headbolt Lane (adjacent Limetree Road) and associated land to the north and south of the rail line.

KNOWSLEY LOCAL PLAN ALLOCATION –

Part – Land reserved for new railway station and Part – Urban Greenspace and Educational land.

RELEVANT POLICIES

KNOWSLEY LOCAL PLAN CORE STRATEGY (JANUARY 2016)

CS2 - Development Principles
CS7 – Transport Networks
CS8 – Maintenance and Enhancement of Knowsley's Green Infrastructure
CS12 – Principal Regeneration Area – Tower Hill
CS19 - Design Quality and Accessibility in New Development
CS20 – Managing the Borough's Historic Environment
CS21 – Greenspaces and Trees
CS24 – Managing Flood Risk
CS27 – Planning and Paying for New Infrastructure

SAVED POLICIES - KNOWSLEY REPLACEMENT UNITARY DEVELOPMENT PLAN (ADOPTED JUNE 2006)

DQ2 – Security in the Built Environment
DQ4 – Trees and Development
ENV2 - Noise and Vibration
ENV3 – Light Pollution
ENV5 – Contaminated Land
T7 – New development & walking/cycling routes
T8 – Transport Assessments
T9 – Travel Plans

National Planning Policy Framework (2021)

TECHNICAL CONSULTATIONS:

Natural England – No comments
Arboricultural Officer – No comments received.
Merseyside Fire And Rescue Authority - No objections in principle
Merseyside Environmental Advisory Service - The Environmental Impact Assessment is acceptable. No objections subject to planning conditions covering a detailed Construction Environmental Management Plan (CEMP), biodiversity/habitat creation/protection an

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updated Landscape Environmental Management Plan, an historic building investigation, and a programme of archaeological work.

Highway Authority - The amendments have resulted in the peak HGV movement period during construction to extend from 1 week to 8 weeks. The construction management plan has been updated to reflect these additional movements and is considered acceptable.

Environmental Health - No objections in principle

LLFA/Drainage - No comments received.

Environment Agency – No objections.

NEIGHBOUR NOTIFICATION:

Letters were sent to 577 households close to the site to publicise the planning application. Public notices were also displayed close to the site and a notice was placed in the local press.

As a result of the publicity 4 representations have been received raising objections on the following grounds.

Waste of money, a reliable bus service, new amenities for residents including play area would be better. Building on land known to flood creates unstable buildings and disrupts wildlife.

Negative visual impact, dust noise pollution and vibrations impacting on my property during construction will be unacceptable given the proximity of my dwelling to the site. The increased rail traffic and visual impact will be detrimental to the value of dwellings closest to the rail line.

The increase in traffic would have a serious effect on my wife's health due to her existing health conditions and the dust generated by the demolition and construction of concrete structures will be harmful to her. Noise pollution during the day and night as we are the nearest dwelling to the railway. The removal of vegetation has made the dwelling more exposed which has brought damage to the property in high winds which we have not suffered before.

This amendment addresses none of my concerns raised under 21/00563/FUL. , I reassert my objection as follows:

The withdrawal of Northern services from the existing Kirkby station. A single platform being used at Kirkby for trains travelling in both directions. The retention of the single line arrangement between Fazakerley Junction and Kirkby.

The scheme seems deliberately designed to stifle the long-term development of this route through a failure to tackle the main underlying constraint upon it (i.e. the single line). The scheme seems deliberately designed to make further expansion of this corridor more difficult and costly by installing more obstacles, e.g. the 'at grade' cross-station walkway and the proposed Platform 3 at Headbolt Lane, both of which will prevent even experimental through running and complicate the task of opening this line up to direct Liverpool - Wigan/Skelmersdale services.

The scheme would be incompatible with the medium-term goal of introducing through Liverpool - Skelmersdale trains. The scheme should be scrapped forthwith and replaced with a single cohesive plan to develop the entire corridor through to Wigan Wallgate and Skelmersdale with full electrification and track doubling throughout.

Why is work being carried out until 1am of a weekday?

Relevant Planning History

21/00563/FUL - CONSTRUCTION OF A NEW RAILWAY STATION INCLUDING STATION BUILDING (AND ASSOCIATED PLATFORM WORKS), CAR PARK, BUS STOPS, CYCLE PARKING, SUB STATION COMPOUND AND ASSOCIATED LINE SIDE WORKS INCLUDING THE SECTION OF RAIL LINE BETWEEN KIRKBY STATION AND HEADBOLT LANE UPGRADED TO TWIN TRACK, BRIDGE WORKS (TO BRIDGES OVER COUNTY ROAD AND SIMONSWOOD BROOK) NEW SIGNALLING, ERECTION OF FENCING TO PLATFORMS AND CAR PARK , REMOVAL OF REDUNDANT PLATFORM AT KIRKBY STATION, PEDESTRIAN AND ROAD

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Granted 22 December 2021.

ARTICLE 35

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating with the applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

ISSUES AND ASSESSMENT:

PROPOSAL

The application site covers an area of approximately 10.5 hectares and includes two linked but distinct areas. The first area comprises land to the east of the A506 County Road, which is bounded by Headbolt Lane to the north, the second area comprises the operational railway from adjacent to Limetree Road to the east up to Kirkby Station to the west and beyond to adjacent to Lingtree Road.

The area to the east of County Road is undulating amenity grassland with various trees incorporating surfaced footpaths. It is split into two by Kirkby Brook which runs east to west across the site and an existing railway line which is used by “Northern” services runs along the southern edge of the site. At its highest point there is a 7m level difference between Headbolt Lane and Kirkby Brook. The land then rises from the brook by approximately 7m up to the rail line.

There are residential properties to the north, on the opposite side of Headbolt Lane and south of the site – on the opposite side of the railway line, approximately 40m distant from it.

The site, to the west of County Road, follows the operational railway line and includes Kirkby Station. It comprises approximately 1.3km of track and associated land, including trees and shrubs. On the approach to Kirkby Station, from the west, the existing rail alignment is in a cutting, transitioning to an embankment to the east of Kirkby Station.

Residential properties and areas of open space lie to the north and south of the railway line in this area, with the rear gardens of residential properties directly adjoining the rail line boundary for much of its length.

This application seeks various amendments to planning permission 21/00563/FUL which was granted in December 2021.

The amendments are as follows:-

1. Amendments to the shape and layout of the car park including incorporating rain gardens and alterations to landscaping.
2. The erection of a new sub station adjacent to Headbolt Lane.
3. Removal of sub station adjacent to the railway line.
4. The erection of a power supply point building and relocatable equipment building.
5. The relocation of the new station's platform by 20m to the west.

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6. Changes to the proposed site levels (cut and fill balances)

POLICY CONSIDERATIONS

The principle of the development for a new railway station and associated works was established by the granting of planning permission 21/00563/FUL. The proposed amendments are considered to be in compliance with the planning policies in the Local Plan and replacement UDP as listed above. This report will concentrate on the effects of the changes proposed due to the variation of condition 2 – a number of concerns raised by objectors relate to matters which have already been accepted under the original permission and unless outlined in this report there has been no significant material change since that permission was granted.

DESIGN & LAYOUT

The alterations to the shape and layout of the car park would ensure that the car park could be more easily extended towards County Road should the number of car spaces need to be increased in the future (this would be subject to a separate planning application). Rain gardens, taking the form of landscaped channels in between the rows of parking spaces have been introduced into the car park design as previously requested by KMBC's landscape architect. Additional landscaping has also been incorporated into the car parking design and additional tree planting has been incorporated between the car park and Headbolt Lane site boundary. In principle this is acceptable subject to further details with regard to the precise species, size and maintenance regime. (This can be secured by planning condition).

The landscaping strategy has been amended to include the following :-

1. Additional tree planting along Headbolt Lane
2. Additional tree planting within the proposed car park.
3. Bioretention systems within the proposed car park which consist of six rain gardens that run through the spine of the car park in between the proposed parking bays.
4. Additional landscape planting around the proposed sub station building to enable this structure to be incorporated into the surrounding area.

The large sub station that was previously approved adjacent to the railway line to the west of the station building has now been removed from the scheme.

Following consultation with Scottish Power a new sub station is now proposed adjacent to Headbolt Lane to the east of the proposed vehicular access. The sub station would measure 8.5m in length by 3.9m in depth and would have a maximum height of 2.8m. The facing materials would comprise brickwork, with aluminium or steel security doors to the rear elevation. The sub station complex would also include 80 sqm of hardstanding. Whilst now proposed in a far more prominent location the substation compound will occupy a total area of 265sqm (building, hardstanding and landscaping) compared to 900sqm in the approved design. The sub station would be screened as far as possible by additional landscaping from Headbolt Lane.

A principal supply point (PSP) and relocatable equipment building (REB) are proposed to the west of the station building and to the rear of the proposed bus stops. The PSP building would measure 15m x 3m with a maximum height of 3m. The REB would measure 11.9 x 2.4m with a maximum height of 3m. The modular buildings would be surrounded by 1.8m high palisade fencing for security. Both of these buildings would be finished in goosewing grey.

In order to accommodate changes in the design and to better suit the needs and requirements of the proposed station it has been concluded that the platforms would need to shift 20m to the west. The platform length and design remain unchanged from the approved scheme.

To facilitate the new configuration and moving of the proposed car park there has been a resulting change in the cut and fill balance required to construct the proposed car park.

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The approved design of the proposed car park meant that due to the levels in the area, there was no need for any additional import of materials as materials from the site clearance activities were going to be reused on site and used to construct the proposed car park. However due to the movement of the proposed car park closer to Headbolt Lane, the new location is now in an area with differing level changes and as a result there is a shortage in fill material required for construction, equating to approximately 16,000m³ of additional fill material required.

This amount of additional fill means that construction Heavy Goods Vehicle (HGV) movements are proposed to be increased as a result. The previous construction phase in the approved scheme had a one-week peak period of 175 weekly HGVs visiting the site. This has now increased to an eight-week peak period consisting of 170 weekly HGVs visiting the site.

On balance the proposed changes are considered to be acceptable in terms of design and layout and would be in compliance with Local Plan policies CS2 and CS19.

HIGHWAY SAFETY

The proposed number of car parking spaces and vehicular access remains unchanged from the original approval in 2021. The main difference in terms of vehicle movements would be an increase in the number of HGV movements to allow for material to be imported onto the site.

The approved scheme stated that HGV movements during the construction phase would peak for a one-week period, during which 165 weekly HGVs (330 two-way HGV movements) would be expected. In addition, it stated that 10 wide-load deliveries would be expected during this same week period, increasing the total to 175 weekly HGVs (350 two-way HGV movements).

Based on a six-day working week, an average of 29 HGVs per day (58 two-way movements) was forecast for the construction works during the busiest week.

Under the revised scheme, HGV movements during the construction phase will peak for an eight-week period, during which 170 weekly HGVs (340 two-way HGV movements). Based on a six-day working week, an average of 28 HGVs per day (56 two-way movements) is forecast for the construction works during the busiest period. (now proposed to be 8 weeks).

The highways team have raised no objections to these increased HGV movements but they have advised that the previously approved Construction Management Plan would require to be updated to take account of the increased HGV vehicle movements during the peak construction period. This has been submitted as part of the application and Highways have confirmed its acceptability. This can be added as an approved document.

In summary the proposed amendments would have no adverse impact on highway safety and would accord with Local Plan policy CS7.

RESIDENTIAL AMENITY

Issues such as noise and vibration and the impacts on local residents was fully assessed during the original planning application and was reported to planning committee.

The changes now proposed would not have any further significant effects on residential amenity. The increase in the number of HGV movements for a temporary period of 8 weeks would cause some additional noise and disturbance to local residents, however this disturbance would be temporary in nature and is only to be expected with a development of this scale.

A revised Construction Environmental Management Plan to take account of the increased HGV movements has been submitted as part of this application.

ENVIRONMENTAL IMPACT ASSESSMENT

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The S73 application is supported by an Environmental Statement. The submitted Environmental Statement (ES) presents the findings of an EIA undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 as amended.

The above mentioned Regulations set out the general requirements for the content of ES's. These comprise information on:

- the nature of the development;
- consideration of alternatives;
- relevant aspects of the environment;
- likely environmental impacts arising;
- proposed mitigation measures, and;
- an indication of any difficulties in compiling the information needed.

This application also includes an "Environmental Statement Addendum"

This document outlines the amendments proposed and confirms which chapters in the ES have been updated. Updates have been included to Chapter 2 : Scheme description, Chapter 4 Traffic and Transport, Chapter 8 Landscape and Visual and Chapter 12 Summary of Significant Effects and Mitigation. All of the other chapters of the ES and the conclusions remain unchanged.

Chapter 2 updates the proposed changes to the scheme which are the subject of this planning application.

Chapter 4 updates the traffic movements to take account of the additional HGV movements during the peak construction period. The mitigation and residual effects remain unchanged and valid.

Chapter 8 discuss the environmental impacts of locating the proposed sub station adjacent to Headbolt Lane. This concludes that the impacts and significance of effects have not changed due the proposed amendments. The visual effects have however increased from moderate to major adverse (significant) in year 1 and due to the new planting maturing in year 15 the visual effects would increase from minor adverse to moderate adverse.

Chapter 12 updates the summary of significant effects due to the proposed changes to the scheme. The proposed changes to the scheme design have resulted in a change to the likely significant effects for Landscape and Visual only as detailed above all other conclusion of the 2021 ES remain valid.

OTHER ISSUES

PLANNING OBLIGATIONS

Given that the floorspace of the proposed development exceeds 1,000 sqm a social value strategy would be required to be submitted in addition to financial contributions to ensure the implementation and monitoring of the strategy. This can be secured by way of a S106 legal agreement which the applicant has agreed to.

This was secured as part of the original planning permission 21/00563/FUL and would also apply to any subsequent applications made under S73 of the Town and Country Planning Act.

PLANNING CONDITIONS

All planning conditions attached to the original planning permission which have not yet been discharged will be carried forward to this permission. Conditions which have been discharged under the original planning permission will be reworded accordingly to take account of this.

CONCLUSION AND REASON FOR DECISION

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The principle of a new railway station was established under 21/00563/FUL. The changes to the scheme now proposed under this application are acceptable in terms of design, layout, highway safety, drainage, trees and ecology.

The application is accompanied by an Environmental Assessment including an addendum to assess the environmental effects of the proposed changes. The conclusions are the environmental effects (visual effects) would increase due the proposed sub station adjacent to Headbolt Lane. All of the other conclusion of the originally submitted Environmental statement remain valid.

The proposals would be in compliance with the Local Plan policies and Saved UDP policies listed above.

RECOMMENDATION:

That Planning Permission be granted subject to the following conditions:-

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

Reason: For the avoidance of doubt.

- 2) The development hereby permitted shall be carried out only in accordance with the Noise and Vibration Plan & Construction Management Plan (approved documents) relating to the work outside the hours of 0800 to 1800 Monday to Friday & 0800 to 1300 on Saturday ref NVM/BGCL/NR/KBC24/02/22 REV 01 & CMP/BGCL/NR/KBC/24/02/22 REV 01 approved pursuant to condition 4 attached to planning permission 21/00563/FUL.

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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 and saved Policies H5 and ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

- 3) Works consisting of surface drainage on any phase of the development shall not commence until a detailed SUDS based drainage scheme based on the principles of The SUDS Manual (C753) and the criteria as set out within Knowsley Strategic Flood Risk Assessment (SFRA, Levels 2) for that phase, has been submitted and approved in writing by the Local Planning Authority (LPA). Each scheme shall include a timetable of implementation, suitable drainage drawings, summary calculations and results of all investigations detailing the surface water drainage works as set out below. The maximum rate of discharge, off-site, shall be limited to the greenfield runoff rate or 5 lit/s (whichever is the greater) and the discharge connection points shall be to the Kirkby Brook. The works shall be implemented in accordance with the approved scheme before the development is brought into use.

Reason : To ensure a satisfactory drainage system is provided to serve the site in accordance with Paragraph 163 of the National Planning Policy Framework, House of Commons Written Statement 161 for Sustainable Drainage Systems, Non Statutory Technical Standards for Sustainable Drainage Systems (March 2015) and Policies CS2 and CS24 of the Knowsley Local Plan: Core Strategy (January 2016).

- 4) A. Implementation of Approved Remediation Scheme and Verification Report

The remediation scheme comprising the following documents :

- CC Geotechnical (November 2020) Ground Investigation for Headbolt Lane, Kirkby, Factual Report Ref: CCG-C-20-11799
- Lithos (February 2022) Remediation Strategy, Land at Headbolt Station, Liverpool For Buckingham Group Contracting Ltd Ref: 0009/1a
- Lithos (February 2022) Materials Management, Land at Headbolt Station, Liverpool For Buckingham Group Contracting Ltd Ref: 0009/2

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approved pursuant to Condition 6 attached to Planning Permission 21/00563/FUL shall be implemented and a verification report submitted to and approved in writing by the Local Planning Authority, prior to the development (or relevant phase of development) being brought into use.

B. Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported immediately to the Local Planning Authority. Development on the part of the site affected must be halted and a risk assessment carried out and submitted to and approved in writing by the Local Planning Authority. Where unacceptable risks are found remediation and verification schemes shall be submitted to and approved in writing by the Local Planning Authority. These shall be implemented prior to the development (or relevant phase of development) being brought into use.

C. Materials Management Plan

Prior to the reuse of site won materials ('waste' and non-waste) a Materials Management Plan, carried out in line with the CL: AIRE code of practice and signed off by a Qualified Person, shall be submitted to and agreed in writing with the local planning authority. The MMP shall demonstrate that any reuse of contaminated materials do not result in increased risk to the environment or human health.

D. Importation of Soil/Material

No soil is to be imported to the site until it has been tested for contamination and assessed for its suitability for the proposed development; a suitable methodology for testing this material should be submitted to and agreed by the Local Planning Authority prior to the soils being imported onto site. The methodology should include the sampling frequency, testing schedules, criteria against which the analytical results will be assessed (as determined by the risk assessment) and source material information. The analysis shall then be carried out and evidence submitted to and approved in writing to by the Local Planning Authority

Reason: In the interests of safety, to prevent pollution of the water environment and to comply with Policy ENV5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

5. The development hereby permitted shall be carried out in accordance with the Written Scheme of Investigation for a strip, map and record programme of archaeological works (Headland Archaeology dated February 2022) & The supplementary WSI (Headland Archaeology February 2022)

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approved pursuant to condition 7 attached to planning permission 21/00563/FUL. Within 14 days of the date of this permission a final report of the archaeological excavation shall be submitted to and approved in writing by the Local Planning Authority.

Reason: in the interests of archaeological investigation or recording and to comply with Policy CS20 of the Knowsley Local Plan Core Strategy adopted January 2016 and the National Planning Policy Framework.

6. Notwithstanding the submitted landscaping scheme and Landscape Environmental Management Plan prior to the first use of the development hereby permitted an updated landscaping scheme based on the principles of Drg. ref 170248-1584-ZZZZZ-DRG-A-AR-013006 rev P01.4 comprising further details of species, tree/plant sizes and an updated Landscape Environmental Management Plan which shall include :-

- Habitat creation/landscaping proposals along the railway corridor and management proposals for these habitats.
- Additional biodiversity enhancement measures including bird nesting boxes, bat boxes, particularly adjacent to Kirkby Brook corridor and provision of water vole shelves at the proposed Kirkby Brook crossings.

shall be submitted to and approved in writing by the Local Planning Authority. The approved landscaping scheme shall be implemented prior before the development is brought into use or in accordance with a programme to be agreed in writing with the Local Planning Authority prior to any development commencing. Any trees / shrubs which are removed, die, become severely damaged or diseased within five years of their planting shall be replaced in the next planting season with trees / shrubs of similar size and species to those originally required to be planted unless the Local Planning Authority gives written consent to any variation.

Reason : To ensure the site is satisfactorily landscaped and additional habitat/ biodiversity measures are included with the landscape environmental management plan to ensure compliance with policies CS2, CS8 and CS19 in the Knowsley Local Plan Core Strategy, adopted January 2016.

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

Reason: To safeguard local residents from noise and disturbance, and to comply with Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.

8. Notwithstanding the details of lighting within the site, prior to the installation of any lighting on each phase a scheme for the provision of lighting on that phase shall be submitted to and approved in writing by the Local Planning Authority and fully implemented accordingly, prior to the first use of the lighting.

For the avoidance of doubt, the scheme shall include drawings of the lighting and lighting columns, a site layout indicating positions of the lighting, isolux and luminosity details and manufactures specifications.

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Reason: In the interests of residential amenity, security and ecology and to comply with the National Planning Policy Framework; Policies CS2, CS8 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, and save Policy H5 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

9. Notwithstanding the details submitted prior to the installation of the CCTV system on any phase the site full details of the cameras and poles including their precise location, design, field of view of the cameras and finish on that phase shall be submitted to and approved in writing by the Local Planning Authority. The CCTV shall be installed in accordance with the approved details prior to the first use of the CCTV on each phase.

Reason : In the interests of security and visual/residential amenity and to ensure compliance with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016.

10. Notwithstanding the fencing details submitted, no fencing on the site shall be erected on each phase until a fencing strategy for that phase comprising the precise location of any new fencing and details of the design of fencing and colour finish has been submitted to and approved in writing by the Local Planning Authority. All fencing shall be painted or powder coated. The fencing shall thereafter be installed in accordance with the approved details.

Reason : For the avoidance in doubt and in the interests of visual and residential amenity to ensure compliance with policies CS2 and CS19 in the Knowsley Local Plan Core Strategy, adopted January 2016.

11. The proposed station building and platforms shall be constructed in the materials approved pursuant to condition 13 contained within Headbolt Lane station Building External Finishes Rev 0 and Precast Rail Solutions documents attached to planning permission 21/00563/FUL.

Reason: In the interests of visual amenity and to comply with Policy CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, and the National Planning Policy Framework.

12. Prior to the erection of any crib/retaining wall hereby permitted on each phase full details of the appearance, materials, landscaping and colour finish of the walls for that phase shall be submitted to and approved in writing by the Local Planning Authority. The crib/retaining walls shall be erected in accordance with the approved details.

Reason : In the interests of visual amenity and to ensure compliance with Policies CS2 and CS19 in the Knowsley Local Plan Core Strategy, adopted January 2016

13. Prior to the erection of the proposed 2.8m high obscuration fence in between the two platforms full details of the materials and design/colour finishes (which can include artwork) shall be submitted to and approved in writing by the Local Planning Authority. The fence shall be erected in accordance with the approved details.

Reason : In the interests of visual amenity and to ensure compliance with Policies CS2 and CS19 in the Knowsley Local Plan Core Strategy, adopted January 2016.

14. No phase of the development hereby permitted shall be commenced until at least five days written notice has been given to the Local Planning Authority of the intention to commence development on that phase.

Reason: To protect existing trees within the site in the interests of visual amenity and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016 and saved Policy DQ4 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

15. No development shall take place within 8m of the banks of Kirkby Brook.

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Reason : To prevent any damage to or pollution of the brook to ensure compliance with Policy CS8 in the Knowsley Local Plan Core Strategy, adopted January 2016.

16. No part of the development shall be brought into use until appropriate visibility splays have been provided at the proposed pedestrian crossing point east of the site access junction where the Council is to introduce a new pedestrian crossing. The visibility splays shall be provided clear of obstructions/landscaping to visibility above the height of 0.6 metres measured from the footway/verge level and shall be maintained as such at all times thereafter.

Reason: To ensure adequate visibility at the pedestrian crossing point is provided and maintained in the interests of highway safety, and to comply with Policy CS19 of the Core Strategy, adopted January 2016.

17. All works to existing bridges 55 and 56 hereby permitted shall be undertaken only in accordance with the materials approved pursuant to condition 21 attached to planning permission 21/00563/FUL contained within the following documents :

Bridge 56

Photographs of proposed black concrete received 4 February 2022.

Email from William Brandon dated 1 March 2022.

Drawing no. 170248-15854-ZZ-ZZZ-DRG-C-ST-063103 P01.1

Bridge 55

Emails from Michael Gradwell dated 19 April and 9 May 2022.

Detail of walkway structure and parapet railings received 9 May 2022.

Drawing no. 170248-15854-ZZ-ZZZ-DRG-C-ST-063201 P01.1

Notwithstanding the details submitted prior to any works commencing on the proposed road or pedestrian bridges full details of the materials and colour finishes shall be submitted to and approved in writing by the Local Planning Authority. The existing and proposed bridges shall be finished in accordance with the approved details.

Reason : In the interests of visual amenity and to ensure compliance with Policies CS2 and CS19 in the Knowsley Local Plan Core Strategy, adopted January 2016.

18. Notwithstanding the details submitted prior to the erection of the proposed gates to the steps on Kirkby Row a scheme providing details of the proposed gate including materials and colour finishes shall be submitted to and approved in writing by the Local Planning Authority. The gate shall be installed in accordance with the approved details.

Reason : To protect the setting of the nearby Listed Buildings in accordance with Policy CS20 in the Knowsley Local Plan Core Strategy, adopted January 2016.

19. Within 6 months of the first use of the development the area of the site identified for the construction compound shall be re-instated back to the existing site levels and landscaped in accordance with a scheme which has been previously submitted to and approved in writing by the Local Planning Authority.

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Reason : In the interests of visual amenity and to ensure compliance with Policies CS2 ,CS19 & CS21 in the Knowsley Local Plan Core Strategy, adopted January 2016.

20. Notwithstanding the submitted tree reports Tree T2 is to be retained and this shall be included in any updated tree reports submitted to the Local Planning Authority.

Reason : In the interests of visual amenity and to ensure as many of the existing trees as possible are retained and to ensure compliance with CS21 in the Knowsley Local Plan Core Strategy, adopted January 2016 and DQ4 in the Knowsley Replacement Unitary Development Plan, adopted June 2006.

21. The development hereby permitted shall be carried out in accordance with

Tree Protection Plan, Rev 00, dated 6 December 2021 (received 14 January 2022).
Arboricultural Impact Assessment & Method Statement, Version V01 dated 6 December 2021, prepared by Miranda Cowan Ecology Ltd.

Arboricultural Impact Assessment & Method Statement (Phase 2 Works) Version V01 dated 13th January 2022, prepared by Miranda Cowan Ecology Ltd.

Arboricultural Impact Assessment & Method Statement (Phase 3 Works) Version V01 dated 26th January 2022, prepared by Miranda Cowan Ecology Ltd.

approved pursuant to condition 25 attached to planning permission 21/00563/FUL.

Reason: To ensure that the proper protection of trees in the interests of visual amenity and to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016 and saved Policy DQ4 of the Knowsley Replacement Unitary Development Plan, adopted June 2006.

22. No part of the development's permanent highway works shall commence until details of the development's highway infrastructure and parking/servicing/vehicular manoeuvring/pedestrian/cycle areas, including its site access junction with Headbolt Lane, have been submitted to and approved in writing by the Council as Local Planning Authority. This shall include but not be limited to the following:

- Revised swept path analysis at the site access junction and within the development site
- Increased radii of the site access junction
- MOVA to be included as part of the traffic signal installation
- Full construction details including surfacing material
- Details of marking out of parking/bus stop/drop-off/pedestrian/cycle areas
- Drainage details
- Amendments to the pedestrian crossing points to the east of the site access at the proposed controlled pedestrian crossing

The development shall be implemented in full accordance with the approved scheme details prior to first occupation of the development, unless otherwise agreed in writing by the Local Planning Authority, and shall be retained as such at all times thereafter.

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 Policies CS7 and CS19 of the Core Strategy, adopted January 2016.

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23. Notwithstanding the submitted plans, no part of the development's permanent highway works shall commence until details of the proposed ground levels have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and retained as such thereafter.

Reason: In the interests of the safety and amenity of the users of the proposed development and to comply with Policy CS19 of the Core Strategy, adopted January 2016.

24. No part of the development hereby permitted shall be brought into use until a scheme for the installation of Electric Vehicle Charging Points is submitted to and approved in writing by the Local Planning Authority. The approved infrastructure shall be permanently retained thereafter. All chargepoints shall be:

- a) A minimum of 7KW, and
- b) at Least Mode 3 or equivalent, and
- c) untethered, and
- d) located in order to comply with the Equality Act 2010 and the accessibility requirements set out in the Building Regulations Part M.

All EV charging points shall be clearly marked as such.

Reason: In the interests of air quality, promoting sustainable travel opportunities and to comply with Policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016 and NPPF Para 110.

25. The development shall not be brought into use until a scheme for the precise details for the provision of cycle and motorcycle parking, in accordance with the Council's current standards, has been submitted to and approved in writing by the Council as Local Planning Authority. The scheme shall be implemented as approved before any part of the development is brought into use and shall be retained as such thereafter. For the avoidance of doubt, long stay cycle parking must be covered and offer a means to secure the cycles.

Reason: To ensure that adequate provision is made for parking cycles and motorcycles on the site and to comply with Policy CS7 of the Core Strategy, adopted January 2016.

26. Prior to the first use of the development, a Management and Maintenance Plan for the sustainable drainage system relating to the lifetime of the development through an appropriate legally binding agreement shall be submitted to and approved in writing by the Local Planning Authority. This shall include:
- The arrangements for adoption by an appropriate public body or statutory undertaker or details of provision for management and maintenance by a management company.
 - A schedule for on-going inspections relating to performance and condition.
 - Details for planned maintenance and a mechanism for remedial and urgent repair works.
 - Means of access for inspection and maintenance purposes.
 - The plan shall be implemented in accordance with the timeframes contained within it.

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Reason: To ensure effectiveness of the flood risk measures during the lifetime of the development policies CS2 and CS24 of the Knowsley Local Plan: Core Strategy (January 2016).

27. The development hereby permitted shall be carried out in accordance with the following documents :

Vegetation Clearance Phases document received 14 January 2022

Phasing document received 2 February 2022

approved pursuant to condition 32 attached to planning permission 21/00563/FUL.

Reason : To ensure that the development proceeds in an orderly manner given the overall scale of the proposals and to ensure that the appropriate planning conditions can be effectively phased. In compliance with Local Plan policy CS2 of the Knowsley Local Plan Core Strategy, adopted January 2016.

28. Prior to the erection of the sub station hereby permitted a front elevation of the sub station (facing Headbolt Lane) shall be submitted to and approved in writing by the Local Planning Authority. The sub station shall be erected in accordance with the approved details.

Reason : In the interest of residential and visual amenity, for the avoidance of doubt and to ensure compliance with policy CS19 of the Knowsley Local Plan: Core Strategy (January 2016).

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
17/05/2022	REV 01	-	REVISED CONSTRUCTION MANAGEMENT PLAN
25/03/2022	MF 243028	REV P01.1	PROPOSED SITE LEVELS DRG 1 OF 2
25/03/2022	MF 243029	REV P01.1	PROPOSED SITE LEVELS DRG 2 OF 2
22/03/2022	MF243019	REV P01.1	PROPOSED SITE LEVELS 1:500
21/03/2022	MF 243008	REV P01.2	SITE ELEVATIONS
21/03/2022	SP4053389	REV 3.0	SUB STA PLANS AND ELEVATIONS
14/03/2022	MF 243014	REV P01.2	CAR PARK TELECOMS
14/03/2022	MF243004	REV P01.2	CROSS SECTIONS

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14/03/2022	W6602	REV PO1	CUT AND FILL DRAWING
14/03/2022	BCG-00-ZL-DR- W-6602	REV P01	STATION ZONE AREAS
14/03/2022	MF243010	REV PO1.2	HIGHWAY LAYOUT
14/03/2022	MF 243005	REV PO1.3	PLATFORM LAYOUT
14/03/2022	MF 243015	REV PO1.1	PLATFORM TELECOMS
14/03/2022	170248	-	ENVIRONMENTAL STATEMENT VOLUME 3 TECHNICAL APPENDICES
14/03/2022	170248-ARU- REP-EEN- 000018	-	ENVIRONMENTAL STATEMENT VOL 4 NON- TECHNICAL SUMMARY
14/03/2022	170248	-	ENVIRONMENTAL STATEMENT ADDENDUM MARCH 2022
14/03/2022	170248	-	ES ADDENDUM FIGURES AND APPENDICES
14/03/2022	170248-ARU- REP-EEN- 000015	-	ES VOLUME 1 MAIN REPORT AUGUST 2021
14/03/2022	-	-	ES VOLUME 2 FIGURES
14/03/2022	276736/2.1	-	SITE LOCATION PLAN

Informatives

1. Breeding birds are protected under the general provision of Section 1 of the Wildlife and Countryside Act 1981 as amended. Whilst the nest is being built or is in use, the eggs, young and nest are protected against intentional and reckless taking, damage and destruction. No tree, scrub or hedgerow felling, management and/or cutting operations should take place during the period 1 March to 31 August inclusive to protect breeding birds.
2. There are invasive species present on the site which should be safely removed from the site in accordance with the provisions of the Wildlife and Countryside Act 1981.
3. It is an offence to carry out any works within the public highway without the permission of the Highway Authority. This grant of planning permission does not negate the need for the submission and approval of highway engineering details for inclusion in an agreement under S278 of the Highways Act 1980 with the Council. The applicant is advised to contact Mark McCartney, t: 0151 443 2305, email: mark.mccartney@knowsley.gov.uk to discuss the matter further.
4. Prior to the commencement of the development, a joint inspection between the applicant and the Council as Local Highway Authority of the condition of the existing footways/carriageways in the vicinity of the site should be carried out. The applicant is advised to contact Mark McCartney, t: 0151 443 2305, email: mark.mccartney@knowsley.gov.uk to discuss the matter further.
5. The relocation of existing lighting columns and provision of new lighting columns on the existing adopted highway or highway proposed for adoption would need to be funded by the developer and dealt with as part of the S278 highway agreement. All new street lighting and

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signing to be installed on the existing public highway or highway proposed for adoption will be subject to a commuted sum to cover its future maintenance as part of the Council's Street Lighting and Signing PFI Contract. The relocation of existing street lighting columns will need to be undertaken/agreed by the Street Lighting and Signing PFI Contract Service Provider.

The applicant is advised to contact Knowsley MBC Street Lighting Manager Kirsty Morris, t: 07881267599, email: kirsty.morris@knowsley.gov.uk to discuss the matter further.

6. Siemens operate and maintain the Council's traffic signals. The applicant will need to pay Siemens to check the proposed traffic signal design of the site access junction if they do not carry out the design. Commuted sums are applicable for the adoption of new traffic signal infrastructure which will form part of the S278 Highway Agreement. The applicant is advised to contact Mark McCartney, t: 0151 443 2305, email: mark.mccartney@knowsley.gov.uk to discuss the matter further.

Mark Quinn
7 June 2022

Alan Kilroe
7 June 2022

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