

Report to: PLANNING COMMITTEE **Date of Meeting:** 19 January 2022

Subject: [DC/2021/02138](#)
[503-509 Hawthorne Road, Bootle, L20 6JJ](#)

Proposal: Redevelopment of the site to provide new residential dwellings and extra care dwellings along with associated works including landscaping and provision of access from Hawthorne Road.

Applicant: Housing 21 And Onward Homes Limited **Agent:** Mr Brad Wiseman Savills

Ward: Litherland Ward **Type:** Full Application - Major

Reason for Committee Determination: Discretion of Chief Planning Officer

Summary

The proposal is for the erection of 67 dwellinghouses and an extra care facility comprising 91 units. The site is designated as a Regeneration Opportunity Site and it is considered that the proposal would meet the aims of this policy. The housing element of the proposal would be 100% affordable, while the Adult Social Care Manager has confirmed her support of the extra care element. In terms of residential amenity, the proposal provides a good standard of internal and external living for all future occupiers. The scheme is considered to be of a good design which would provide a significant enhancement to the Hawthorne Road corridor.

The two distinct phases of the development would be served by separate accesses, and the Highways Manager has raised no objection to the proposal on highway safety grounds. There are significant contamination issues associated with the site given historic industrial uses, however appropriate investigation and remediation can be secured by way of condition. Overall, the proposal would make a significant contribution to housing and extra care need in the borough and bring forward a vacant opportunity site as identified within the Local Plan. It is considered that the proposal complies with adopted local and national policy and is therefore recommended for approval.

Recommendation: Approve with Conditions

Case Officer Steve Faulkner

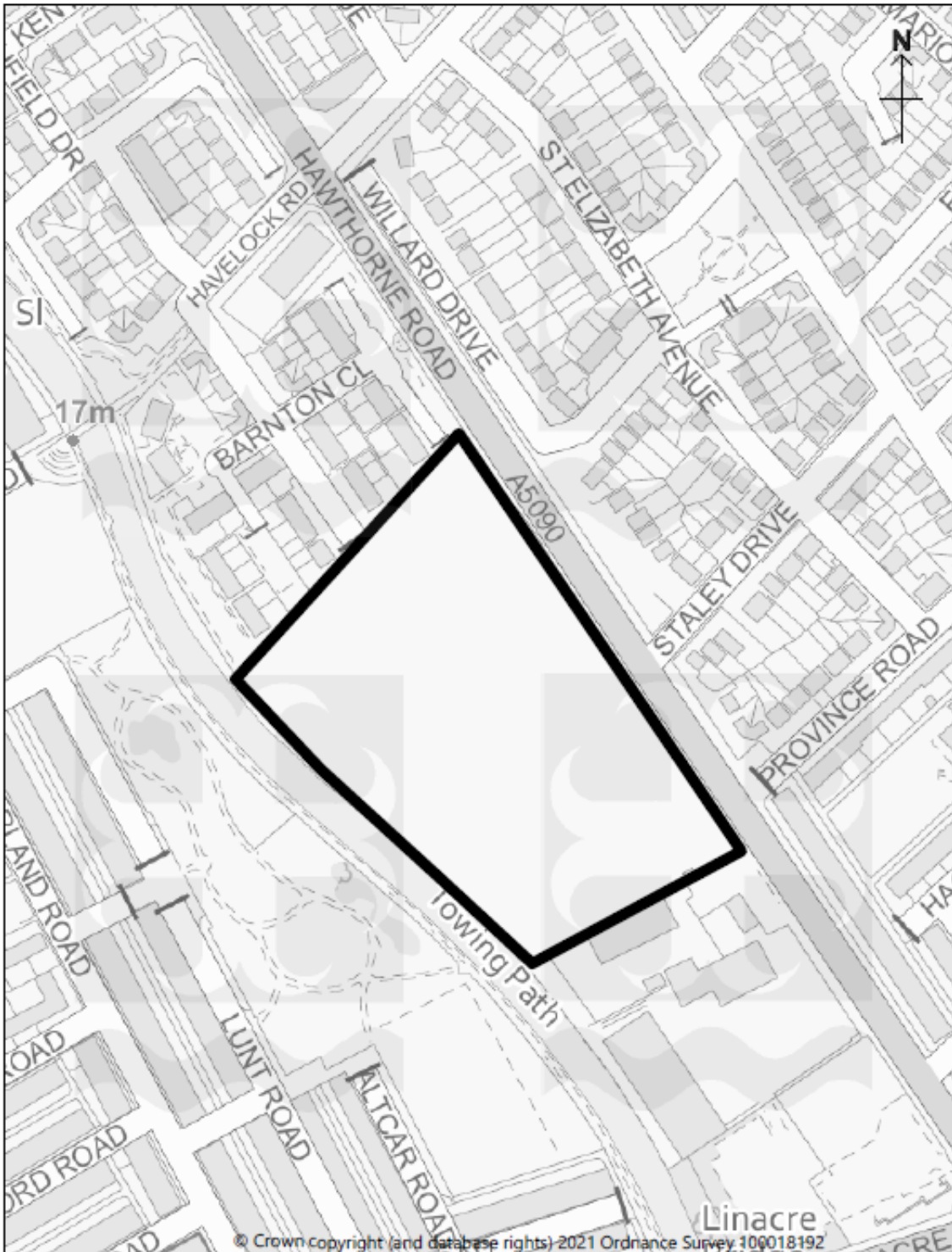
Email planning.department@sefton.gov.uk

Telephone 0345 140 0845

Application documents and plans are available at:

<http://pa.sefton.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=QYGCEGNWLVN00>

Site Location Plan



Sefton Council



Reference: Map reference

Date: 29/11/2021

Scale: Scale: 1:2500

Created by: Initials

The Site

The site comprises 2.7 hectares of vacant land previously occupied by commercial and industrial buildings bounded by Hawthorne Road to the east, a salvage yard to the south, the Leeds and Liverpool Canal to the west and residential properties on Barnton Close to the north.

History

The Council provided an Environmental Impact Assessment Screening Opinion in May 2021 concluding that the development of 62 dwellings and a 91-unit extra care facility would be unlikely to have 'significant effects on the environment' thus not warranting the preparation of an Environmental Statement (DC/2021/01025).

Outline planning permission was granted in July 2018 for the layout of a mixed-use development comprising a 2,300sqm retail unit, 119 dwellings and associated access, parking and landscaping (DC/2014/01312). An application to vary the trigger point of various pre-commencement conditions attached to the outline permission was submitted in June 2019, however this has not been determined (DC/2019/01121).

Two alternative outline residential schemes were granted permission in 2005 (S/2005/0004 and S/2005/0624). Various applications relating to the bus depot and commercial/ industrial uses which occupied the site were granted permission prior to this from the 1970s to 1990s.

Consultations

Adult Social Care Manager

No objection.

Cadent Gas

No objection.

Canal and River Trust

No objection subject to conditions.

Environment Agency

No objection subject to conditions.

Environmental Health Manager

No objection subject to conditions.

Highways Manager

No objection subject to conditions.

Local Plans Manager

No objection.

Merseyside Environmental Advisory Service

No objection subject to conditions.

Merseyside Police Architectural Liaison Officer

Requested information relating to boundary treatments (*to be conditioned*).

Natural England

No objection subject to conditions.

Neighbour Representations

Merseyside & West Lancashire Bat Group has requested that measures be implemented in order to limit light spill during construction and the lifetime of development.

Policy Context

The application site lies within an area designated as a Regeneration Opportunity Site in the Sefton Local Plan which was adopted by the Council in April 2017.

Assessment of the Proposal

The proposal is for the erection of 67 dwellinghouses, which would be 100% affordable, and a three-storey extra care facility containing 91 units. Both applicants have been successful in obtaining Brownfield Land Funding from the Liverpool City Region Combined Authority.

The site has been subject to previous applications for residential-led redevelopment over the last 15 years, all of which that have all been granted permission but have not been delivered due to the presence of very significant land contamination which has rendered all previous attempts at redevelopment unviable. The applicant has advised that the current proposal is only able to progress due to fact that Brownfield Land Funding from the Liverpool City Region Combined Authority has been secured, in addition to funding received from Homes England.

The main issues to consider are the principle of development, matters relating to housing provision, residential amenity and general environmental impacts.

Principle of Development

The site is located within an area allocated as a Regeneration Opportunity Site. Policy ED6 of the Local Plan states that: - 'This site is suitable for housing development. Partial development for

other uses will be permitted where this does not prevent the development of the remainder of the site for housing, and where the proposed uses are compatible with a residential environment.' It is therefore considered that the proposal is acceptable in principle.

Housing Provision

The joint applicants (Housing 21 and Onward Homes) are a care provider and registered affordable housing provider. The proposal includes 67 dwellings which would be entirely affordable rent. This is considered acceptable with respect to the Local Plan policy HC1 and the affordable housing needed identified locally within the Council's most recent [Strategic Housing Market Assessment](#). In summary the SHMA identifies an oversupply of affordable homes, however much of these are older, energy inefficient and without adequate outdoor space, therefore the provision of new modern homes is deemed to be a positive intervention. This can be secured within a section 106 legal agreement. Given the proposal is wholly affordable, the housing mix policy set out under Local Plan policy HC2 does not apply.

In respect of the extra care facility, this is by definition Use Class C2 (care institutions) as opposed to C3 (dwellinghouses). The submitted plans indicate that the facility would also include communal areas and offices for staff members. The applicant has confirmed that the facility would be for persons of 55 years and older as required by the Supplementary Planning Document 'Affordable and Special Needs Housing'. This can also be secured within a section 106 legal agreement.

The Adult Social Care Manager has been consulted on the application and stated her support. The proposal would provide a significant step in meeting the need for extra care facilities in Bootle as highlighted within [Sefton's Extra Care Prospectus](#). Specifically, a requirement for 251 affordable extra care units up to the year 2036 within the Bootle/ Netherton area.

Living Conditions of Future Occupiers and Existing Neighbours

Future Occupiers

The proposal is subject to Local Plan policy HC3 and the guidance contained within the 'New Housing' Supplementary Planning Document. The submitted site plan indicates that there would be sufficient distance between dwellings to protect privacy, outlook and availability of light. All properties would meet the respective minimum garden standards set out under the SPD – 50sqm for one and two-bedroom dwellings and 60sqm for three plus bedroom dwellings. There are two blocks of six flats towards the northeast corner of the site which would each benefit from communal garden areas of around 200sqm which exceeds the Council's standard of 20sqm per flat. Internally the flats are all one-bedroom and exceed the Council's minimum floor space standard of 37sqm.

The applicant has submitted a Noise Report which has been reviewed to the satisfaction of the Environmental Health Manager. Measures to secure a good standard of internal soundproofing can be secured by condition. In terms of outdoor areas, during the course of the application the

applicant reorientated a number of dwellings closest to Hawthorne Road in order to ensure these are not subject to unacceptable traffic noise levels.

Further additional mitigation measures are required in respect of outdoor useable spaces, in particular in respect of the Extra Care facility, and a further condition is recommended to secure the control of plant and equipment for the extra care facility to prevent impacts on future occupiers.

There is no specific guidance relating to extra care facilities. However in applying the guidance contained within the 'Flats and Houses Multiple Occupancy' Supplementary Planning Document (SPD) as similar living arrangements, it is clear a good standard of amenity would be afforded. All one-bedroom units exceed 37sqm in floor area while all two-bedroom units exceed 61sqm, and therefore meet the Council's standards. In terms of outdoor space, the extra care facility sits amongst landscaped grounds over 5,000sqm in area which far exceeds the 20sqm standard required per flat within the above SPD.

Existing Neighbours

The closest neighbouring properties are located to the north on Barnton Close. The development has been laid out so as to comply with the Council's minimum separation distances, including those recommending a minimum separation of 10.5sqm between the rear windows of dwellings and neighbouring boundaries.

Design and Character

The site is currently vacant having been cleared of redundant commercial and industrial buildings. The surrounding land to the north and east has been redeveloped from the mid-2000s to present day by developers Bellway with a mix of detached, semi-detached, terraced dwellings and flats. Earlier terraces are located to the west across the adjacent canal and public open space while a corridor of industrial uses continues to the south.

Local Plan policy EQ2 requires that new development responds positively to local form, character and distinctiveness. The Council are also currently running a pilot scheme of the Government's National Model Design Code which specifically looks at canal-side sites in Bootle.

The proposal includes two distinct phases, A – the dwellings occupying the northern half of the site, and B – the extra care facility occupying the southern half. In respect of layout, the proposal is considered to be of an appropriate density, providing active frontages to both Hawthorne Road and the Leeds and Liverpool Canal. Enhanced landscaping is proposed to the canal frontage. It is considered that the extra care facility sits comfortably within its extensive grounds.

The layout plan proposes a link to the footpath adjacent to the canal in front of a number of properties to Barnton Close, to the north and west of the site. This would give rise to a 340 metre walk to the nearest bus stop (at Harris Drive) for the new property nearest the proposed

connection (plot 27). This is compared with a 260 metre walk to the relocated bus stop if walking directly through the new housing development from that same property. The walk to the top of Pennington Road footbridge from the link would be 280 metres but double the length (560 metres) should the link be removed.

However, it is also clear that the existing path fronting Barnton Close serves little purpose at present. It is not only poorly surfaced, but is not lit either, and though the link to the footbridge becomes longer, it would be much safer with the key relevant issue being connectivity to public transport.

In the light of the above, it is considered that there is no reason for the proposed link to be sustained. An additional planning condition is therefore recommended enabling the link to be removed but the condition would not need to be added should members be minded to maintain the link as indicated on the submitted plans.

The dwellings comprise a mix of terrace and semi-detached dwellings of two storeys in height. The styles of dwellings are generally traditional with some modern interventions including floor to ceiling windows and flat canopies to entrances in various colour ranges. The use of a number of brick colours and roof styles, including prominent gables to terrace dwellings, is considered acceptable with respect to the other relatively modern developments which characterise this stretch of Hawthorne Road.

The extra care facility is the largest building within the proposal occupying an extensive footprint and comprising three storeys in height. The height is considered acceptable given a set back from the public highway and the presence of other three storey plus buildings nearby at Ken Mews. The building takes on a 'h'-shaped plan with a variety of facing materials which assist in softening its visual impact.

The applicant has submitted outline landscape proposals which are considered to be acceptable. Full details of planting can be secured by condition along with full details of boundary treatments to the extra care facility which were queried by the Police Architectural Liaison Officer. This includes specific provision for additional extra heavy standard trees to the Hawthorne Road boundary and to benefit the outlook of Extra Care occupiers facing the adjacent commercial premises to the south and east.

In terms of boundary treatments to Phase A, these have been clarified as primarily 1.8m fencing between properties, although fencing would reach a height of 2.4m to the boundary with the extra care facility which is supplemented by hedgerow planting. Railings would be introduced to Hawthorne Road in a manner similar to the adjacent development at Barnton Close.

There is no public open space provided, however this is not a policy requirement on schemes providing fewer than 150 dwellings. The explanatory text to policy EQ9 explains that this requirement only applies to Use Class C3 and not care institutions.

Overall, the proposal would utilise a vacant previously poor-quality area with modern attractive residential accommodation. The proposal would vastly improve the appearance of the Hawthorne Road corridor and is of an appropriate design with regard to local form, character and distinctiveness. Opportunities have been taken to improve the canal frontage and it is considered that the proposal complies with policy EQ2.

Environmental Matters

Ground Contamination

The application site has an extensive history of invasive uses which have or have had the potential to contaminate the site, including historic lead works and more recently a bus depot.

The submitted ground investigation report has identified widespread heavy metal contamination in soil and groundwater. The Environmental Health Manager considers that further investigation is necessary to delineate potential sources of contamination, while the Environment Agency has requested that the subsequent remediation strategy considers risks to controlled waters including the Principal Aquifer below the site. The submitted report also indicates the presence of tin slag within the layer of crushed material which covers the site following demolition of the previous buildings. Both the Environmental Health Manager and Environment Agency have requested a scheme of remediation which is necessary and can be secured by condition.

Low Carbon Design and Sustainability

The site is situated within an accessible location on former industrial land and is considered to be a good example of urban renewal and sustainable development. The submitted Design and Access Statement details a number of sustainability measures to be incorporated including a fabric first approach, use of energy efficiency systems and power supply from low or zero carbon technologies. In addition to this each dwelling would be required to be served by an electric vehicle charging point. Waste minimisation during the construction phase can be secured within a Construction Environment Management Plan. Overall, it is considered that the proposal complies with policy EQ7 in relation to sustainability and low carbon design.

Flood Risk and Drainage

The site lies within Flood Zone 1 indicating low risk of flooding. The applicant has submitted a detailed Flood Risk Assessment and Drainage Strategy which has been reviewed to the satisfaction of the Flooding and Drainage Manager. The applicant has initially ruled out infiltration due to unfavourable ground conditions, and discharge of surface water into the adjacent canal due to the gradient relative to the application site. Outline proposals are therefore to connect to the adjacent combined sewer beneath Hawthorne Road at an attenuated rate. Full details and evidence to conclusively rule out more sustainable methods of surface water drainage can therefore be secured by condition.

Ecology

The application site has limited ecological interest although the adjacent canal hosts habitat for various species. It is considered necessary to secure protective measures during the construction phase through a Construction Environment Management Plan, while it is also necessary to condition a scheme of external lighting to minimise glare onto the canal and associated habitat. Net biodiversity gain can be delivered in the form of bird and bat boxes throughout the development.

Given the scale of development, the application has been screened for Habitats Regulations Assessment and Likely Significant Effects on designated sites resulting from increased recreational pressure. In the circumstances, the Council's environmental advisors Merseyside Environmental Advisory Service consider that an advisory leaflet in house sales packs represents commensurate mitigation. Natural England agree with this approach.

Archaeology

The application site contains two listings on the Historic Environment Record, the Linacre Brick and Tile Works dated the late 19th century and a canal-side building dated the early 19th century. Given the potential for below ground remains and the importance of the former in the development of Bootle it is considered reasonable to require archaeological investigation and recording. This can be secured by condition in line with the Council's archaeological advisor's request.

Minerals

While the Site lies within a Mineral Safeguarding Area it is also an urban allocation in the Local Plan with extant (i.e. existing) permission in place. A full detailed Minerals Statement is therefore not considered necessary.

Other Matters

Developer Contributions

The application site lies within an area where there is sufficient capacity in local primary schools, therefore there is no requirement for education contributions to be made on this application. Similarly there are no site-specific development requirements contained within the Local Plan.

Transportation, Access and Highway Safety

The applicant has submitted a Transport Assessment which has been reviewed to the satisfaction of the Highways Manager. The proposal involves separate accesses to the two distinct elements of the proposal, subject to the relocation of an existing bus stop which can be secured by condition. It is considered the accesses will benefit from adequate visibility splays. The two accesses will include footways while separate footway access is available to the development from both Hawthorne

Road and Barnton Close. Off-site works are necessary in order to improve accessibility for pedestrians which can be secured by condition and delivered through highways legislation. It is understood that the extant permission relating to the site was designed as a signalled junction as this was considered necessary for the anticipated number of vehicle movements associated with dwellings and a supermarket. However, a signalled junction is not considered necessary for this proposal.

In terms of traffic generated by the proposed development, the anticipated two way movements at weekday AM and PM peak are as follows:

	Dwellings	Extra Care	Total	2018 permission
AM Peak	26	9	35	67
PM Peak	25	11	36	174

The applicant has demonstrated through modelling that these movements would not result in an unacceptable impact on highway safety or severe residual cumulative impact. In terms of accessibility the site is well served by the local bus network with a cycle route along the Leeds and Liverpool Canal and good accessibility to local amenities.

Within the site, the access roads and footways accord with the Council's standards. It will be necessary to implement 20mph speed limits on access roads which can be secured by condition. In terms of parking, all dwellinghouses would benefit from 2 spaces whereas single bedroom flats would benefit from 1 space. The extra care facility will benefit from, 47 parking spaces. This is considered acceptable with respect to the 'Sustainable Travel and Development' Supplementary Planning Document. Cycle storage and electric vehicle charging points can be secured by condition in order to encourage low carbon means of transportation, while it is also reasonable to request separate Travel Plans for the residential and extra care aspects of the development.

Given the scale of the development it is reasonable and necessary to require the submission of a Construction Traffic Management Plan. Overall, however it is considered that the proposal is acceptable with regard to policy EQ3. There are no unacceptable impacts on highway safety and the scheme will provide suitable access to, from and within the development for all.

It is noted that members have requested consideration of a single access to the development. The applicant has advised that the development will come forward in two distinct phases. The joint applicants will each deliver a separate phase: Onward Homes will deliver the affordable homes, and Housing 21 will deliver the extra care scheme.

As the timing of each phase is not known, it is felt that the most appropriate way for the development to come forward is with two separate vehicular accesses, which can be accommodated given the levels of traffic anticipated for each.

In addition to those physical constraints, the applicant indicates that there are operational reasons for having two accesses from Hawthorne Road. Purpose built extra care schemes are carefully

designed to provide safety and security to those residents with care needs. These developments are a place of calm for many residents (for example those with dementia) which benefit from an absence of through traffic. For those reasons they consider it to be highly preferable for the extra care scheme to be accessed separately from the proposed residential dwellings.

As such the provision of two separate accesses is informed by:

- The imminent expiry of Government funding preventing wholesale changes to the layout of the proposed development;
- The phasing of the two developments, being delivered by two separate developers; and
- The nature of extra care schemes requiring privacy and security for residents.

The applicant has advised that the requirement for Government funding is of great importance to this proposal, given that Homes England funding must be committed (i.e. permission granted) before the end of the current financial year; otherwise those funds may be reallocated. They have advised in those circumstances that the application must be determined at this Planning Committee so that, if approved, all commercial arrangements can be finalised ahead of this deadline.

Conclusion and Planning Balance

The proposal would meet the aims of Local Plan policy ED6 in terms of bringing a vacant Regeneration Opportunity Site into use. There would be significant benefit associated with developing this prominent and extensive stretch of Hawthorne Road with modern accommodation comprising 100% affordable rent dwellings and extra care units for older residents.

The proposal is of a good design and provides a good standard of living for future occupiers. Matters relating to ground contamination can be addressed through appropriate investigation and remediation. Overall, it is considered that the proposal complies with adopted local and national policy and is thus recommended for approval.

Recommendation - Approve with Conditions

Conditions

Time Limit for Commencement

- 1) The development hereby permitted shall be commenced before the expiration of five years from the date of this permission.

Reason: In order that the development is commenced in a timely manner, as set out in Section 91 of the Town and Country Planning Act 1990 (as amended).

Approved Plans

2) The development shall be carried out in accordance with the following approved plans and documents:

- Site Location Plan (20020-PJA-00-ZZ-DR-A-001-B)
- Proposed Site Plan (20020-PJA-00-ZZ-DR-A-100-H)
- Outline Landscape Proposals (MR21-065/101-A, 102-B and 103-A)
- House Type A1 Plans and Elevations (20020-PJA-A1-ZZ-DR-A-110 and 120-A)
- House Type B1 Plans and Elevations (20020-PJA-B1-ZZ-DR-A-110-A and 120-B)
- House Type C1 Plans and Elevations (20020-PJA-C1-ZZ-DR-A-110 and 120-A)
- House Type D1 Plans and Elevations (20020-PJA-D1-ZZ-DR-A-110-A and 120-B)
- House Type E1 Plans and Elevations (20020-PJA-E1-ZZ-DR-A-110 and 120-A)
- House Type F1 Plans and Elevations (20020-PJA-F1-ZZ-DR-A-110 and 120-A)
- House Type G1 Plans and Elevations (20020-PJA-G1-ZZ-DR-A-110-A and 120-B)
- House Type H1 Plans and Elevations (20020-PJA-H1-ZZ-DR-A-110 and 120-A)
- House Type J1 Plans and Elevations (20020-PJA-J1-ZZ-DR-A-110 and 120)
- Proposed Ground Floor Plan Extra Care (20020-PJA-EC-00-DR-A-110-C)
- Proposed First Floor Plan Extra Care (20020-PJA-EC-01-DR-A-111-C)
- Proposed Second Floor Plan Extra Care (20020-PJA-EC-02-DR-A-112-C)
- Proposed Roof Plan Extra Care (20020-PJA-EC-ZZ-DR-A-113-A)
- Proposed Elevations Hawthorne Road (20020-PJA-EC-ZZ-DR-A-120-C)
- Proposed Elevations West (20020-PJA-EC-ZZ-DR-A-121-B)
- Proposed Elevations Canal (20020-PJA-EC-ZZ-DR-A-122-B)
- Proposed Elevations East Courtyard (20020-PJA-EC-ZZ-DR-A-123-B)
- Proposed Elevations South Courtyard (20020-PJA-EC-ZZ-DR-A-124-B)
- Proposed Elevations North Courtyard (20020-PJA-EC-ZZ-DR-A-125-B)
- Proposed Street Scene Hawthorne Road (20020-PJA-00-ZZ-DR-A-101-B)
- Proposed Street Scene Canal (20020-PJA-00-ZZ-DR-A-102-B)
- Proposed Phasing Plan (20020-PJA-00-ZZ-DR-A-004)
- Environmental Noise Survey, Noise Break-In Assessment & Sound Insulation Scheme dated 17 November 2021

Reason: For the avoidance of doubt.

Prior to Commencement of Development

3) Prior to the commencement of development, a Planning Obligation under Section 106 of the Town and Country Planning Act 1990 must be entered into with the Council to secure the affordable housing on the site and the provision of extra care units for persons of 55 years and older only.

Reason: To ensure that the development provides appropriate affordable housing.

4) No development or phase of development as shown on Proposed Phasing Plan: 20020-PJA-

00-ZZ-DR-A-004 (hereinafter referred to as Phases A & B) shall take place until a Written Scheme of Investigation including programme of archaeological works has been submitted to and approved in writing by the Local Planning Authority for that phase of development. The scheme must include the following:

- A phased programme and methodology of site investigation and recording;
- A programme for post-investigation reporting to include production of a final report of the significance of the below-ground archaeological interest;
- Provision for appropriate publication and dissemination of the archaeology and history of the site;
- Provision for archive deposition of the report, finds and records of the site investigation;
- Nomination of a competent person or persons / organisation to undertake the works set out within the approved WSI.

The development shall be carried out strictly in accordance with the approved scheme.

Reason: In order to ensure appropriate recording or archaeology and non-designated heritage assets.

- 5) Notwithstanding the submitted Preliminary Risk Assessment and Phase II Geoenvironmental Site Assessment, no development shall commence until additional site investigation is carried out in accordance with a scope of works which shall previously have been agreed in writing by the Local Planning Authority. The investigation and assessment must be undertaken by competent persons with a report of the findings including an appraisal of remedial options and most appropriate for each relevant pollutant linkage has been submitted to and approved in writing by the Local Planning Authority.

Reason: The details are required prior to development commencing to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised and in order to protect water quality in the underlying Principal aquifer, Shirdley Hill Sand Secondary A aquifer and the adjacent canal.

- 6) No development shall commence until a remediation strategy to bring the site to a condition suitable for the intended use by removing unacceptable risks and the relevant pollutant linkages identified in the approved investigation and risk assessment, has been submitted to and approved in writing by the Local Planning Authority. The strategy must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and roles and responsibilities. The strategy must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 on completion of the development. The remediation strategy must be carried out in accordance with the approved details at all times.

Reason: The details are required prior to development commencing to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised and in order to protect water quality in the underlying Principal aquifer, Shirdley Hill Sand Secondary A aquifer and the adjacent canal.

- 7) No development or phase of development shall commence other than as may be required in relation to remediation until details of existing ground levels and proposed finished ground and floor levels for the respective phases or phases have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: These details are required prior to commencement to ensure an acceptable visual appearance to the development and/or to ensure that the privacy of neighbouring occupiers/land users is retained at all times.

- 8) No development or phase of development shall commence until a Construction Traffic Management Plan relating to that specific phase or phases has been submitted to and approved in writing by the Local Planning Authority. The plan must include a programme of works, days and hours of working, a site layout during the construction phase, relevant contact details, routes to be taken by delivery vehicles, methods for traffic management including directional signage and full details of the proposed measures to ensure that mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance. The provisions of the approved Construction Traffic Management Plan shall be implemented in full during the period of construction.

Reason: This is required prior to the commencement of development in order to ensure the safety of highway users during both the construction phase of the development.

- 9) No development or phase of development shall commence until a Construction Environmental Management Plan relating to that specific phase or phases has been submitted to, and approved in writing by, the Local Planning Authority. The approved statement shall be adhered to throughout the construction period and shall include the following:
- Pollution, noise, light and dust control measures including timing of activities in order to protect adjacent residents and ecological habitat;-
 - Protective measures to be applied during bird breeding season
 - Protection measures for the adjacent canal including appropriate storage of materials and steps to be taken to prevent pollution into the canal
 - Details of any ground-penetrating activity required including piling, investigation boreholes, or excavation require for subsequent ground source heating or cooling systems
 - Measures in order to minimise construction waste.

Reason: To protect the amenity of adjacent land users and ecological interest of the area, prevent air, ground and water pollution and minimise waste.

- 10) No development or phase of development shall commence above slab level until a surface water drainage scheme relating to that specific phase or phases, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions has been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement National Standards. Proposals for infiltration must be accompanied by an assessment of risks to controlled waters while the Finished Floor Levels for all dwellings and the extra care facility must be at least 150mm above ground level.

The development shall be carried out in accordance with the approved details. The scheme shall be implemented in accordance with the approved details prior to occupation of the respective phase of phases of development and retained thereafter in perpetuity.

Reason: These details are needed prior to the commencement of development in case design changes are necessary; in order to promote sustainable development, in order to secure proper drainage and to manage risk of flooding and pollution.

- 11) Prior to the commencement of development or phase of development, a detailed scheme of highway works together with a programme for their completion of that particular phase has been submitted to and approved in writing by the Local Planning Authority.

The scheme (where relevant to a particular phase) shall include:

- Alterations to the existing accesses on Hawthorne Road to construct priority junctions, including dropped kerbs and tactile paving at the site accesses;
- Reconstruction of footway along the south west side of Hawthorne Road across the whole frontage of the site, including returning redundant vehicle accesses back to footway;
- Relocation of the existing bus stop and shelter on Hawthorne Road which is adjacent to the proposed site access to a point approximately 80m north west of its current location.

No part of the development shall be brought into use until the required highway works for that particular phase have been constructed in accordance with the approved details.

Reason: These details are required prior to occupation to ensure that acceptable access to the development is achieved and to ensure the safety of highway users.

During Building Works

- 12) Samples of the facing materials to be used in the external construction of either phase of the development shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of that particular phase. The approved materials shall then be used in the construction of the development

Reason: In the interest of visual amenity.

- 13) The sound reduction performance for the glazing (R_w) and combined ventilation rating ($D_{n,e,w}$) for each dwelling within Phase A and Phase B shall, as a minimum, meet the performance standards shown in tables 10 and 11 of the submitted Environmental Noise Survey received on 18th November 2021.

Reason: In order to protect the living conditions of future occupiers from adverse noise impacts.

- 14) All attic/roof rooms within the dwellings of Phase A shall have ceilings that consist of, 100mm 45kg/m³ insulation fitted tightly between the 200mm roof joists and 1no. 15mm SoundBloc plasterboard fixed to British Gypsum RB1 resilient bars to achieve a minimum sound reduction of 50dB R_w .

Reason: In order to protect the living conditions of future occupiers from adverse noise impacts.

- 15) No part of Phase A of the development shall be occupied until a detailed scheme of traffic calming measures designed to maintain vehicle speeds at 20mph or less on the access roads within the development has been submitted to and approved in writing by the Local Planning Authority, including the implementation of a Traffic Regulation Order to restrict speed to 20mph. The approved measures must be implemented prior to first occupation of Phase A.

Reason: In the interests of highway safety.

Before Development is Occupied

- 16) Before the development or phase of the development hereby permitted is occupied, a verification report that demonstrates compliance with the agreed remediation objectives and criteria relating to that specific phase or phases shall be submitted to and approved in writing by the Local Planning Authority

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised and in order to protect water quality in the underlying Principal aquifer, Shirdley Hill Sand Secondary A aquifer and the adjacent canal.

- 17) In the event that previously unidentified contamination is found at any time when carrying out the approved development immediate contact must be made with the Local Planning Authority and works must cease in that area. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared, which shall be submitted to and approved in writing by the Local Planning Authority. Following completion of the remedial works identified in the approved remediation strategy, verification of the works must be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised and in order to protect water quality in the underlying Principal aquifer, Shirdley Hill Sand Secondary A aquifer and the adjacent canal.

- 18) No part of either phase of development shall be occupied until full details of the arrangements to secure funding and maintenance of the approved drainage scheme for the lifetime of that specific phase or phases of development through an appropriate legally binding agreement have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details and timetable and be managed and maintained as such thereafter.

Reason: In order to promote sustainable development, in order to secure proper drainage and to manage risk of flooding and pollution.

- 19) No phase of the development shall be occupied or brought into use until a Travel Plan(s) comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use relating to that specific phase or phases has been prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan(s) shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets.

Reason: In order to meet sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

- 20) No dwelling or extra care unit within either phase shall be occupied until space has been laid out within the curtilage of that specific dwelling for car(s) to be parked in accordance with the approved plans. All such spaces shall thereafter be kept available for the parking of vehicles in perpetuity.

Reason: To ensure that enough car parking is provided for the development and to ensure the safety of highway users.

- 21) No dwellinghouse within Phase A shall be occupied unless and until an electric vehicle charging point for that residential unit has been installed and is operational in accordance with details that shall previously have been submitted to and approved in writing by the

Local Planning Authority. Phase B shall be served by no fewer than five electric vehicle charging points made operational prior to first occupation on accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority. The approved infrastructure shall be permanently retained thereafter..

Reason: To facilitate the use of electric vehicles and to reduce air pollution and carbon emissions.

- 22) No dwelling or extra care unit within either phase shall be occupied until facilities for the secure storage of cycles for that residential unit have been provided in accordance with details that shall previously have been submitted to and approved in writing by the Local Planning Authority. The approved storage shall be permanently retained thereafter.

Reason: To ensure that enough cycle parking is provided for the development in the interest of promoting non-car based modes of travel.

- 23) Prior to the first occupation of either phase of development a detailed scheme of external lighting to the proposed access roads and footways within Phase A and the extra care facility communal gardens and parking forecourt within Phase B shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full prior to first occupation of that specific phase or phases.

Reason: In the interests of highway safety and in order to prevent glare onto adjacent habitat.

- 24) Prior to the first occupation of either phase of development, visibility splays of 2.4 metres by 25 metres at the new junctions into and within that specific phase or phases shall be provided clear of obstruction to visibility at or above a height of 1 metre above the carriageway level for that particular phase of the new development. Once created, these visibility splays shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of highway safety

- 25) Prior to the first occupation of any dwelling within Phase A visibility splays of 2.0 metres x 2.0 metres measured down each side of the access and the back edge of the footway have been provided clear of obstruction to visibility at or above a height of 1 metre above the footway level of the new development. Once created, these visibility splays shall be maintained clear of any obstruction and retained for their intended purpose at all times.

Reason: In the interests of highway safety.

- 26) Prior to the occupation of any dwelling within Phase A and Phase B, closed boarded fencing with a minimum surface mass of 10 kg/m² must be installed to every garden boundary at

height of 1.8m with the exception of the south-eastern perimeter of plots 1-10 which shall measure 2.4m in height, as shown in the submitted External Noise Level Assessment and Appendix C of the submitted Environmental Noise Report. The approved fencing must be maintained thereafter as such.

Reason: In order to protect the living conditions of future occupiers from adverse noise impacts.

- 27) No dwelling within either phase hereby approved shall be occupied until details of full fibre broadband connections to all proposed dwellings within the development has been submitted to and approved in writing by the Local Planning Authority for that particular phase of development. The infrastructure shall be installed prior to occupation and made available for use immediately on occupation of any dwelling or apartment in accordance with the approved details.

Reason: To ensure adequate broadband infrastructure for the new dwellings and to facilitate economic growth.

- 28) Prior to the occupation of the first dwelling within Phase A full details of an information pack to be provided informing residents of the presence and importance of the designated nature sites, and how residents can help protect them shall be submitted to and approved in writing by the Local Planning Authority. The agreed information must be provided on first occupation of each dwelling.

Reason: In order to comply with the Habitats Regulations Assessment Regulations and mitigate increased recreational pressure on European sites.

- 29) Prior to first occupation of either phase of development, and notwithstanding the detail contained on the Outline Landscape Proposals a detailed landscaping scheme covering that respective phase of the approved development shall be submitted to and approved in writing by the Local Planning Authority, including all boundary treatments and the location, size and species of each specific shrub, plant and tree to be planted and a schedule of implementation. The scheme shall incorporate the provision of at least 8 no. extra heavy standard trees to the Hawthorne Road frontage and at least 8 no. extra heavy standard trees between the south east elevation of the proposed Extra Care building and the commercial premises to the south east of the site.

Reason: In the interest of visual amenity and to ensure satisfactory tree replacement.

- 30) No phase of development shall be occupied until a scheme for the provision of bat and bird boxes including the phasing and timing for their implementation has been submitted to and approved in writing by the Local Planning Authority for that particular phase of development and implemented in accordance with those details and maintained thereafter.

Reason: To secure biodiversity enhancement.

- 31) A scheme of noise and odour control for any plant and equipment (Air Con, Kitchen Extraction etc) to be installed on the proposed extra care dwellings/building should be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development.

Reason: In order to protect the living conditions of future occupiers from adverse noise/odour impacts.

Ongoing Conditions

- 32) Within the first planting/seeding season following practical completion of each phase of development, all planting, seeding or turfing comprised in the approved details of landscaping relating to that specific phase of phases shall be carried out; and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: To ensure an acceptable visual appearance to the development.

- 33) Notwithstanding the details shown on drawings 20020-PJA-00-ZZ-DR-A-100-H (Proposed Site Plan) and the Outline Landscape Proposals (MR21-065/101-A), no pedestrian link shall be formed between the site and the residential development to the north and west of the site adjacent to the canal without express planning permission being given by the Local Planning Authority.

Reason: To safeguard the living conditions of nearby residents.

Informatives

Highways

- 1) There will be a requirement for the applicant to enter into a s278 Highways Act 1980 Legal Agreement to enable the works on the adopted public highway. Further to this a Stopping-Up Order will be required with regard to the realignment of footway on Osborne Road. Please contact Sefton's Highway Development and Design team in this respect- email: HDD.Enquiries@sefton.gov.uk
- 2) The applicant is advised that the proposal will require the formal allocation of addresses. Contact the Development and Support team on 0151 934 4569 or E-Mail snn@sefton.gov.uk to apply for a property numbers.

Canal

- 3) The applicant/developer is advised to contact the Canal & River Trust Infrastructure Services Team on 01782 779909 or email Enquiries.TPWNorth@canalrivertrust.org.uk in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust “Code of Practice for Works Affecting the Canal & River Trust” to ensure the waterways are protected and safeguarded.
- 4) The strip of land adjacent to the canal is subject to covenants associated with the land transfer agreement dated 27th February 2001. The applicant is advised to contact the Canal & River Trust Estate Management Team on 0303 040 4040 or email Matthew.Hart@canalrivertrust.org.uk directly to discuss this matter

Cadent

- 5) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.