

APPLICATION NO: 25/00627/FUL **CASE OFFICER:** Andrew Hunt

WARD: Whitefield **PARISH:**
N/A

LOCATION: Car Park Off Telegraph Way, Kirkby Town Centre, Knowsley

PROPOSAL: ERECTION OF TWO UNITS FOR FOOD AND NON-FOOD RETAIL USE (USE CLASS E(A)) INCLUDING ROOFTOP SOLAR PANELS, SERVICING AREA AND ACCESS, SUB-STATIONS, PLANT COMPOUNDS, REARRANGEMENT OF EXISTING CAR AND BICYCLE PARKING, MOTORCYCLE PARKING, LANDSCAPING AND ASSOCIATED WORKS.

Site Description

The application site is an irregular triangular site in the north west part of Kirkby Town Centre in between Telegraph Way and Hall Lane (A506). It consists of car parking on the north west part of the site with grassed areas and footpaths surrounding it. A small part of the car park to the east is also within the site boundary.

The site is surrounded by a car park and fast food restaurants to the east, a shopping centre to the south, grassed areas to the west and Kirkby C of E Primary School to the north. (

Proposal

The proposal is for the erection of two units for food and non food retail (Use Class E(A) including rooftop solar panels, servicing area and access, substations, plant compounds, rearrangement of existing car and bicycle parking, motorcycle parking, landscaping and associated works.

The site area is 0.638ha and the total proposed floorspace is 2709sqm. The building would be 8.8 metre high, 77metres wide 45 metres deep. It would consist of two units:

- a supermarket of 2,235sqm and,
- a non-food retail unit of 474sqm.

Vehicular access to the site would be via Irlam Drive to the east, with Telegraph Way being used only for deliveries. The proposed opening hours of the store are 07:00 to 22:00.

Consultations

Environmental Health – No objection subject to conditions in relation to construction hours, a construction management plan, contaminated land, noise

scheme implementation, opening times and delivery and refuse times.

Environment and Sustainability Services – No objection subject to conditions in relation to a landscape scheme, detailed specification and a Landscape and Ecological Management Plan.

Fusion 21 – No objection subject to a contribution to a social value strategy.

Highways – No objection subject to financial contributions for travel plan monitoring, conditions in relation to a travel plan and a construction management plan and provision of cycle and motorcycle parking and informatives.

Lead Local Flood Authority – No objection subject to a condition to secure a Surface Water Drainage Strategy.

Merseyside Fire and Rescue Service – No objection subject to informatives.

Merseyside Environmental Advisory Service – No objection subject to conditions in relation to Biodiversity Net Gain, reasonable avoidance measures, planting, bird and bat boxes.

Public Health - Development of food discount store supports the need in this area for affordable, quality foods. It is noted that the 2nd unit is for non-food use which is also positive given the high numbers of fast-food outlets in the Kirkby area. Plans show consideration for staff active travel and break out spaces plus accessible toilet and parking for customers.

Representations

This application has been publicised by letters sent to 45 neighbours and by site and press notices. Two representations in support and 4 objections have been received consisting of the following main points:

Support

- The store would provide more shopping choice in Kirkby.

Objections

- Loss of car parking would cause traffic issues including for the school.
- Concerned about extra traffic impacting children's safety when crossing the road.
- Rerouting of public right of way.
- Additional traffic will cause noise and air pollution.
- There is not enough infrastructure in the area to accommodate a supermarket.
- Concerned about the proposals impact on the viability of the existing supermarket in Kirkby Town Centre.

Planning History

A wider application for a large town center redevelopment was approved in 2017.

17/00559/FUL - ERECTION OF A MIXED-USE DEVELOPMENT, COMPRISING A FOODSTORE AND NON-FOOD RETAIL SHOPS (USE CLASS A1), FOOD & DRINK AND LEISURE USES (USE CLASSES A3/A5/D2), PETROL FILLING STATION, CAR PARKING, LANDSCAPING, HIGHWAY IMPROVEMENTS AND OTHER ASSOCIATED WORKS (INCLUDING 3 NO. ELECTRICITY SUBSTATIONS) ON LAND BOUND BY NORWICH WAY, HALL LANE, COUNTY ROAD AND IRLAM DRIVE; AND THE CONSTRUCTION OF A CAR PARK TOGETHER WITH ASSOCIATED WORKS ON LAND OFF CHERRYFIELD DRIVE AND CHERRYFIELD CRESCENT – (approved 9/11/17)

Relevant Policy

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

Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

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

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles
CS4 - Economy and Employment
CS6 - Town Centres and Retail Strategy
CS7 - Transport Networks
CS8 - Green Infrastructure
CS10 - Principal Regeneration Area – Kirkby Town Centre
CS19 - Design Quality and Accessibility in New Development
CS21 - Greenspaces and Trees
CS24 - Managing Flood Risk

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

DQ4 - Trees and Development
ENV2 - Noise and Vibration
ENV3 - Light Pollution

Article 35 Statement

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:

PRINCIPLE OF DEVELOPMENT

Policy

Core Strategy Policy CS6 (Town Centres and Retail Strategy) states that:

In order to enhance the vitality and viability of Knowsley's centres and maintain appropriate local service provision, the following hierarchy shall apply:

a) Huyton, Kirkby and Prescot Town Centres will enhance their equal role in providing comparison and convenience shopping. This will be supplemented by a complementary mix of leisure, health, residential, education, cultural, employment, service uses and complementary evening and night time uses.

Table 5.2: Indicative Distribution of Capacity for New Comparison Retail Floorspace 2012–2028 gives the following new capacity requirement for Kirkby Town Centre.

- Kirkby Town Centre (24,600 sqm–31,400 sqm).

Table 5.4: Indicative Distribution of Capacity for Convenience Retail Floorspace 2012–2028 Location Floorspace Range (gross internal) gives the following new capacity requirement for Kirkby Town Centre

- Kirkby Town Centre (4,750 sqm–7,000 sqm).

Policy CS10 (Principal Regeneration Area – Kirkby Town Centre) states that:

“1) Comprehensive regeneration will be supported to enhance the viability and vitality of Kirkby Town Centre by (in no order of priority):

a) Encouraging a wider mix of town centre uses, services and facilities, including new comparison and convenience retail floorspace, key services, residential, employment uses, cultural and leisure facilities, and enhancements to the evening economy and existing market;

b) Directing new retail development and other town centre uses toward the existing town centre, particularly in the primary shopping area comprising St. Chad's Parade and its immediate surroundings,”

Assessment

The proposal would involve a town centre use within a designated town centre. Tables 5.2 and 5.4 of the Knowsley Core Strategy state that there is a high need for both convenience and comparison floorspace within Kirkby Town Centre. The proposal would provide both. Kirkby Town centre is also a key focus for regeneration. Therefore, the development is considered acceptable in principle. The proposal complies with Core Strategy Policies CS6 and CS10.

DESIGN

Policy CS19 (Design Quality and Accessibility in New Development) in the Core Strategy sets out several criteria that developments will be expected to conform to so that they enhance local distinctiveness and the identity and accessibility of new places. The NPPF identifies that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development.

The building would consist of a large irregular rectangle building which comprises a supermarket and non-food retail store. The materials of the supermarket would be copper metal and charcoal coloured cladding on the front elevation with a mixture of light and dark grey on the rear and sides of the building. The non food retail unit would be a mixture of light and dark grey.

The proposal would be of a commercial design which is considered in keeping with its location and the character of the surrounding area. The colours are considered appropriate for the town centre context and the materials would be in keeping with the surroundings. Overall, the proposal would not result in harm to the streetscene. The development is consistent with Core Strategy Policy CS19.

RESIDENTIAL AMENITY

Policy CS19 in the Core Strategy requires new developments to maintain a good standard of amenity for all existing and future occupants of land and buildings by avoiding unacceptable impacts on existing residents and future occupiers.

There are residential properties on Hall Drive to the north east of the site (at least 45 metres away) and Millbrook Drive to the north (at least 70 metres away). The site's location within a town centre means that the area is already subject to above average levels of noise. The existing site use as a car park also generates noise associated with coming and going of vehicles. The proposal will therefore not cause significant additional noise impact compared to the existing situation.

In order to minimise noise impacts, conditions will be attached to limit the opening hours and delivery times of the store to between 07:00 and 23:00. This is considered to strike a reasonable balance between the needs of the development and the need to protect residents from harmful noise levels, particularly at night. A condition will also be attached to limit fixed plant noise levels.

Construction impacts will be mitigated through conditions limiting construction hours and by requiring a construction management plan to minimise construction impacts.

Overall, the development will not harm the amenity of neighbouring properties. This is supported by the council's environmental health team who have no objection subject to conditions. The development complies with Core Strategy Policy CS19.

TREES

Part 10 of Policy CS21 (Greenspaces and Trees) states that the Council will encourage proposals for new development to incorporate:

- a) Retention of existing trees, woodland, vegetation and other habitat features which offer a positive contribution to the local environment in terms of visual amenity, recreation value or biodiversity/wildlife interest;
- b) Appropriate planting of trees, other soft landscaping and installation of habitat features for the benefit of biodiversity; and
- c) Adequate replacement provision where tree loss is unavoidable, comprising two additional trees for every tree lost and taking account of species and size.

Saved UDP policy DQ4 states proposed developments shall include appropriate planting of trees and other soft landscaping, having regard to the character of the surrounding area.

In relation to trees, there is currently 1 tree within the site. This is a tall and thin, recently planted tree. It is considered that the tree is not a high value tree. Eight trees are proposed in the landscaping scheme, which would represent a net gain of 7 trees over the existing site.

Overall, there would not be harm to trees from the proposal, but there would instead be an improvement in tree provision. The detailed landscape scheme has been submitted and is considered to be acceptable. This is supported by the views of the council's landscape officer. The maintenance of the landscaping will be secured via planning condition. Therefore, the application complies with Core Strategy Policy CS21 and UDP policy DQ4.

HIGHWAYS

NPPF para 116 states that a development should only be 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"*.

In relation to access, it is considered that appropriate access can be achieved with appropriate visibility, however, this has not been demonstrated with a visibility splay. A condition is therefore required to ensure visibility splays are submitted.

No additional parking spaces are proposed. Instead, 30 existing bays will be reconfigured to provide three standard bays, nine parent and child bays, six disabled bays, and three motorcycle spaces. The removal of the shared trolley bay, which currently occupies two spaces, will result in an overall net loss of 10 car parking spaces. Consequently, parking provision on the western side of the retail park will reduce from 198 to 188 spaces.

In relation to parking, the proposal would result in loss of car parking on the current parking area, however, there would still be sufficient car parking spaces within the wider Kirkby Town Centre to accommodate parking needs in the area. Kirkby Town Centre also benefits from excellent bus and rail links being 0.3km away from Kirkby Bus station 1.1km away from Kirkby Train station and 1.4 km away from Headbolt Lane Station.

The supermarket development is not expected to generate significant traffic volumes that would materially affect local junction performance or capacity. Some of the trips to the Lidl store will be linked trips which will reduce the number of car journeys.

The non-food retail unit will generally attract linked trips, as customers already visiting the proposed Lidl or other units within the retail park or town centre will also stop at the non-food retail store. Therefore, the adjacent non-food retail unit will have a negligible impact on the operation of the surrounding highway network.

In order to minimise any potential traffic impacts on the school to the north (Kirkby C of E Primary School) it is proposed that Telegraph Way is utilised for delivery only with customers accessing via Irlam Drive to the east. This will divert the large majority of the traffic away from the school and via the existing town centre. This will be secured via planning condition.

Overall, the proposal will not result in significant harm to highway safety. This is supported by the council's highways department who have no objection subject to conditions in relation to a travel plan and a construction management plan and provision of cycle and motorcycle parking.

A condition is also required in relation to removing permitted development rights for mezzanine floors to prevent a shortage of parking spaces.

Overall, there would not be significant harm to highway safety and the application complies with Core Strategy Policy CS7.

ECOLOGY

Policy CS8 (Green Infrastructure) in the Core Strategy states that new developments should sustain and promote biodiversity in accordance with its importance and contribution to ecological networks.

A number of Ecological Surveys have been submitted in support of the application. They identify that the proposed development would not have a significant impact on protected species or their habitats. This is supported by Merseyside Environmental Advisory Service (MEAS) who have no objection to the proposal subject to conditions in relation to Biodiversity Net Gain, reasonable avoidance measures, planting, bird and bat boxes.

The development proposal is also required to meet the mandatory 10% Biodiversity Net Gain (BNG) requirement. The applicant has submitted DEFRA Statutory metric and associated documents, however the current landscape proposals for the development of the site produce The metric confirms a net loss of 0.16 habitat units (-29.6%) in biodiversity for area habitats.

This means that the required 10% increase in biodiversity cannot be accommodated on site and therefore off site compensation is required to be provided. As the potential for biodiversity has been maximised onsite, additional units will need to be created through offsite mitigation to achieve a 10% net gain. Details of off-site units are required prior to commencement of development. This will be secured via planning condition.

Conditions are required in relation to secure a Landscape and Ecological Management Plan and a Habitat Management and Monitoring Plan prior to commencement of development.

Overall, the proposal will not result in harm to ecology and would provide biodiversity net gain through off site works. This is supported by the views of MEAS who have no objection subject to conditions.

Overall, the proposal complies with Core Strategy Policy CS8.

FLOOD RISK

Part 1 of Policy CS24 (Managing Flood Risk) states that new development that may cause an unacceptable risk of flooding on the site or elsewhere will not be permitted.

The site is within flood zone 1 (lowest risk) in relation to flooding from rivers and the sea.

The application has been supported by a flood risk assessment and drainage strategy which demonstrates that the proposed building would not lead to unacceptable levels of flood risk. This has been reviewed by the Lead Local Flood Authority (LLFA) and who have no objection subject to a condition to secure a Detailed Drainage Strategy.

Overall, it is considered that the proposal will not lead to unacceptable flood risk impacts, this is reinforced by the absence of an objection from the LLFA. Therefore, the proposal complies with Core Strategy Policy CS24.

OTHER CONSIDERATIONS

Air Quality

Part 4 J of Core Strategy Policy CS2 states that negative impact on air quality will be minimised and mitigated.

“Policy CS2 - Development Principles

Principle 4: Recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place by

j) Minimising negative impact upon flood risk, air quality, water quality, land quality, soil quality, and noise or vibration levels and ensuring any negative impacts are appropriately mitigated”.

The level of HGV and vehicle movements is considered to be below the threshold to require an Air Quality Assessment and would not materially impact air quality. This is supported by the views of Environmental Health, who have no objection.

S106

A social value strategy will be secured via a Section 106 agreement for the sum of £3,386. A sum of £5,000 will also be secured via Section 106 for travel plan monitoring.

CONCLUSION

The development is acceptable in principle and would not cause harm in relation to highway safety, design, ecology, flood risk, trees, air quality or the amenity of neighbouring properties. The proposed development complies with policies included within the Core Strategy (2016), Knowsley Replacement Unitary Development Plan (saved policies 2009) and National Planning Policy Framework (2024).

RECOMMENDATION:

That planning permission be granted subject to a Section 106 agreement to secure the following:

- a. measures set out in a social value strategy and,
- b. funding for the monitoring of the travel plan.

and the following condition(s):-

- 1) 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) Plans

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.

Pre Commencement

- 3) Construction Management Plan

No development shall commence (excluding site clearance and enabling works) until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority.

The CMP shall include, but not limited to:

- Construction vehicle access arrangements and routing strategy
- Location and layout of the site compound, including areas for loading/unloading material storage and contractor parking
- Traffic management measures and delivery time restrictions to avoid peak hours
- Wheel washing and measures to control mud/debris or other materials
- Measures to control noise
- Phasing and programme of construction works
- Construction Hours – (No construction work shall take place outside the hours of 08:00-18:00 hours Monday to Friday, 08:00-13:00 hours Saturday and not at all on Sundays/Public Holidays).

The development shall be carried out in full accordance with the approved CMP for the duration of the construction works.

Reason: To minimise disruption during construction, maintain highway safety, and protect the amenity of neighbouring occupiers in accordance with saved Policies H5, and ENV2 of the Knowsley Replacement Unitary Development Plan, (adopted June 2006) and Policy CS2 (Development Principles) of the Core Strategy (adopted January 2016).

- 4) Biodiversity gain plan

Prior to the commencement of development of works on the building, a biodiversity gain plan and Habitat Management and Monitoring plan (HMMP) must be submitted to the local planning authority. The plan must include the following:

- (a) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat,
- (b) the pre-development biodiversity value of the onsite habitat,
- (c) the post-development biodiversity value of the onsite habitat,
- (d) any registered offsite biodiversity gain allocated to the development and the biodiversity value of that gain in relation to the development,
- (e) any biodiversity credits purchased for the development, and
- (f) such other matters as the Secretary of State may by regulations specify.

The plan will be informed by a landscaping scheme (see condition 9). Development cannot commence until the biodiversity net gain plan and Habitat Management and Monitoring plan have both been approved by the local planning authority.

Reason: To comply with the Environment Act 2021.

5) Drainage

Development shall not commence until a detailed SuDS scheme based upon the principles of the SUDS Manual (C753) (June 2025) and the criteria as set out within Knowsley Strategic Flood Risk Assessment (SFRA, Levels 2) has been submitted and approved in writing by the Local Planning Authority (LPA). The applicant should provide suitable drainage drawings, summary calculations and results of all investigations detailing the surface water drainage works using principles of the surface water drainage design as set out in Flood Risk Assessment report dated April 2025. The maximum rate of discharge, off-site, shall not exceed the greenfield runoff rate unless otherwise agreed in writing with the LPA. The works shall be implemented in accordance with the approved scheme before the development is brought into use.

Reason: In order to avoid potential harm from flood risk impacts.

6) Levels

No development shall commence other than as may be required in relation to site clearance and remediation until details of existing ground levels and proposed finished ground and floor levels have been submitted to and approved in writing by the local planning authority. This shall include information of the height of the building, gardens and fences in relation to neighbouring dwellings. The development shall be carried out in accordance with the approved details.

Reason: To ensure an acceptable visual appearance to the development and to protect the outlook and privacy of neighbours.

Pre Occupation

7) Boundary Treatments

Notwithstanding the submitted plans, no fencing or means of enclosure shall

shall be erected, until details of boundary treatments have been submitted to and been approved by, the local planning authority. The boundary treatments shall be erected in accordance with the plans prior to the occupation of the store and retained as such hereafter.

Reason: In order to ensure appropriate boundary treatments.

8) Noise Scheme

Prior to the implementation of any plant the recommendations as per the noise report, included with the application, by Miller Goodall Ltd, report No. NA103320_V2 shall be implemented. Documentary evidence of the works shall be submitted to and approved in writing by the Local Planning Authority prior to occupation.

Reason: To protect neighbours from harmful noise levels.

9) Landscaping and Ecological Management Plan

Prior to the occupation of the building, a landscape and ecological management plan to maintain landscaping and enhance biodiversity shall have been submitted to and have been approved by the local planning authority. The works shall be carried out in accordance with the submitted details.

The landscaping shall include native tree and plant species.

Any landscaping or tree planting shall be wholly implemented in its finally approved form in accordance with the approved scheme within the first available planting season following the substantial completion of development. Any tree or other planting which is lost, felled, removed, becomes diseased, or is substantially damaged within a period of five years thereafter shall be replaced in kind during the first available planting season following the date of loss or damage.

Reason: To enhance biodiversity and to comply with Policy CS8 of the Knowsley Local Plan Core Strategy adopted January 2016.

10) Travel Plan

Prior to the occupation of each unit, a Travel Plan for that unit must have been submitted to and been approved by the Local Planning Authority in consultation with the Local Highway Authority.

The approved Travel Plan shall include:

- Active travel measures, including, EV/pool vehicles, and engagement with local community groups and Merseytravel.
- Funding for promotional events and materials.

The approved Travel Plan shall be fully implemented within 3 months of occupation of each retail unit.

Reason: To encourage sustainable travel behaviour, reduce reliance on private vehicles, and ensure safe, efficient and accessible transport options in line with NPPF paragraphs 104-111, promoting sustainable transport and reduced congestion and the objectives of Policy CS15 (Transport Infrastructure) of the Knowsley Local

11) Cycle and Motorcycle Parking

The development shall not be occupied until a scheme for the provision of cycle and motorcycle parking, in accordance with the Council's current standards, has been submitted to and been approved 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.

12) Bird and Bat Boxes

The development hereby permitted shall not be occupied until details of bird and bat boxes to include number, type and location on an appropriately scaled plan as well as timing of installation, has been provided for approval and implemented in accordance with those details. Evidence of implementation (i.e. photographs) will need to be provided to the Local Planning Authority to enable discharge of the condition. The bird and bat boxes shall be retained hereafter in accordance with the approved details.

Reason: In order to provide habitats for birds.

13) Visibility Splays

The development hereby permitted shall not be occupied until detailed visibility splays have been submitted to and been approved by the local planning authority demonstrating safe access into the site.

Reason: In order to ensure appropriate highways visibility.

Ongoing Conditions

14) Retail Use Only

The site shall be used for food and non food retail units only and for no other purpose. (including any other purpose in Class [Class E] of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason: To prevent an inappropriate use of the site.

15) Reasonable Avoidance Measures

The habitats on site are suitable for hedgehog (a Priority Species). The following reasonable avoidance measures should be put in place and retained for the duration of construction works to ensure that there are no adverse effects on them:

- A pre-commencement check for hedgehog;
- All trenches and excavations should have a means of escape (e.g. a ramp);
- Any exposed open pipe systems should be capped to prevent mammals gaining access; and
- Appropriate storage of materials to ensure that mammals do not use them.

Reason: In order to avoid harm to hedgehogs during construction.

16) 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.

Materials Management Plan

Prior to the reuse of site won materials ('waste' and non-waste) a Materials Management Plan, 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 does not result in increased risk to the environment or human health.

Soil/Material (Either Imported or Site Won)

No top soil is to be imported or used on 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/used 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.

17) Mezzanine

No mezzanine flooring shall be erected on site (other than shown on the approved building plans) without planning permission having been granted by the local planning authority.

Reason: In order to avoid unrestricted mezzanine floorspace causing shortage of parking.

18) Telegraph Way Access

The Telegraph Way access to the site shall be used for deliveries and servicing only, with no customers being allowed to use this access.

Reason: To reduce traffic impacts on the school to the north.

19) Opening Hours and Deliveries/ Refuse collection

- a. No building shall be open to the public outside the hours of 07:00 to 23:00 on any day.
- b. No deliveries or refuse collection shall take place outside the hours of 07:00 to 23:00 hours on any day.

Reason: To reduce noise impacts on neighbours.

<u>Signed Case Officer¹:</u>	<u>Andrew Hunt</u>
<u>Signed Authorising Officer²:</u>	<u>Jo Sheridan</u>
	<u>04/03/2026</u>
<u>Date:</u>	

1 I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

2 I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
27/02/2026	R/2923/1E	Rev E	Landscape Plan
06/01/2026	XX-XX-D-A-91006	Rev P07	Proposed Surface Treatment Plan
06/01/2026	XX-XX-D-A-91001	P29	Proposed Site Plan
12/12/2025	XX-XX-DR-A-03001	P06	GA Proposed Sections
12/12/2025	XX-XX-DR-A-02002	REV P02	PROPOSED ELEVATIONS
12/12/2025	XX-XX-D-A-99005	REV P05	SITE SECTIONS
12/12/2025	XX-XX-D-A-90002	P06	LOCATION PLAN
12/12/2025	XX-RF-D-A-01001	REV P13	PROPOSED ROOF PLAN

12/12/2025	XX-00-D-A-01001	REV P12	PROPOSED GROUND FLOOR PLAN
19/11/2025	DWG 00	-	LIAS DESIGN NOTES & LUMINAIRE SCHEDULE
19/11/2025	DWG 01	-	LIGHTING - SPILL LIGHT @ 0M
19/11/2025	DWG 02	-	LIGHTING - CALCULTION RESULTS
19/11/2025	SCP-250134-0001	P04	Drainage Strategy General Arrangement
19/11/2025	SQ4S-PV-LIDL-K2367-R-A	-	PV Roof Layout
19/11/2025	01B	-	VISUALS

INFORMATIVES

1) Highways

Works within the Highway

It is an offence under the Highways Act 1980 to carry out any works within the public highway without the written consent of the Highway Authority. Planning permission does not grant consent. 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.

Contact: Knowsley's Highways Team - HighwaysEnquiries@knowsley.gov.uk

Travel Plan Monitoring Fee

The applicant is advised that the Council applies a charge for assessing and monitoring Residential Travel Plans in accordance with the published Fees and Charges Schedule. The applicant should contact the Local Highway Authority at the earliest opportunity to confirm the applicable fee and payment arrangements.

Off-site Works and Discharge of Conditions

Any off-site highway works required by planning condition must be secured via a Section 278 agreement with Knowsley Council as Highway Authority. Discharge of planning conditions does not remove the developer's obligation to ensure that designs meet all technical, safety, and adoption requirements under the Highways Act 1980.

Where the Section 278 or S38 technical approval process results in revisions to the works approved under planning conditions, the developer must submit these revisions to the Local Planning Authority for approval as a Non-Material Amendment (or minor material amendment where appropriate). This ensures that the development delivered remains consistent with the approved planning permission and meets all legal and technical standards.

This ensures works are deliverable, safe, and enforceable prior to occupation, in accordance with NPPF paragraph 110 and Policy CS19 of the Knowsley Local Plan: Core Strategy (adopted January 2016).

Streetworks and Utility Coordination

The developer must coordinate statutory undertakers works within Knowsley with Knowsley Council's Streetworks Team to minimise disruption to highway users. A

programme of implementation must be agreed, with works planned to reduce impact.

Contact: Knowsley's NRSWA Team - NRSWA.TeamDRES@knowsley.gov.uk

Highway Condition Survey

Prior to the commencement of development, a joint inspection of the condition of the surrounding carriageways and footways should be undertaken with Knowsley Council. Any damage arising from construction works will be the responsibility of the developer to repair.

Contact: Knowsley's Highways Site Development Team - SiteDevelopment@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 damage the road surface. Appropriate wheel washing and site management measures must be in place throughout construction. The Highway Authority will recover costs for any necessary cleansing or repairs and may prosecute persistent offenders.

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 and approved in writing by the Highway Authority.

Contact: Knowsley's Highways Team - HighwaysEnquiries@knowsley.gov.uk

2) Merseyside Fire and Rescue – See Letter

3) Adverts -

Advertisement consent would be required for the proposed signage.