

**APPLICATION
NO:**

25/00182/KMBC1

CASE OFFICER:

Mark Quinn

WARD:

Halewood South

PARISH:

Halewood Town
Council

LOCATION:

Halewood Leisure Centre, Baileys Lane, Halewood

PROPOSAL:

PROPOSED EXTERNAL LANDSCAPE AND PUBLIC REALM WORKS TO THE EXISTING HALEWOOD LEISURE CENTRE, INCLUDING SHARED USE PEDESTRIAN/CYCLE ROUTE, INTERNAL FOOTPATHS, OUTDOOR GYM EQUIPMENT, RECONFIGURATION AND IMPROVEMENT TO EXISTING CAR/COACH PARKING, FLOODLIGHTING/GENERAL LIGHTING, CCTV, DRAINAGE SWALE AND THE CREATION OF 3 MULTI-USE GAMES AREAS.

Site Description

This application relates to Halewood leisure centre site located on the western side of Baileys Lane, Halewood. The site is bounded to all sides by existing residential development. (including a new residential development opposite to the site entrance which is part of the East of Halewood SUE). In addition to the eastern side of Baileys Lane is Finch Woods Academy (a specialist school for children with emotional, mental health and learning difficulties).

Proposal

This application proposes various external landscape and public realm works to the site including a shared use pedestrian/cycle path, internal footpaths, outdoor gym equipment, reconfiguration and improvement to existing car/coach parking, floodlighting and general lighting, cctv cameras, the construction of drainage swales and the creation of 3 multi use games areas.

New block paving (a combination of cream and pink granite) would be installed to the front and side of the leisure centre building and a triangular section of paving in between the existing and proposed footpaths. The new footpath would run through the site running adjacent to the car park and drainage swales leading to a new pedestrian access point on Barncroft Road.

An "active loop" path and outdoor gym equipment would be installed towards the south of the site (to the east of the car park).

The shape of the main car park would change from roughly semi-circular to square, the access into the car park and layout/circulation around the car park would also be revised as part of this proposal.

The three Multi Use Games Areas (MUGA'S) would be located to the east of the main leisure centre building on an existing area of grassland. The MUGA's would each be enclosed by 3m high fencing and a 2.5m acoustic fence would surround the 3 MUGA's .

CCTV cameras would be located on 7 lighting columns throughout the site including the car park and footpath entrance points. Full details of the cameras and the field of view of the cameras can be secured by planning condition.

The proposed lighting on the site would comprise column lighting, low level pedestrian lighting to the pathways, floodlighting to the MUGA pitches, boardwalk low level lighting and column lighting for the car park.

Consultations

Halewood Town Council - No comments received

Environmental Health - No objections subject to planning conditions covering contaminated land, the recommendations of the noise assessment and a construction management plan.

United Utilities Water Ltd – No objections subject to a planning condition to secure a surface water drainage scheme.

Highway Authority - No objections subject to planning conditions for a construction management plan and to secure an amended site layout relating to provision of EV charging, cycle parking spaces and clarification of the dimensions of the parking spaces.

LLFA/Drainage - No objections in principle

Mining Remediation Authority - No objections

Merseyside Environmental Advisory Service - No objections subject to conditions for a pre commencement biodiversity net gain plan, Habitat Management and Monitoring Plan and securing the reasonable avoidance measures. A financial contribution towards the maintenance of significant habitat enhancements should be secured.

Public Health - Health Improvement and Health Protection - No objections

Environmental Sustainability - No objections

Representations

This application has been publicised by letters sent to 133 neighbours. It has also been advertised by Site Notice and a Press Notice. No representations have been received.

Planning History

APP. NO:	18/00524/FUL
PROPOSAL:	INSTALLATION OF ARTIFICIAL GRASS PITCH (AGP) WITH ASSOCIATED BALL STOP FENCING, FLOODLIGHTS, ADJOINING HARD STANDING AREAS AND PEDESTRIAN ACCESS, A SPORTS / MAINTENANCE EQUIPMENT STORE AND AN ACOUSTIC BARRIER
DECISION:	PER
DECISION DATE:	30 November 2018

APP. NO: 24/00297/KMBC1
PROPOSAL: ERECTION OF SUB-STATION BUILDING.
DECISION: PER
DECISION DATE: 29 August 2024

APP. NO: 24/00569/PDS
PROPOSAL: PRIOR APPROVAL FOR THE INSTALLATION OF ROOF MOUNTED SOLAR PV
DECISION: PARG
DECISION DATE: 18 November 2024

APP. NO: 24/00621/KMBC1
PROPOSAL: PROPOSED INFRASTRUCTURE IMPROVEMENTS TO AN EXISTING ARTIFICIAL GRASS PITCH (AGP) TO INCLUDE RE-MODELLING OF PERIMETER FENCING; REPLACEMENT OF EXISTING METAL HALIDE LUMINAIRES WITH LED UNITS; REPLACEMENT AND EXTENSION OF AN EXISTING ACOUSTIC SCREEN; EXTENSION TO EXISTING AND ADDITION OF NEW HARDSTANDING; PROVISION OF COVERED SPECTATOR SEATING AND STANDING; PROVISION OF TURNSTILE BLOCK; PROVISION OF MODULAR TOILET BLOCK; PROVISION OF BALL STOP NETTING; PROVISION OF RETRACTABLE PLAYER TUNNEL; RE-LOCATION OF EXISTING STORAGE CONTAINER AND PROVISION OF BIODIVERSITY NET GAIN ENHANCEMENTS
DECISION: PER
DECISION DATE: 1 May 2025

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
CS7 - Transport Networks
CS19 - Design Quality and Accessibility in New Development
CS21 - Greenspaces and Trees

KNOWSLEY REPLACEMENT UNITARY DEVELOPMENT PLAN

DQ4 – Trees and Development
ENV2 – Noise and Vibration
ENV3 – Light Pollution
ENV5 – Contaminated Land
T8 – Transport Assessments
T9 – Travel Plans

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.

Assessment

Principle of Development

The application site is allocated as “Existing Major Sporting Uses” on the Knowsley Local Plan, Policies Map. The proposal for improvements to the existing site would in principle be in accordance with the site’s allocation subject to the detailed planning issues set out below.

Residential Amenity

Paragraph 198 of NPPF states “Planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life
- c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.”

Saved Policy ENV2 (Noise and Vibration) in the Replacement UDP states that development that will either cause an unacceptable increase in noise or vibration or itself be subject to unacceptable noise or vibration from an existing source will not be permitted. It goes on to state that where developments are permitted, conditions may be attached to ensure that effective noise insulation or other required mitigation measures are carried out.

The main impacts on residential amenity would be from the three multi use games areas (MUGA’s) and the amended car park.

The MUGA’s would be sited a minimum of 31m from the rear boundaries of the closest residential dwellings in Alderton Close. The car park would be sited 18m from the front

elevations of the dwellings in Kempself Way.

A noise impact assessment has been submitted with the application which concludes that the noise environment is within acceptable limits with mitigation in place. This mitigation includes the provision of a 2.5m high acoustic fence surrounding the multi use games areas. It is also recommended that a 1.8m high acoustic fence is provided along the southern boundary to the site.

Environmental Health have confirmed their agreement to the noise assessment and proposed mitigation. A planning condition has been requested which ensures that the recommendations of the submitted noise report and technical note are implemented. This is considered to be acceptable subject to the implementation of the noise mitigation measures being secured by planning condition.

The lighting scheme submitted is considered to be acceptable subject to the mitigation measures contained within the amended lighting impact assessment being implemented. This can be secured by planning condition.

To ensure the CCTV cameras do not result in any loss of privacy do not result in any loss of privacy to nearby residents the field of view of the cameras can be secured by planning condition to ensure the cameras do not include any views beyond the site boundary.

Subject to the necessary planning conditions the proposal would be in accordance with NPPF and Saved UDP policies ENV2 & ENV3.

Visual Amenity

The main impacts of the proposal on visual amenity would be the fencing, lighting and other hardstanding works. High weldmesh fencing on a leisure centre site is a common feature with acoustic fencing/ ball stop fencing etc. The majority of the proposed fencing would be set in from the site boundary and finished in a dark green colour so its visual impact would be minimised. The 1.8m high acoustic fence to the southern site boundary would have the most impact visually as it would be closest to the existing dwellings some 7.8m from the front elevations of the dwellings in Kempself Way. However this acoustic fencing is required to mitigate any noise impacts from the revised car park and on balance would not have a significant impact on resident's amenity is considered to be acceptable. The acoustic fencing would comprise light green panels (recycled polymer barrier) and steel posts coloured dark green.

The lighting comprises a variety of designs from low level lights illuminating the footways to floodlighting illuminating the MUGA's. The lighting design and level of luminance is considered to be acceptable and would be in compliance with Local Plan policy CS19 and saved UDP policy ENV3.

The hard surfaces would comprise a combination of bitmac, two colours of block paving, granite setts , (2 colours) grasscrete and rubber mulch safety surfacing. These surfaces are considered to be appropriate the site location and setting and would be in compliance with Local Plan policy CS19.

Highway Safety

Paragraph 115 in the NPPF states that in assessing applications for development, it should be ensured that:

“a) sustainable transport modes are prioritised taking account of the vision for

the site, the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”

Paragraph 116 in the NPPF states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”.

Policy CS7 (Transport Networks) in the Core Strategy states that new development will be required to be:

- Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport and incorporate access for private vehicles;
- Where subject to a planning application, accompanied by Transport Assessments and/or Travel Plans; and
- In compliance with adopted cycle, car, disabled and service vehicle parking standards.

A Transport Assessment (TA) and a Framework Travel Plan have been submitted with this application.

Parking, EV and Disabled Provision

The revised provision now delivers approximately 202 car parking spaces overall, which aligns with the level of provision previously identified as appropriate for a leisure facility of this scale. The scheme also proposes 30 EV charging bays, equating to around 15% of total spaces, which exceeds the requested minimum 10% active provision. This is welcomed and is consistent with emerging best practice and the Council's wider sustainability and climate objectives.

The design previously fell short in terms of accessible parking bay provision; however, this has been increased in the latest layout and is now deemed acceptable in principle at 12 bays. Final confirmation of bay dimensions (standard, EV, family and accessible) will still be required to ensure compliance with current standards. Dimensional compliance can be secured by planning condition.

Cycle Parking Provision

The revised site plan does not clearly identify the location, type or quantum of cycle parking. Previous comments requested secure, covered long-stay and convenient short-stay provision in the order of 100-120 spaces, consistent with LTN 1/20 and comparable SPD standards for a leisure use of this size. This information remains outstanding.

The applicant must submit a dedicated cycle parking layout plan confirming:

- total number of spaces,
- split between long-stay (staff) and short-stay (visitors),
- whether spaces are covered and secure, and
- their exact locations relative to the main entrances and desire lines.

Cycle parking details should be secured by condition, as they relate to operational detail rather than the fundamental design of the access or circulation network.

Internal Layout and Circulation

The applicant has provided the following:

- updated tracking (12m coach, 10m rigid and private car) demonstrating that all vehicles can enter, circulate and exit the site without unacceptable encroachment into opposing lanes or conflicts at pedestrian crossings.
- a detailed access/junction plan confirming that coach movements do not impact on signal stop lines, pedestrian phases or existing ASLs on Baileys Lane.

As a result, the previous holding objection relating to access geometry and internal circulation has been removed.

Subject to the above design refinements and the imposition of conditions to secure car park layout, disabled, EV and cycle parking provision and construction management, the proposals can be made acceptable in highways terms and would be in compliance with Local Plan policy CS7.

Ecology/ BNG

Paragraph 193 in the NPPF states that if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or compensated for, then planning permission should be refused. It also states that opportunities to improve biodiversity in and around developments should be integrated as part of their design.

Biodiversity net gain (BNG) is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). The objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat.

Policy CS8 (Green Infrastructure) in the Local Plan, relating to Green Infrastructure, states that Knowsley's green infrastructure will be protected managed or enhanced primarily to sustain and promote biodiversity, mitigate the effects of flood risk, mitigate air, water and noise pollution and provide sustainable transport linkages between neighbourhoods and easy access to employment and services. The policy goes on to state that the above will be achieved by maintaining and improving water courses and biodiversity assets, protect enhance or introduce biodiversity into areas of green infrastructure and protect and improve green paths and cycleways linking residential areas of greenspace and local community services.

The application site was found to consist of a range of habitats, including modified grassland, other neutral grassland, scrub, lines of trees and a pond. The preliminary bat roost assessment (PBRA) conducted as part of the PEA found the main building (B1) has 'low' bat roost potential, however did not recommend further survey based on that there are no works scheduled on the building. This is accepted.

The applicant has submitted a lighting plan which indicates that the building with 'low' bat roost potential will be subject to increased lighting post-development which could impact on any roosts should they be present. A revised lighting scheme has therefore been submitted which protects ecology and does not result in excessive light spill to potential bat roost features.

A construction method statement for avoidance of harm to protected species has been submitted as part of the application this is considered to be acceptable and its implementation can be secured by planning condition.

The BNG reports submitted propose a net gain of habitat units and hedgerow units. This demonstrates that a 11% biodiversity net gain has been achieved within the site in line with National Planning Policy.

The development is subject to the mandatory pre-commencement biodiversity gain condition, meaning the development cannot begin until a biodiversity gain plan and associated documents have been submitted and approved by the local planning authority.

The following onsite habitat interventions identified within the landscape plan are considered to be significant enhancements and will be required to be secured for 30 years through a suitable planning mechanism and a Habitat Management and Monitoring Plan (HMMP) will be required. A planning contribution of £10,926 is required for the monitoring of the significant enhancements on site. Given that the applicant and landowner is Knowsley Borough Council this contribution cannot be secured through a section 106 agreement. Therefore the payment has been made by an internal transfer from the Head of Communities to Planning. In the event that the planning permission is not implemented the amount paid will be reimbursed.

Significant enhancements include:

- Creation of mixed scrub
- Creation of 94 urban trees
- Enhancement of modified grassland to other neutral grassland.

The applicant should inform the LPA once all habitats are on site as this triggers the start of the management and monitoring requirement. This can be secured by planning condition.

Trees/Landscaping

Saved UDP policy DQ4 (Trees and Development) states that proposals for new development shall include appropriate planting of trees or other soft landscaping. It also states that where the Council accepts that tree loss is unavoidable the applicant will be required to make adequate provision for their replacement.

Local Plan Policy CS21 (Urban Greenspace) part 10 states "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.

The landscape strategy and tree reports identify 26 trees on the site to be removed and 94 trees to be planted. As this would be in excess of the 2:1 replacements which would normally be required it is considered to be acceptable and in accordance with Local Plan Policy CS21 saved UDP policy DQ4 and the Trees and Development - Supplementary Planning Document.

The hard and soft landscaping schemes are considered to be acceptable and would result in significant improvements to the visual amenity of the site and surroundings in accordance

with Local Plan policy CS21.

Surface Water Drainage

Paragraph 181 of the NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.

Policy CS24 (Managing Flood Risk) in the Local Plan states that :

- New development that may cause an unacceptable risk of flooding on the site or elsewhere will not be permitted.
- New development should preferably be located in areas of low probability of flooding.
- New development shall include flood mitigation measures, where necessary, to manage flood risk associated with or caused by the development.
- The drainage of new development shall be designed to reduce surface water run-off rates to those associated with a green-field site by treating it at its source.

A geo environmental assessment and flood risk assessment have been submitted in support of the application.

The flood risk assessment report has addressed the principles of sustainable drainage design and confirms that a system of rain gardens would be incorporated into the car park which would slow down the flow rate into the public sewer. Surface water run off from the new footpath and new paved surfaces adjacent to the building would be discharged into a series of SUD's ponds to be constructed alongside the main footpath. Further details of these features would need to be included within the detailed surface water drainage scheme.

Despite no details of the drainage features being submitted in support of this application, the LLFA believes that a sustainable drainage design for the site will be achievable, and as a result, the LLFA raises no objection to the proposed development subject to a planning condition securing surface water drainage scheme.

With the implementation of the above condition the proposal would be in compliance with Local Plan Policy CS24.

Contaminated Land

Paragraph 196 of the NPPF states that: "Planning policies and decisions should ensure that: a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation); b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and c) adequate site investigation information, prepared by a competent person, is available to inform these assessments."

Saved policy ENV5 (Contaminated Land) of the replacement UDP states that new development will not be permitted if there is existing contamination which could because

of the proposed development place the uses at unacceptable risk. Where there is evidence that a site may be affected by contamination, proposals should be accompanied by a site investigation report and schedule of remedial measures and a verification report shall be submitted before the development is brought into use.

The planning application has been supported by a Geo Environmental Preliminary Risk Assessment and a Phase 2 geo environmental report.

Whilst the site has not been subjected to any industrial use, there is the possibility of contamination from made ground associated with former housing and school on site, a park, football fields, artificial mounds, infilled ponds and an existing electricity substation it was concluded that it was likely that an intrusive investigation would be required.

A proportionate site investigation would therefore be required restricting the importation of topsoil onto the site until it has been tested for contamination. This can be secured by planning condition. Subject to this condition the proposal would be in compliance with ENV5.

Coal Mining

Paragraph 196 in NPPF states “Planning policies and decisions should ensure that:

a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);

b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and

c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.”

The Coal Authority have reviewed the site location plan provided and can confirm that the site falls within the Coal Authority’s defined Development Low Risk Area. On this basis they have no specific comments to make.

In the interests of public safety and to comply with the NPPF the Coal Authority’s standing advice note is recommended.

Conclusion

The proposals are considered acceptable in terms of highway safety, residential and visual amenity, flood risk and impacts on trees/ habitats.

In excess of 10% BNG would be achieved on this development.

The proposal would be in compliance with NPPF (2024) and the relevant Local Plan and saved UDP policies listed above.

Recommendation

That planning permission be granted subject to the following conditions.

- 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) 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) Development shall not commence until a detailed SUDS based drainage scheme based on the principles of the SUDS Manual (C753, dated Jun 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 and summary calculations using the principles as set out in Flood Risk Assessment report (dated February 25). The works shall be implemented in accordance with the approved scheme before the development is brought into use.

For avoidance of doubt the applicant should consider the following points in the preparation of surface water drainage strategy, detailed design drawings, calculations and supporting information shall be expected:

- o Evidence and justification (e.g. infiltration tests and groundwater levels) shall be required to demonstrate that in choosing drainage features for post development, the surface water drainage discharge hierarchy has appropriately been followed.

- o An explanation of existing drainage system/pipes and flow paths within the site and that how the site is affected by off-site surface water runoff.

- o A full CCTV survey of the pipes / outfalls that may be retained within the site as part of post development drainage system.

- o Where the proposals are connecting to an existing drainage system, it is likely that the authorities responsible for maintaining those systems will have their own design requirements. These requirements will need to be reviewed and agreed as part of any surface water drainage scheme.

- o The maximum discharge rate from the development site would be expected to be reduced to greenfield runoff rate wherever possible. As a minimum, brownfield sites should reduce the discharge by 50%, from the existing site runoff OR from the original un-surcharged pipefull capacity of the existing system, whichever is the lowest, depending on sufficient capacity in the recipient feature(s). The maximum discharge rate is determined by the LLFA in collaboration with the UU where the surface water discharges to the UU system.

- o Detailed Drainage Scheme Plan showing the layout of the proposed drainage network, post development impermeable area, the location of storage within the proposed development and how these relate to the submitted calculations, including any chamber, pipe numbers, direction of flow, invert and cover levels, gradients diameters and dimensions will be required. The methods of flow control must be detailed as should non-conventional

elements such as pond and permeable paving.

- o Sufficient information on the correct number of treatment stages in the surface water management train will also be required, for further information see the CIRIA SuDS Manual (C753).

- o Evidence that exceedance flows and runoff in excess of design criteria shall be considered - calculations and plans shall be provided to show where above ground flooding might occur and where this would pool and flow.

- o An assessment of groundwater levels and its fluctuations will be required.

- o Incorporate mitigation measures to manage the risk of sewer surcharge where applicable;

- o Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;

- o Foul and surface water shall drain on separate systems.

- o A Management and Maintenance Plan for the sustainable drainage system relating to the lifetime of the development through an appropriate legally binding agreement shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- (i) The arrangements for adoption by an appropriate public body or statutory undertaker or details of provision for management and maintenance by a resident's management company.

- (ii) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

- (iii) Details for planned maintenance and a mechanism for remedial and urgent repair works.

- (iv) Means of access for inspection and maintenance purposes.

- (v) The plan shall be implemented in accordance with the timeframes contained within it.

Reason: To prevent increased risk of flooding by ensuring the satisfactory storage of / disposal of surface water from the site and to comply with saved Policies CS2 and CS24 of the Knowsley Local Plan: Core Strategy, adopted January 2016.

- 4) The approved landscaping works indicated on the Soft Landscaping Strategy 70119719-0006 REV P02 shall be implemented and completed prior to the completion of development hereby permitted unless otherwise agreed in writing by the Local Planning Authority.

Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and to comply with Policy CS19 of the Knowsley Local Plan Core Strategy, adopted January 2016, and the National Planning Policy Framework.

- 5) All works which form part of the scheme submitted as part of the application (Lighting Impact Assessment, WSP, Document Reference: HAL-WSP-XX-XX-RP-Y-0002, August 2025),

which includes the steps necessary to minimise light intrusion to local dwellings shall be completed prior to first operation of the new lighting and shall be maintained thereafter in accordance with the agreed scheme.

Reason : In the interests of residential and visual amenity and to comply with Saved Policy ENV3 in the Knowsley Replacement Unitary Development Plan.

- 6) No topsoil is to be re-laid or 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

- 7) No part of the development hereby permitted shall be commenced until a demolition / construction management plan has been submitted to and agreed in writing by the Local Planning Authority that details the means of mitigation of construction / demolition effects. This shall include but not be limited to the following:
- o Methods for the mitigation of noise and vibration from building works, including any piling works, and from the operation of any temporary power generation or pumping plant which will operate overnight.
 - o Methods that can be put in place quickly, should odour control be required.
 - o Methods for dust control and suppression.
 - o Details of wheel washing facilities including location and type.
 - o The areas for the storage of plant and materials. Confirmation that no materials or skips will be stored on the public highway.
 - o Location and layout of site compound.
 - o Details of relevant pest control measures that will be put in place during the construction phase.
 - o Waste Audit
 - o Site Access/Egress Strategy: Including swept path analysis, vehicle turning space, and measures to avoid reversing onto the highway.
 - o Delivery Management Plan: Timed deliveries (avoiding peak periods), HGV routing, and booking systems to prevent waiting on-street.
 - o Contractor Parking Strategy: No worker parking on the highway, with suitable on/off-site arrangements in place.
 - o Pedestrian and Cyclist Safety: Safe alternative routes, maintained visibility splays, and protection measures during footway closures.
 - o Traffic Management Details: Any temporary traffic controls, signage, TTROs, or closures should be clearly set out and fully justified.
 - o Licensing Requirements: Identification of any required hoarding, skip, scaffolding or other highway licences.
 - o Communication Plan: Site contact details, complaint procedures, and notification methods for residents and stakeholders.
 - o Monitoring and Enforcement: Proposals for regular site inspections, complaint resolution, and maintenance of road cleanliness.
 - o Phasing and programme of construction works

During the demolition / construction period no works shall take place outside the hours of: 0800 to 1800 Monday to Friday, 0800 to 1300 Saturday and not at all on Sundays, Bank Holidays or Public Holidays except with the prior written permission of the Local Planning Authority.

All site works shall then proceed only in accordance with the approved management plan unless otherwise agreed in writing beforehand with the Local Planning Authority.

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.

- 8) Prior to the first use of the multi use games areas or car park the recommendations as per the noise report and technical note, included with the application, by Wardell Armstrong, (Noise report, March 2025 / Technical note, July 2025) shall be implemented in full.

All works which form part of the scheme shall be implemented in full in accordance with the scheme as agreed. Documentary evidence of the works shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development.

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.

- 9) The development should be implemented in full accordance with the Avoidance of Harm to Bats, Birds, Reptiles, Amphibians and Badger during construction, Halewood LUF (P.2048.24 REVISION B 1ST AUGUST 2025) Aserta Ecology.

Reason : - To ensure adequate protection is afforded to protected species and to ensure compliance with policy CS8 in the Knowsley Local Plan (Core Strategy) .

- 10) The development hereby permitted shall not commence until a biodiversity gain plan has been submitted to and approved in writing by the Local Planning Authority. The biodiversity gain plan must include :

- (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 and the biodiversity value of that gain in relation to the development;
- (e) any biodiversity credits purchased for the development; and
- (f) any such other matters as the Secretary of State may by regulations specify.

The biodiversity gain plan approved shall be implemented prior to the permitted development coming into use.

Reason: To comply with paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 and Policies CS2, CS8, CS19 and CS21 of the Knowsley Local Plan Core Strategy adopted January 2016.

- 11) Prior to the commencement of development, a Habitat Management and Monitoring Plan (the HMMP) prepared in accordance an approved Biodiversity Gain Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include:

1. A non technical summary
2. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
3. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
4. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of the planting works;
- and
5. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the Local Planning Authority,

The habitat creation and enhancement works approved under the above section must be implemented in full in accordance with a timetable to be submitted to and approved in writing by The Local Planning Authority.

Notice in writing shall be made to the Local Planning Authority of any successors to the original body responsible for the implementation of the works. A completion report, evidencing the completed habitat enhancement works shall be submitted to and approved in writing by the Local Planning Authority within one month of the completed works.

Reason : To ensure the protection, enhancement , monitoring and long term maintenance and management of habitats and to comply with paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 and Policies CS2, CS8, CS19 and CS21 of the Knowsley Local Plan Core Strategy adopted January 2016.

- 12) Notwithstanding the submitted site layout prior to the commencement of development, a revised site layout plan shall be submitted to and approved in writing by the Local Planning Authority.

The revised plan shall be in accordance with the approved vehicle tracking drawings and shall include the following details:

- a) Car Parking Provision - confirmation of the total number and layout of car parking spaces, including standard, electric vehicle charging, family and accessible bays, with all bays shown at a recognised scale and dimensioned to demonstrate compliance with current design standards.
- b) Electric Vehicle Charging Infrastructure - confirmation of the location and type of active EV charging points serving not less than 10% of the total parking provision.
- c) Cycle Parking - cycle parking layout identifying the total number of spaces, the split between short-stay and long-stay provision, whether spaces are covered and secure, and their locations in relation to building entrances and principal desire lines.

The development shall not be brought into use until the approved parking and cycle facilities have been fully implemented in accordance with the approved plans and shall thereafter be retained and made available for their intended use for the lifetime of the development.

Reason: To ensure that the detailed layout of the site, including parking, electric vehicle charging, accessible parking and cycle facilities, is agreed at an early stage so that construction proceeds in a manner that delivers safe, inclusive and sustainable access arrangements and avoids the need for abortive or non-compliant works. This approach is necessary to safeguard highway safety and the convenience of all users and to ensure that the development is constructed in accordance with Policies CS2 and CS7 of the Knowsley Core Strategy and paragraphs 110, 111 and 114 of the National Planning Policy Framework, which require developments to provide safe and suitable access for all users and to promote sustainable transport modes.

- 13) Prior to the installation of any CCTV camera full details of the camera and housing together with details of the field of view of all of the cameras shall be submitted to and approved in writing by the Local Planning Authority. The field of view of the cameras shall be restricted to within the application site boundary. The cameras shall be installed in accordance with the approved details and retained as such thereafter.

Reason :- In the interests of visual and residential amenity and to ensure the CCTV cameras do not result in any loss of privacy to neighbouring occupiers and to ensure compliance with Policy CS19 in the Knowsley Local Plan Core Strategy .

SCHEDULE 1

Date Received	Ref. No	Version	Drawing/Document Title
17/12/2025	00290067981-WSP-XX-XX-DR-00005	REV P01	VEHICLE TRACKING - LARGE CAR
17/12/2025	00290067981-WSP-XX-XX-DR-00010	REV P01	VEHICLE TRACKING - 12M RIGID BUS
17/12/2025	00290067981-WSP-XX-XX-DR-00004	REV P01	VEHICLE TRACKING - LARGE CAR
17/12/2025	00290067981-WSP-XX-XX-DR-00009	REV P01	VEHICLE TRACKING - 10M RIGID VEHICLE
13/03/2025	70119719-ARB-AIA-HLC	-	ARBORICULTURAL IMPACT ASSESSMENT
13/03/2025	70112144-ARB-001	-	TREE CONSTRSINTS REPORT
13/03/2025	-	-	COAL MINING RISK DESK TOP STUDY
13/03/2025	70119719_WSP_LUD_HLC_DR_LA_0002	REV P01	SITE LOCATION PLAN

09/04/2026	70119719_WSP_L UD_HLC_DR_LA_ 0004	REV P04	PROPOSED SITE PLAN
09/04/2026	70119719_WSP_L UD_HLC_DR_LA_ 0006	REV P02	PROPOSED SOFT LANDSCAPE STRATEGY
06/05/2026	Q40		FENCING SYSTEMS
06/05/2026	-		PAVING SPECIFICATION
06/05/2026	00290067981- WSP-XX-XX-DR- LA-5001	P01	DETAIL PAVING TREATMENTS
13/03/2025	001	-	PRELIMINARY ECOLOGICAL APPRAISAL
13/03/2025	P.2048.24	REV A	AVOIDANCE OF HARM TO BATS, BIRDS, REPTILES, AMPHIBIANS AND BADGER DURING CONSTRUCTION
13/03/2025	70119719_WSP_H DG_RP_0001	-	FLOOD RISK ASSESSMENT AND OUTLINE DRAINAGE STRATEGY
13/03/2025	-	-	HEALTH IMPACT ASSESSMENT
13/08/2025	HAL-WSP-XX-XX- RP-Y-0002	P03	LIGHTING IMPACT ASSESSMENT
13/03/2025	LC-TS-01	-	TRANSPORT STATEMENT
10/04/2026	70119719_WSP_L UD_HLC_DR_LA_ 0005	P02	HARD LANDSCAPING
11/12/2025	P.2048.24E	-	STATUTORY METRIC CONDITION ASSESSMENT
11/12/2025	P.2048.24F	-	BIODIVERSITY IMPACT ASSESSMENT
11/12/2025	-	-	STATUTORY METRIC (BNG)

Signed Case Officer¹: **Mark Quinn**

**Signed Authorising
Officer²:** **Jo Sheridan**

Date: **12/05/2026**

Informatives

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

- 1 A pre commencement and post completion highway condition survey of Baileys Lane will be required. Any deterioration attributable to construction traffic must be repaired by the developer at their cost. This includes carriageway, footways, verges, drainage features, ironwork, markings, and signage.

Contact: Knowsley's Highways Site Development Team - SiteDevelopment@knowsley.gov.uk

- 2 The developer is reminded of their obligations under Sections 131, 148 and 149 of the Highways Act 1980. It is an offence to deposit mud, debris, materials, or other substances on the highway, or to damage the road surface. Adequate wheel washing, containment and housekeeping measures must be in place throughout construction. The Council reserves the right to recover costs for cleansing or repairs.

- 3 Any new street lighting, traffic signals, or traffic signs required as part of works on the existing public highway or any highway proposed for adoption will be subject to commuted sums to cover long-term maintenance as part of the Council's Street Lighting and Signing PFI contract. All such infrastructure must be 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

- 4 The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: [Mining Remediation Authority - GOV.UK](http://MiningRemediationAuthority.gov.uk)

Standing Advice valid from 1st January 2025 until 31st December 2026

- 5 Based on the information available to this division we are not aware of any contamination on this site. However, the responsibility to properly address contaminated land issues lies with the owner/developer of the site, irrespective of any involvement by this Authority. The applicant/developer is requested to contact the Council's Environmental Protection Unit (Tel: 0151 443 4712) as soon as is practicable should contamination be encountered during the development of the site.

If contaminated material is encountered the applicant/developer is required to dispose of the contaminated arisings appropriately. They should also be aware of their health and safety responsibilities to workers in respect of handling such materials. The developer should also ensure that no pathways are created by which any contamination may either migrate off-site or affect site users.

