
Land at Lickers Lane, Whiston

Environmental Impact Assessment Non-Technical Summary

September 2022

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Prepared on behalf of Vistry Partnerships North West

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1. INTRODUCTION

- 1.1 Vistry Partnerships North West (the 'Applicant') is applying for full planning permission for the development of 120 new residential homes, along with associated drainage, and access (the 'Development') on land south of Lickers Lane, Whiston, Knowsley (the 'Site').
- 1.2 The Site is located in the administrative area of Knowsley Metropolitan Borough Council ('KMBC') and is approximately 3.4 hectares (ha) in area; the Site boundary is shown on Figure 1 and location within the wider area is shown on Figure 2. A full description of the Site and Development is provided in Chapter 3: Site and Development Description of this Environmental Statement (ES).

Environmental Statement Availability

- 1.1 The planning application can be viewed, and comments made, via KMBC's website record (<https://www.knowsley.gov.uk/view-planning-applications>) or can be viewed by appointment at the KMBC Planning Department during normal office hours at the following address:

Planning Service
Knowsley Metropolitan Borough Council
Municipal Buildings
Huyton
L36 9UX

Tel: 0151 443 2381

Email: planning@knowsley.gov.uk

- 1.2 Copies of the ES can be purchased from Barton Willmore, now Stantec:

Environmental Planning Team
Barton Willmore, now Stantec
7 Soho Square
London, W1D 3QB

Tel: 020 7446 6888

Email: IEPenquiries@bartonwillmore.co.uk

- 1.3 The ES may be purchased as a whole document or in separate volumes, the costs for which

are as follows:

- Non-Technical Summary (NTS) - £15
- Volume 1: ES Main Text & Figures - £250
- Volume 2: ES Appendices - £350
- Full copy (with NTS) of the ES on memory stick - £20.

2. EIA METHODOLOGY

- 2.1 EIA is a procedure used to assess the likely significant effects of a proposed development on the environment. The results are written into an ES which is submitted with the planning application. The ES provides the local planning authority (in this case KMBC) with sufficient information about the potential environmental effects of the Development before a decision is made about the planning application. Effects may arise during the construction and operational phases of the Development.
- 2.2 The ES has been prepared in accordance with the EIA Regulations and reference has also been made to currently available good practice guidance on EIA including the Planning Practice Guidance issued by the Department for Levelling Up, Housing and Communities¹.

Screening

- 2.3 The Applicant did not submit a formal EIA screening request to KMBC. Through informal discussions with the Applicant, KMBC advised that the proposals are considered to be EIA development and therefore the Applicant proceeded to EIA Scoping. The Halsnead Park Supplementary Planning Documentⁱ states that all applications within the Halsnead Park Garden Village should be subject to an EIA.

Scoping

- 2.4 Scoping involves focusing the content of an ES on issues of significance. It is an important tool for identifying the likely significant effects of a proposed development through its design, construction and completed phases and ensures that appropriate mitigation options are considered where necessary. A request for an EIA Scoping Opinion, accompanied by an EIA Scoping Report (Appendix 2.1), was submitted to KMBC on 29th June 2022. The Scoping Report identified the topics to be scoped into and out of the ES and for those assessments to be included, details of the scope of the assessments. KMBC subsequently submitted their Scoping Opinion on 18th August 2022.
- 2.5 The topics scoped into the ES comprise:
- Population & Human Health;

¹ Ministry of Housing, Communities and Local Government (2021) National Planning Policy Framework: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

- Landscape and Visual Effects;
- Biodiversity;
- Built Heritage;
- Air Quality;
- Transport; and
- Cumulative Effects (inter-project effects assessed separately within each technical chapter and intra-project (interactive) effects covered in Chapter 12: Summary & Residual Effects of the ES).

EIA Methodology

- 2.6 The EIA Regulations stipulate that an ES should identify, describe and assess the likely significant effects of a development on the environment during the demolition/ construction and operational phases. The significance of each environmental effect identified is generally determined by two factors:
- The sensitivity, importance or value of the environment (such as people or wildlife); and
 - The actual change taking place to the environment (i.e. the size or severity of change taking place).
- 2.7 Most environmental disciplines classify effects as negligible, adverse, or beneficial, where effects are minor, moderate or major. Some disciplines use bespoke criteria based on published guidance. The technical studies have been undertaken in accordance with current best practice. Specific guidance used is referenced within each of the respective ES chapters. The majority of assessments involved consultations with statutory and non-statutory bodies, desk-based research, site inspections and surveys, impact prediction and mitigation.
- 2.8 Environmental effects have been evaluated with reference to definitive standards and legislation, where available. Where it has not been possible to quantify effects, qualitative assessments have been carried out, based on available knowledge and professional judgement. Where uncertainty exists, this has been noted and considered in the applicable assessment chapter.
- 2.9 The ES includes a description of the current environmental conditions known as the baseline conditions, against which the likely significant environmental effects of the Development have been assessed. The ES also looks at the future baseline and how, in the absence of the Development, the Site may change.

Consultation Process

- 2.10 The planning application is the culmination of an extensive design process which has involved consultation with KMBC, statutory consultees, the local community, and other stakeholders.
- 2.11 The Applicant distributed Community Consultation leaflets outlining the Development to 300 local households, local ward councillors, and Whiston Town Council throughout June and July 2022. This leaflet provided stakeholders and the local public to share their views with the Applicant regarding the Development. The consultation period was due to close on 13th July 2022 however, this was extended to 21st July 2021 to allow Whiston Town Councillors to be briefed on the consultation at their meeting the previous day. A dedicated email address was provided for respondents to provide their comments. There was also an option for respondents to post their responses to Hive Lane and Planning' address, should local residents not have access to the internet.
- 2.12 It was not considered necessary to hold public events in person due to the fact that local residents were likely to be aware of the Halsnead Garden Village development as part of the Local Plan allocation process, or the planning applications submitted by other applicants.
- 2.13 Two comments were received from local residents, with the primary concerns raised during the process relating to sustainability, traffic congestion, infrastructure, flooding, and the visual impact of the Development.

Cumulative Effects

- 2.14 An EIA must assess the potentially significant effects of a development that may arise cumulatively (when combined with) other major development with planning permission or under construction in the local area. The EIA Regulations state that '*existing and/or approved*' developments should be considered. The following schemes have been identified that could have the potential to lead to likely significant cumulative effects on the environment, including schemes which have been granted planning permission, as well as those which are considered to be reasonably foreseeable developments. The list of schemes were confirmed and agreed with KMBC through the EIA Scoping process.

Table 2.1: Cumulative Schemes

Figure 3 Ref.	Site and Planning Reference	Description of Development	Planning Status	Distance from the Site
1	Land South Of Lickers Lane And Site Of Former	Outline application for proposed residential development of up to 277	Resolution to grant planning permission subject	Immediately adjacent to the Site to

Figure 3 Ref.	Site and Planning Reference	Description of Development	Planning Status	Distance from the Site
	Saunder's Nursery, Windy Arbor Road, Halsnead Garden Village, Whiston Ref. 20/00399/OUT	no. dwellings (Use Class C3) and an apartment development of up to 100 units for over 55's (Use Class C3) together with new vehicular access to Lickers Lane and Windy Arbor Road, landscaping and associated works (inc. demolition of buildings) (Approval sought for access – all other matters reserved).	to S106 in June 2022.	the west
2	Fox's Bank, Halsnead Garden Village, Land West Of Fox's Bank Lane And North Of M62, Whiston, Knowsley Ref. 20/00417/FUL	Residential development comprising the erection of 250 no. dwellings together with the construction of vehicular access off Fox's Bank Lane (comprising signalised junction), SuDS ponds, landscaping boundary treatments and other associated works (including demolition of existing farm buildings	Consented February 2022	Approximately 175m south
3	Land North of M62 Motorway, Off Windy Arbor Road (Halsnead), Whiston, Knowsley Ref. 18/00283/HYB	Hybrid application comprising full application for erection of 123 no. dwellings, construction of vehicular/pedestrian access, laying out of public open space and associated works; Outline application for erection of up to 237 no. dwellings, car park, and associated works (Access into site to be considered – All other matters reserved for future approval).	Consented in March 2021	Approximately 470m south west
4	Former Site of Cronton Colliery, Cronton Road, Halsnead Garden Village, Knowsley Ref. 20/00494/HYB	Hybrid Planning application comprising: Full Application for the development of 161,900 square feet (15,041 square metres) (gross internal area) of storage and distribution floorspace (Use Class B8), including ancillary offices (Use Class B1), security gatehouse, site access road, engineering earthworks to form a part country park, public car park to serve country park, and associated works; and Outline Application with details of point of access (details of part-access, landscaping, appearance, scale and layout are	Consented in March 2022	Approximately 620m south

Figure 3 Ref.	Site and Planning Reference	Description of Development	Planning Status	Distance from the Site
		reserved) for the development of up to offices and light industrial (Use Class B1); Engineering earthworks to form country park and drainage attenuation ponds; pedestrian/cycle/equestrian route connecting existing M62 footbridge with proposed country park; and associated works.		
5	Disused Railway Line Extending From M62 Motorway Extending North Through Halsnead Park And To Rear Of Cronton Avenue, Whiston, Knowsley Ref. 19/00651/FUL	Construction of a multi-use path and associated ground works including the facilitation of a rising main associated with the proposed residential development of the adjoining land on disused railway land extending from the M62 Motorway, extending north through Halsnead Park and to the rear of Cronton Avenue, Whiston.	Granted in March 2021	Approximately 1km south west
6	Former Site Of Cronton Colliery Cronton Road Cronton Knowsley L35 1QR Ref. 20/00578/FUL	Construction of a new country park comprising the creation of sculptured landscape habitat/wetland creation, associated works and infrastructure, engineering/earthworks including changes to site levels together with the erection of a single storey visitor centre including reception, café, education space, ranger offices and an outdoor terrace area, erection of outdoor classroom canopy, sky room, provision of colliery and mineral line multi user route, new paths including a multi user route north of the M62 bridge up to windy Arbor road and provision of a new car park. Vehicular access to be taken from Cronton Road via access to neighbouring employment site/country park car park with new footbridge over employment site/car park, access road and pedestrian/cycle access from Cronton Road and Fox's Bank Lane.	Awaiting Decision	Approximately 770m south
7	Parcel C At Prescott	Application for approval of	Granted August	Approximately

Figure 3 Ref.	Site and Planning Reference	Description of Development	Planning Status	Distance from the Site
	Cables Site Prescott Park Way Knowsley Prescott L34 1AH Ref. 20/00767/REM	reserved matters pursuant to outline planning permission 15/00022/OUT (Outline application for mixed-use development comprising up to 750 no. dwellings & up to 929 sq m of commercial/industrial buildings (Use Classes B1/B2/B8)) approval sought for appearance, access, layout, scale and landscaping for the erection of 53 no. dwellings (Use Class C3).	2021	1.7km north west
8	South of Whiston/Land north of the M62 SUE, 'Halsnead Park' (allocated within the Knowsley Local Plan Core Strategy).	1,500 dwellings (north of the M62), plus 22.5 hectares of employment use and a country park (south of the M62)	Awaiting Decision	Adjacent to the Site

3. SITE AND DEVELOPMENT DESCRIPTION

Site Description

- 3.1 The Site boundary (shown in Figure 1) extends to approximately 3.4 hectares (ha) and is an irregular in shape. The northern portion of the Site comprises a dense area of shrubs and trees, whereas the southern portion of the Site comprises open greenspace, with some scattered trees. There are also some scattered trees and hedgerows along the eastern and western perimeters of the Site boundary.
- 3.2 Primary access to the Site is taken from Lickers Lane to the north of the Site.
- 3.3 The Site contains tracks and ditches that are associated with agricultural and recreational use, including around the perimeter of the southern portion of the Site. Tracks appear to exit the Site boundary on the western portion of the Site.
- 3.4 There are no environmental, landscape or historic designations within the Site boundary. The Site is located entirely within Flood Zone 1². The topography of the Site is relatively uniform, sloping gradually from the east towards the south west of the site.

Site Context

- 3.5 The north of the Site is bound by Lickers Lane, which runs east-west along the southern edge of the town of Whiston. The north east edge of the Site is bound by the designated Sandfield Park Local Wildlife Site (LWS), the LWS comprises an area of scattered trees and shrubs, as well as two ponds. Along the eastern and southern edges of the Site boundary, the land is used for agricultural purposes. Scattered trees and open greenspace are adjacent to the western portion of the Site.
- 3.6 Immediately to the west of the Site, an outline planning application (ref: 20/00399/OUT) was given a resolution to grant planning permission subject to S106 by KMBC in June 2022. The application comprises a proposed residential development within the Halsnead Masterplan (as outlined in the Planning Context section in Chapter 1 of the ES), providing up to 277 new residential dwellings, and an apartment development of up to 100 units for over 55's. Together with new vehicular access, landscaping, and associated works. This scheme is included as part of the proposed cumulative schemes for assessment in the ES.

² Land having a less than 1 in 1,000 annual probability (the lowest risk) of river or sea flooding.

- 3.7 The land surrounding the Site varies, with residential land uses to the north associated with the town of Whiston. The closest residential properties to the Site are properties that lie off Croftwood Grove, approximately 25m to the north of the Site. Whiston railway station is located approximately 600m to the north of the Site. The town of Whiston merges into Prescott towards the north and Rainhill towards the east, forming a larger metropolitan area of Knowsley. Residential land uses are also located towards the south west of the Site associated with Halsnead Park, approximately 165m south west of the Site boundary. Agricultural fields lie to the south of the Site and beyond these fields is the M62 Motorway, located approximately 600m to the south. The M62 runs west-east across the Pennines and connects Liverpool and Hull, via Manchester, Leeds, Bradford, and Wakefield. Access to the M62 is via Fox's Bank Lane which lies to the east of the Site and the Fox's Bank Cemetery.
- 3.8 Other surrounding land uses include the Sandfield Natural Play Centre, located approximately 95m from the Site to the north east. The Southmead Children's Centre is also located approximately 190m north east of the Site.
- 3.9 The Site is not covered by any national or local landscape, ecological and heritage designations. The nearest national designation is Thatto Heath Meadows Local Nature Reserve (LNR) which is located approximately 4.4km north east of the Site and the Knowsley Park Registered Park and Garden is located approximately 3.1km north west of the Site. The Woodland, Sandfield Park LWS is located immediately adjacent to the Site along the north eastern boundary. The Lickers Lane LWS is also located approximately 100m to the west of the Site.
- 3.10 The 'Rainhill Hall Farm moated site and twelve fishponds in The Rough' Scheduled Monument is located approximately 1.4km east of the Site. Within 1km of the Site boundary, there are no Grade I or Grade II* Listed Buildings. There are eight Grade II Listed Buildings within 1km of the Site, the closest being Sandfield House, located approximately 90m north east of the Site. The Site is not located within a Conservation Area. The nearest Conservation Area to the Site is Prescott Town Centre Conservation Area, located approximately 2km to the north of the Site.

The Development

- 3.11 The Development, shown on Figure 4 comprises a full planning application for the development of the land south of Lickers Lane, Whiston, including:

"Full planning application for the erection of 120 residential dwellings with vehicular access points off Lickers Lane, public open space,

landscaping, boundary treatments and other associated works.”

Land Use

Residential

3.12 The Development includes the delivery of 120 new homes across the Site.

3.13 Dwellings will be provided in a range of tenures as shown in Table 3.1 below.

Table 3.1: Residential Unit Mix

Residential Unit Size	Total Number of Homes
2 bedroom	30
3 bedroom	68
4 bedroom	22
Total	120

3.14 In total, 10% of the homes on site will be affordable, the 12 affordable homes will all be 2-bedroom apartments.

Building Heights and Massing

3.15 In terms of buildings heights, it is anticipated that the maximum height of the Development will be 3 storeys in height.

3.16 The proposed maximum number of storeys of the Development are detailed below in Table 3.4.

Table 3.2: Maximum Heights of Proposed Buildings

Building	Max Number of Storeys
Housing	2.5 storeys
Apartment Block	3 storeys

Green Infrastructure

3.17 Planting has been carefully designed to provide high percentages of native tree and shrub planting across the Development. Moreover, planting has been chosen to create year round interest, offering a variety of colours and textures to the green infrastructure provision.

3.18 The Design and Access Statement (DAS) summarises that the Development has been designed

in accordance with the amended New Residential Development (SPD)ⁱⁱ ensuring that each dwelling is provided with adequate private amenity space.

- 3.19 Front garden space will comprise lawned areas complimented by a mix of native and ornamental shrub, and hedge planting. Rear gardens will be turfed, apart from areas of hardstanding.
- 3.20 A degree of existing tree removal is required to facilitate the Development, although limited to low value tree categories where possible, and any loss will be mitigated through an appropriate ratio of replacement tree planting.

Access

Vehicular Access

- 3.21 Access to the Site will be provided via the existing Lickers Lane (primary vehicular and pedestrian access point). The entrance will be designed to accommodate vehicle queuing, which will manage the flow of traffic.
- 3.22 Within the Site, the internal road network will provide circulation via one-way primary roads and two-way secondary roads.
- 3.23 Bus Services 99, 239 and 248 serve the Site with a bus stop immediately to the north of the Site on Lickers Lane. The 99 bus serves the town of Whiston, running from Whiston Train Station to the Prescott Circular. The 239 bus runs from Prescott to the north of Whiston to Broadgreen Hospital, which is approximately 6.9km west of the Site towards Liverpool. The 248 bus runs from Prescott Bus Station through Whiston to Huyton Bus Station, located to the west of the Site.

Walking and Cycling Access

- 3.24 The DAS outlines that pedestrian movement has been a primary consideration in the design of the Development, ensuring that the Development creates a permeable link connecting to the wider area.
- 3.25 Pedestrian movement is encouraged throughout the Development with the provision of new 2m wide footpaths, adjacent to the Main Street, and a new 2m wide footpath to the western side of the Residential Avenue. These routes form a network of safe and convenient footpaths with existing and emerging infrastructure.

Accessibility

- 3.26 The main access to the Development is granted via Lickers Lane, along the northern boundary of the Development.
- 3.27 Housing entrances will be constructed to comply with current Building Regulations, ensuring ease of wheelchair access. Each property will therefore be provided with level access to either the primary or secondary entrance point. Furthermore, houses will have a path and/or driveway, providing a safe access route from the public highway to this entrance point.
- 3.28 These design considerations ensure that the Development is accessible and inclusive for all future residents.

Vehicle and Cycle Parking

- 3.29 In total, 253 car parking spaces will be provided across the Development. These car parking spaces are broken down as followed:
- 12 car parking spaces for the apartments;
 - 5 car parking spaces for apartment visitors;
 - 217 car parking spaces for the remaining plots;
 - 15 car parking spaces included in detached garages; and
 - 4 car parking spaces within internal garages.
- 3.30 The design of the Development has made an allowance to provide Electric Vehicle Charging Points (EVCPs) to all of the homes in the Development, and for two of the 12 apartments. There is no allowance to install additional points, unless required to do so to satisfy policy.

Drainage

- 3.31 The Site is located entirely within Flood Zone 1 and subsequently at low risk of fluvial and tidal flooding.
- 3.32 A Flood Risk Assessment (FRA) and Drainage Strategy Report has been submitted with the planning application. The Strategy advises that the Development will implement the following SuDS features:
- Rainwater Harvesting;

- Bio-retention areas;
- Permeable surfaces; and
- Tanked/piped systems.

- 3.33 The drainage regime will comply with KMBC requirements, the maximum surface water discharge rate for the Site will be restricted to the existing greenfield runoff rate for the same rainfall event. This will be applied for all rainfall events up to and including a 1 in 100 year return period, plus a 40% uplift for climate change allowance.

Lighting

- 3.34 Lighting measures will ensure that the potential effects on surrounding sensitive receptors from light spill, glare and sky glow are minimised and reduced to an acceptable level.

Energy, Sustainability and Climate Change

- 3.35 In order to deliver environmentally responsible buildings, an exemplar approach is proposed based on low energy design principles. This approach involves energy demand minimisation through effective building form and orientation, good envelope design and proficient use of services. As set out in the Energy & Sustainability Assessment, submitted with the planning application.

Ecological Mitigation

- 3.36 The Development is designed to avoid and minimise adverse effects to key habitats and species identified on-site (as described in Chapter 8: Biodiversity). Mitigation in the form of a Construction Environmental Management Plan (CEMP), submitted alongside the planning application, will ensure that adverse effects on retained features are addressed to avoid any degradation during the construction phase.
- 3.37 New habitat creation has been incorporated into the landscape design proposals, as outlined in the DAS. The biodiversity metric for the Development shows there will be a loss of 17.33 habitat units. However, it is anticipated that the wider Garden Village Masterplan will include a long-term management Habitat Management Plan. The Development will offset habitat loss within the wider masterplan.

4. ALTERNATIVES

4.1 Under the EIA Regulations an ES is required to provide a description of the reasonable alternatives studied by the Applicant. The main alternatives to a development typically comprise:

- The 'Do Nothing' alternative, where the Development is not progressed;
- Consideration of Alternative Locations or Uses; and
- Consideration of Alternative Designs.

The 'Do Nothing' Alternative and Alternative Sites

4.2 The Site is allocated for residential development, assuming the Development were not to proceed, the Site could be progressed by another entity for residential development. The Applicant is in a position to deliver residential development and so the do-nothing option was not considered; nor were any alternative sites considered as the Applicant can deliver the Development at the Site.

Alternative Designs

4.3 As discussed in Statement of Community Involvement ('SCI') accompanying the planning application, the design of the Development has evolved from engagement with the local community and stakeholders, and in response to the constraints and opportunities within and local to the Site.

Environmental Considerations

4.4 The existing constraints and opportunities on the Site and within the local environment, and the character of the surrounding area and landscape are outlined below:

- Access into the Site is taken from the southern side of Lickers Lane, in the form of a new junction, which will be constructed to adoptable standards;
- The existing woodland to the north is to be retained. The new residential avenue is positioned to the south, forming a boundary between the Development and the woodland, reducing effects in terms of Biodiversity;
- The new Main Street, to the south, will provide connection to emerging and future Development parcels. Feature nodal points are created at the junction between the Main Street and the Residential Avenue, comprising a mix of hard and soft

landscaping;

- The existing footpath routes have been retained to the north, within the woodland. A link between the new residential avenue and the existing footpath is provided, promoting pedestrian movement, this reduces adverse effects in relation to Transport, and also potential effects on human health;
- All properties are orientated to front the proposed highway network, promoting active streetscapes;
- Dwellings which are located on corner plots at street intersections are to be articulated to define the corner and provide active interfaces on both sides;
- Loss of vegetation is appropriately mitigated with replacement tree planting. All high quality trees are to be retained, reducing adverse effects on Biodiversity;
- A substation proposed to the northern side of the residential avenue will be screened with landscaping to reduce its impact on the streetscape, reducing adverse visual effects;
- The layout allows for vehicle and pedestrian access to the emerging Halsnead Garden Village Masterplan, reducing potential adverse effects on Transport; and
- Focal buildings, featuring rendered facings have been positioned to create interest across the street scene, contributing to reduce adverse effects on built heritage receptors.

Conclusion

- 4.5 The final Development Plan, against which this ES is assessed, has evolved from the consideration of the environmental opportunities and constraints to the Site, and in response to the concerns and priorities of the local community from the consultation.

5. CONSTRUCTION METHODOLOGY AND PHASING

- 5.1 Planning for construction is broad at this stage and may be subject to modification. The assessment of construction phase environmental effects is based on reasonable assumptions and experience.
- 5.2 Construction of the Development is anticipated to commence in February 2023 subject to gaining planning permission, and span approximately 3 years. Overall, construction is expected to be completed by January 2026.
- 5.3 The build out phase for open market homes is anticipated to run from February 2023 until January 2025. For the registered provider (RP) units, the construction phase is anticipated to run from April 2023 until January 2026.
- 5.4 Each chapter of the ES has assessed the worst-case scenario for construction to ensure all realistic likely significant effects have been considered and appropriate mitigation proposed.
- 5.5 Construction will include the following activities:
- Site Preparation and Enabling works;
 - Excavation and substructure works;
 - Infrastructure and Drainage works;
 - Construction of superstructure;
 - Fit out; and
 - Landscaping.
- 5.6 Where possible, materials and resources used during the construction of the Development would be sustainably sourced and procured from known sources. Recycled aggregate will be given preference over virgin aggregate, a finite resource, wherever such material can meet the required specification for use. The Applicant recognises the opportunity to reduce the use of natural resources through responsible procurement and implementation of modern construction methods. Adopting sustainable construction methods reduces the environmental impact of the Development and the construction phase. An Energy and Sustainability Statement (submitted separately with the planning application) will outline how the Development will adopt sustainable construction methods.
- 5.7 The Site Management Team will adopt the waste hierarchy in the Development of appropriate mitigation control measures to reduce the amount of waste sent to landfill and promote

recycling. The off-site re-use, recycling or recovery of construction and excavation waste would be maximised where possible. Waste would only be sent to landfill as a last resort if there is no alternative disposal route.

Construction Phase Vehicle Movements

- 5.8 Construction vehicles will access and exit the Site from the north of the Site via Lickers Lane. Table 5.1 provides an indicative level of construction traffic, showing the likely number of vehicles generated by the construction of the Development.

Table 5.1: Estimated Daily Construction Traffic

Vehicle Type	Average Trips Per Day
Heavy Goods Vehicles (HGVs)	10
Cars and Light Goods Vehicles	90

- 5.9 Heavy Goods Vehicle (HGV) movements would be dispersed across the working day, outside of the morning and evening peak periods. The arrival and departure of light vehicles would have some impact during the morning and evening periods however, it is likely that a significant majority of construction workers would travel outside of the network peak periods due to an early daily start on-site.

Environmental Management

- 5.10 The construction phase will be carried out in accordance with a detailed CEMP, which would consolidate the various mitigation measures identified in this ES and would be agreed with KMBC and relevant statutory bodies. The detailed CEMP will be secured by an appropriately worded planning condition. The preparation of a CEMP is an established method of managing environmental effects resulting from construction works. The CEMP will be submitted to KMBC (and other statutory authorities) prior to the commencement of the works.
- 5.11 Working hours on the Site will be agreed with KMBC through the CEMP. However, it is likely that the standard hours of work will be adhered to. These are:
- Monday to Friday, 08:00 to 18:00;
 - Saturday, 08:00 to 14:00; and
 - Sunday and Bank Holidays, no working anticipated, however this is subject to change according to planning conditions and Client requirements.

6. POPULATION AND HUMAN HEALTH

- 6.1 The ES has assessed the likely significant effects of the Development with respect to Population and Human Health.

Baseline

- 6.2 There is currently no housing provided on the Site. The Study Area has a population of circa 20,100 people, accounting for 13% of KMBC's total population. The population profile is also older when compared to KMBC, the North West region and nationwide. There are eight early years education centres and eight primary schools located in the study area, there is a surplus of primary school places in the area. Furthermore, there is a surplus of secondary school places across the three secondary schools in the study area.
- 6.3 However, GPs in the study area are all operating over capacity. Local health profiles for KMBC indicate that health in KMBC is generally worse than the North West and national averages. With higher rates of obesity, under 75 mortality rates from cancer and lower life expectancies. Unemployment in KMBC is lower than the North West region and England, the Site currently provides no employment.

Construction Effects

- 6.4 It is anticipated that construction of the Development will create direct employment for an average of 40 FTE workers over the 35-month construction period, with a further 39 employed in in-direct roles. In the context of the local workforce this is considered to be a **minor beneficial effect**, with no mitigation required.
- 6.5 In the absence of mitigation, the construction phase could have potential significant effects on human health due to exposure to construction traffic, noise, dust, and emissions as well as the visual disturbance from the presence of construction. The outline CEMP, which has been included as Appendix 5.1 of the ES, includes measures to reduce these potential effects on human health, such as placing construction machinery away from residential receptors, washing dust off construction vehicles before exiting the Site, use of visual hoarding, and preventing idling construction vehicles.
- 6.6 Following mitigation measures during construction, residual effects on human health receptors due to exposure to air quality and dust emissions are considered to be **negligible**, following implementation of the CEMP. Construction effects on open space and Public Rights

of Way (PRoW) are also considered to be **negligible**. Construction of the Development will change the landscape character at the Site level, as views of the construction site will be present in the local area, resulting in a **moderate adverse** effect, however this will be mitigated appropriately by the CEMP through measures such as site hoarding, and is therefore not considered to be significant.

Operational Effects

- 6.7 This assessment has identified that the Development is not expected to result in any significant adverse effects during the operational phase. Although mitigation for GP provision is not required, financial contribution may be requested by the local Clinical Commissioning Group (CCG) to increase GP provision in the Study Area. Furthermore, the Travel Plan submitted as part of the ES (included as Appendix 11.1) has set out measures to encourage more active modes of travel, such as cycle parking for all homes and pedestrian routes that link the Development to the nearby countryside, encouraging walking which can have an effect on human health.
- 6.8 The residual effect on housing remains **minor beneficial** at the borough level; early years education remains **negligible** at the local level; primary education remains **negligible** at the local level; secondary education remains **negligible** at the local level; GP provision remains **minor adverse** at the local level; wider human health remains **minor adverse to minor beneficial** at the local level; and resident labour supply remains **minor beneficial** at the borough level.

Cumulative Effects

- 6.9 Should the construction periods not overlap, the cumulative effect on employment during the construction phase is expected to be **moderate beneficial** at the borough level (slightly greater than the effect assessed for the Development). However, if the construction periods do overlap, then there is the potential for even greater additional construction employment thereby creating a **moderate-major beneficial** effect on employment during the construction phase at the borough level.
- 6.10 All cumulative developments are likely to require a CEMP to be secured by planning condition. Standard mitigation measures for reducing construction phase human health effects are tried and tested and are likely to reduce effects so that they are **minor adverse to negligible** and therefore not significant and temporary for receptors of each development.

- 6.11 The addition of new housing and resident labour supply from cumulative scheme will have a **major beneficial** and **significant** effect at a borough wide level. All other cumulative operational effects are not considered to be significant.

7. LANDSCAPE AND VISUAL EFFECTS

- 7.1 The ES has assessed the likely significant effects of the Development with respect to Landscape and Visual Effects.

Baseline

- 7.2 There are limited landscape designations present within the study area. The designations present include two areas of ancient woodland, to the south west of the Site and to the north and south of the M62, known as Old Wood. The outlying areas around the Site are principally residential. There are approximately 26 listed buildings, 1 Scheduled Monument within the 2km study area. The key landscape features within the study area are the gently rolling agricultural landform; Blundell's Hill; the woodland blocks and tree belts of Parren's Covert, Whiston Woods, the Old Wood and Fox Clump; the designed landscape and sandstone wall boundaries of Halsnead Park; Stadt Moers Country Park and the settlements of Whiston and Rainhill. The primary areas of open space local to the Site is the Stadt Moers Country Park, within Whiston, to the north west of the Site. Within the study area there are 45 Public Rights of Way (PROWs) representing a valuable recreational resource.
- 7.3 The visual baseline identified 17 viewpoints to be assessed representing a range of views from roads/lanes, PROWs, recreational open spaces, and publicly accessible locations near to existing dwellings. All 17 viewpoints were considered to be of Medium sensitivity.

Construction Effects

- 7.4 Following the implementation of mitigation measures such as hoarding and fencing of the construction site, together with the use of protective fencing to the existing trees and planting areas to be retained, and the extent, location and height of the construction compound to be minimised as much as possible to reduce the visual effect of construction activity, there are anticipated to be the following anticipated effects.
- 7.5 The effect on the landscape setting of heritage assets is anticipated to be **negligible adverse**. The residual effect on Site topography is anticipated to be **negligible**. Effects on settlement pattern are anticipated to be **minor adverse**. The effect on land use is anticipated to be **minor adverse**. Effects on open space, PROW, Landscape Character at the National level and built form are anticipated to be **negligible**. The effect on Landscape Character at the Regional / County level is anticipated to be **minor adverse** and Landscape Character at the Site Level and Site vegetation are expected to be **moderate adverse**. Within the

landscape assessment, none of these residual construction effects are considered to be significant.

Operational Effects

- 7.6 Residual landscape effects are considered to materialise 15 years after completion of the Development to enable mitigation measures such as landscape and planting time to mature. The residual operational effects on landscape setting to heritage assets, national and county landscape character, topography, and vegetation within the Site are considered to be **negligible**. There are **minor beneficial** effects from new routes created from PRoWs, the creation of open space in the area, built form and settlement pattern in the local area. Effects on the local landscape character and land use are considered to be **minor adverse**. All residual effects are not considered to be significant.
- 7.7 The landscape assessment has concluded that the residual effects on visual receptors from dwellings to the north and east of the Site will range from **negligible to minor adverse** due to some residual partial views of the Site at the operational stage. Users of areas of public open space to the north and east will experience effects of **negligible to minor adverse** significance. For employees and visitors to Lickers Lane Shop and Knowsley Seventh Day Adventist Church the effects on the visual receptors to the north and east will be of **negligible to minor adverse** significance due to the change of partial views of boundary vegetation and a field parcel to that of built form and its associated retained and new landscape infrastructure. Residual visual effects are not considered to be significant.

Cumulative Effects

- 7.8 It is expected that all cumulative schemes would adhere to the implementation of a CEMP which will retain landscape elements of each development and reduce the visual effects of construction activity, reducing the construction phase cumulative effects to **negligible-minor adverse** and **not significant**.
- 7.9 All cumulative schemes assessed would also retain landscape elements, as well as additional new planting which would mature over the project lifespan. Developments would also include materiality and built form that reflects the local landscape, resulting in a cumulative effect of **negligible-minor adverse** and **not significant** during operation.

8. BIODIVERSITY

- 8.1 The ES assessed the likely significant effects of the Development with respect to Biodiversity.

Baseline

- 8.2 The Site is located within the Impact Risk Zone of the Mersey Estuary Site Special Scientific Interest (SSSI), Special Protection Area and Ramsar designated site³, located approximately 6.8km south of the Site boundary. There are numerous LWS within the study area, the closest being Sandfield Park LWS, located adjacent to the Site boundary, and the Lickers Lane LWS, located approximately 100m west of the Site. Habitats on the Site comprise of broadleaved woodland, dense scrub, semi-improved grassland, tall ruderal, scattered trees, an arable agricultural field and hardstanding associated with Lickers Lane.
- 8.3 The Site also has a record of Great Crested Newts being present on-site. Numerous bat records are also located within the study area, as well as breeding birds, brown hare, and European hedgehog. These are all protected species which must be considered during all phases of Development.

Construction Effects

- 8.4 Mitigation measures to be adopted during construction include a 'Toolbox Talk' given to all contractors by an on-site Ecologist who will make contractors aware of the importance of ecological sites. No works will be undertaken within 5m of a designated site and all machinery and materials will be appropriately stored to prevent harm to wildlife. Further measures to protect flora and fauna include protective fencing, a construction lighting plan to prevent harm to bats, and vegetation to only be removed outside of the nesting bird season (March – September).
- 8.5 The construction of the Development will result in **negligible** effects on designated sites such as the Mersey Estuary, Sefton Coast/Ribble and Alt Estuaries and Local Wildlife Sites (Sandfield LWS and Lickers Lane Wood) close to the Site. There will also be **negligible** effects on brown hare, badgers, hedgehogs and invertebrates. The effect on invasive species will be **minor beneficial** due to the removal of rhododendron. Effects on habitats, amphibians, bats,

³ Nature sites and areas of countryside can be 'designated', which means they have special status as protected areas because of their natural and cultural importance. Protection means that these places: have clear boundaries. have people and laws to make sure that the nature and wildlife are not harmed or destroyed.

and breeding birds are considered **minor adverse**. All of these construction effects are not considered to be significant.

Operational Effects

- 8.6 Mitigation during the operation of the Development will comprise new planting, the retention of trees, bird and bat boxes located throughout the Development and a habitat management plan. Following implementation of the mitigation measures, there will be a **moderate adverse** and **significant** effect on the loss of habitats on-site. There will be **minor adverse** effects on foraging bats and badgers, as lighting of the Development will adversely affect foraging and commuting bats and badgers, as well as the risk of disturbance and death of badgers, from residents.
- 8.7 **Minor beneficial** effects on roosting bats and invasive species (not considered significant) are anticipated as bat boxes will provide additional roosting opportunities for bats and invasive species are due to be removed on-site as part of the Development. Effects on designated sites, amphibians, breeding birds, brown hare, hedgehogs and invertebrates are considered to be **negligible**.

Cumulative Effects

- 8.8 As all cumulative schemes are anticipated to adhere to a CEMP and follow ecological best practice measures such as nesting bird checks and precautionary working methods, all construction cumulative effects are considered to be **negligible**, with the exception of **minor adverse (not significant)** effects on foraging bats.
- 8.9 During operation, the Halsnead Garden Village Masterplan will provide the creation of alternative green space and habitats, implement a landscape management plan and enhance local habitats. Schemes will also provide bird and bat boxes to reduce effects on these species. It is anticipated that all operational cumulative effects will be **negligible**, with the exception of a **minor adverse** effect on badgers due to the increase in pressure from residents/ dog walkers and reduction of sett building opportunities at a site level.

9. BUILT HERITAGE

- 9.1 The ES assessed the likely significant effects of the Development with respect to Built Heritage.

Baseline

- 9.2 There are nine Grade II listed buildings within 1km of the Site, however no listed buildings located within the Site. Several of these listed structures relate to the former Halsnead Estate, including the former North-East Lodge of Halsnead Park and adjacent gate piers, and Old Halsnead. The remaining structures primarily comprise vernacular and agricultural buildings, apart from the Anglican Church of St Nicholas.
- 9.3 There are 87 non-designated heritage assets recorded within 1km of the Site, the great majority of which date to the post-medieval and modern periods. One of these assets fall within or bounding the Site: Halsnead Park.

Construction Effects

- 9.4 Tree planting proposed on-site will help soften the visual impact between the Grade II listed North East Lodge and Gate Piers beside North East Lodge to Halsnead Park. Therefore, residual effects on these designated assets are considered to be **negligible**.
- 9.5 The historic woodland adjacent to the north and north eastern boundary of the Site will be retained, alongside tree planting proposed, which will provide screening between Halsnead Park and the Development. Therefore, the residual effects on the non-designated Halsnead Park landscape are considered to be **negligible to minor adverse**.

Operational Effects

- 9.6 Mitigation measures primarily including tree planting and the retention of trees and tree planting will result in **negligible** residual effects on the Grade II Listed North East Lodge and Grade II Listed Gate Piers beside North East Lodge to Halsnead Park. Residual effects during operation on the Halsnead Park landscape are considered to be **negligible to minor adverse**.

Cumulative Effects

- 9.7 The cumulative effect to the setting of both the North East Lodge and the adjacent Gate Piers would be increased when considered alongside the consented residential development to the south, south east and west of the Site. These effects will be slightly reduced by the establishment of a strategic green space and the reinstatement of the eastern drive into the former Halsnead parkland. The cumulative effect on designated assets is considered **minor adverse** and **not significant**. The cumulative schemes have included within their designs the retention of woodland and the curved, tree-lined boundary east of the former Prince's House Farm, west of the Site within the non-designated Halsnead Park. The former eastern driveway into the park will be re-lined with trees and utilised as a local pedestrian/cycle connection, giving this asset purpose. It is therefore considered cumulative effects would be **minor adverse** and **not significant**.
- 9.8 During operation, mitigation measures set out within surrounding developments such as new landscape planting, retention of the former parkland, including woodland and the pond to the north of the Site, would result in a **minor adverse** cumulative effect, which is not considered significant.

10. AIR QUALITY

- 11.1 The ES assessed the likely significant effects of the Development with respect to Air Quality.

Baseline

- 11.2 The site is not located within an Air Quality Management Area (AQMA)⁴, nor is an AQMA located within KMBC. However, monitoring of pollutant concentrations is undertaken by KMBC throughout the area. NO₂ monitoring from 2018 shows annual exceedances of NO₂ at monitoring site H2 (Outside 2 Whitefield Lane) in 2018 and 2019 and H3 (Outside 1 Whitefield Lane) from 2018-2020. Air quality monitoring shows no annual exceedances of PM₁₀ or PM_{2.5}⁵ at selected monitoring sites from 2018.

Construction Effects

- 11.3 Construction phase effects can cause potential impacts on dust soiling, human health and on ecological receptors and road traffic exhaust emissions associated with construction vehicles. However, the CEMP will be produced to control potential impacts, including measures such as a Dust Management Plan (DMP), recording and responding to all dust and air quality pollutant emission complaints and locating dust causing activities away from sensitive receptors. The residual effect of the Development following implementation of mitigation measures is predicted to be **negligible** as a result of construction phase activities. This is considered to be not significant, in accordance with the EIA Regulations.

Operational Effects

- 11.4 The air quality assessment has shown that the overall significance of operational phase road traffic emission impacts is determined to be **minor adverse**, which is considered to be **not significant**. As such, mitigation to further reduce potential impacts is not considered necessary. However, a comprehensive Travel Plan will be produced for the Development. This will aim to further reduce the reliance on private motor vehicles and minimise air quality impacts during operation.

⁴ An Air Quality Management Area (AQMA) is an area where air pollution levels have exceeded the national air quality objectives. The air quality objectives are set for the following pollutants: nitrogen dioxide, particulate matter.

⁵ Particulate matter (PM) includes microscopic matter suspended in air or water with a diameter of 10 microns or less (PM₁₀). Fine particulate matter is defined as particles that are 2.5 microns or less in diameter (PM_{2.5}).

Cumulative Effects

- 11.5 A similar level of pollution control within a CEMP and DMP such as removing dust from construction vehicles, preventing idling construction vehicles and placing dust causing activities away from sensitive receptors would be expected of all cumulative schemes, and therefore effects are predicted to be **negligible** and **not significant** during construction.
- 11.6 Traffic data used in the operational assessment included cumulative schemes in the local area. In addition, traffic data used included the predicted growth up to 2030 in order to provide a reasonable representation of the potential increase in traffic flows as a result of committed developments. Therefore, the results of the operational phase assessment are reflected in the cumulative assessment, and the effect would be **minor adverse**, which is **not significant**.

11. TRANSPORT

- 11.1 The ES has assessed the likely significant effects of the Development with respect of Transport.

Baseline

- 11.2 The Site is currently undeveloped and with the exception of agricultural traffic, it does not generate any traffic movements onto the local highway network.
- 11.3 With consideration of the traffic data included in the assessment for the adjacent scheme (Included in Table 2.1, Ref. 20/00399/OUT), the 2018 peak period flows have been identified as 0800 to 0900 hours and 1630 to 1730 hours for the AM and PM peak periods respectively.
- 11.4 Lickers Lane runs in an approximate east to west alignment along the northern boundary of the Site and is subject to a 30-mph speed limit. To the east, Lickers Lane forms the minor arm of a priority-controlled junction with Fox's Bank Lane. To the west of the Site, it forms the minor arm of a priority-controlled junction with Windy Arbor Road.
- 11.5 In the vicinity of the Site, Lickers Lane has a carriageway width of approximately 7.3 metres, is street lit, and has a pedestrian footway on its northern side.

Construction

- 11.6 Prior to mitigation, it is expected that the majority of construction workers would originate within the local residential areas of Knowsley, Liverpool and Manchester and will all approach the Site from the M57 or the M62. The HGV traffic generated during the construction phase of the Development is anticipated to originate predominantly from the wider strategic network, travelling to the Site via the M62. Driver delay increases would be short term and construction will make up a progressively lower proportion of the overall traffic volume as the Site is developed, therefore all anticipated effects are considered to be negligible.
- 11.7 The construction phase will be temporary in nature and as such, some on-going traffic will be observed until the construction phase of the Development is completed. With the implementation of appropriate construction mitigation, including the Construction Traffic Management Plan (CTMP) which will be submitted as part of the future detailed CEMP, the residual effects are not considered significant and therefore the residual construction traffic effect on the receptors are as follows:

- Driver Delay – Negligible;
- Pedestrian Delay and Amenity - Negligible;
- Fear and Intimidation – Negligible;
- Severance – Negligible; and
- Accidents and Safety – Negligible.

Operation

- 11.8 During the operational phases of the Development, predicted effects would occur gradually as the build out of the Development and the occupation of proposed residential dwellings will take place over a number of years. Prior to mitigation, the 2030 traffic modelling included in Appendix 11.1 demonstrated that the maximum increase in traffic flows will be at Lickers Lane and will be a 7.90% increase by 2030 due to the Development. As this increase is less than 10%, this is considered to be negligible in line with best practice guidance.
- 11.9 Following implementation of the Travel Plan, submitted as part of the ES (Appendix 11.1), all operational residual effects on receptors including severance, driver delay, pedestrian amenity, fear and intimidation, and delay and public transport users are considered to be **negligible**. This is not considered to be significant.

Cumulative Effects

- 11.10 It is anticipated that cumulative schemes around the Site will all employ the same level of mitigation, such as appropriate CEMPs and CTMPs, during construction. As such, no significant cumulative effects are predicted, and the cumulative construction effects are considered to be **negligible**.
- 11.11 The predicted future baseline traffic data accounts for future growth and committed development, including the anticipated traffic impact associated with the wider Halsnead Masterplan. Therefore, the operational cumulative effects in relation to Transport are considered to be **negligible**.

12. SUMMARY AND RESIDUAL EFFECTS

12.1 The ES has been prepared to support a planning application which seeks full planning permission for the residential-led development at the land at Lickers Lane, Whiston.

12.2 Mitigation measures have been incorporated into the construction and operational phases of Development in order to avoid, reduce or offset significant environmental effects. The measures incorporated into the Development are as set out in Chapter 3 of this ES and include:

- A fabric first approach that will reduce energy demand and consequent CO₂ emissions by 1.49% beyond the Part L 2013 baseline;
- Heat generation and distribution systems will be designed to give occupants a high level of control over their use, encouraging and allowing energy-efficient behaviour;
- Primary pipework will be fully insulated in all dwellings;
- Internal lighting will be low energy wherever possible, and areas of infrequent use will be fitted with occupancy sensors;
- Measures taken to reduce internal heat gain and provide natural ventilation through window opening will allow sufficient air exchanges rates to limit heat build up;
- Key existing landscape features are proposed to be retained, namely the boundary vegetation to a large proportion of the north of the Development;
- The location and height of the built form within the Development has been landscape driven in order not to expand the existing visual envelope in views from the immediate, local, and wider landscape;
- The proposed building facades will comprise of materials, finishes and hues which are evident in the local landscape and townscape;
- New Open space and pedestrian routes will be provided on-site, connecting the Development to the countryside to the east;
- Sustainable Urban Drainage techniques such as rainwater harvesting, bio-retention areas (tree pits and rain gardens), permeable paving and cellular attenuation tanks will be incorporated throughout the Development to reduce the flood risk; and
- Trees will be retained on-site, new planting will be incorporated and the wider Garden Village Masterplan will offset habitat units lost as part of the Development.

12.3 The Development will result in the following significant adverse residual effects only:

- The impact of the completed development on ecological habitats (Moderate adverse).

Interactive Effects

- 12.4 The ES considers the interrelationship between the significant effects outlined above. During the construction and operational phases of the Development, it is considered that interactions could potentially occur between the local population and Site users, landscape and views, users of the local road network, and biodiversity. It is considered that interactive effects during construction and operation are minor, and therefore not significant. The findings of this exercise are set out in Table 11.1 below:

Table 11.1: Interactive Effects

Effect	Local Population and Site Users	Landscape and Views	Users of the Local Road Network	Biodiversity
Construction				
Effects to Employment, Economic Output and Expenditure	*			
Loss of habitat and boundary planting	*	*		*
Effects of construction dust and air quality	*			*
Disturbance of above ground built heritage assets	*	*		
Operation				
Housing provision	*			
Enhanced planting and habitat provision	*	*		*
Views of the Development	*	*		
Change of setting of built heritage assets		*		
Improvements to the road network	*		*	
Operational road and plant pollutant emissions	*		*	*
New open space creation	*	*		*

* indicates where an effect may occur

Cumulative Effects

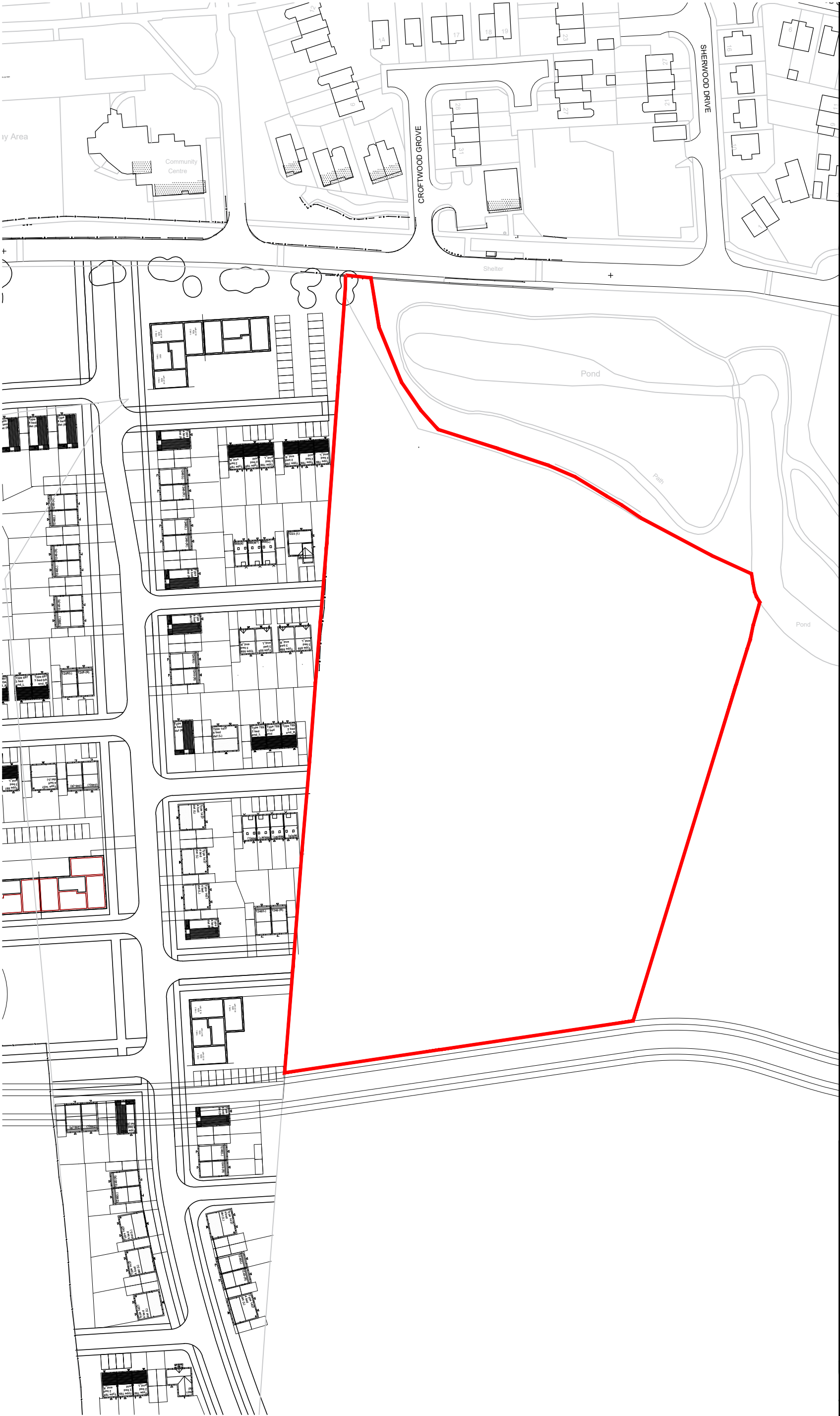
- 12.5 Each of the technical assessments considers the likely significant cumulative effects of the Development with the cumulative schemes set out in Chapter 2 of the ES.

12.6 The technical assessments identified the following significant beneficial cumulative effects:

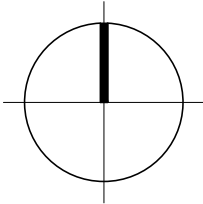
- Temporary effects on employment during construction (Moderate-Major beneficial); and
- Permanent effect on resident labour supply during operation (Major beneficial).

12.7 The technical assessments identified that there are no significant adverse cumulative effects.

FIGURE 1
SITE LOCATION PLAN



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+ Drawing Title

SITE LOCATION PLAN

+ Project

Parcel 2C, Halsnead Garden Village

Lickers Lane, Whiston

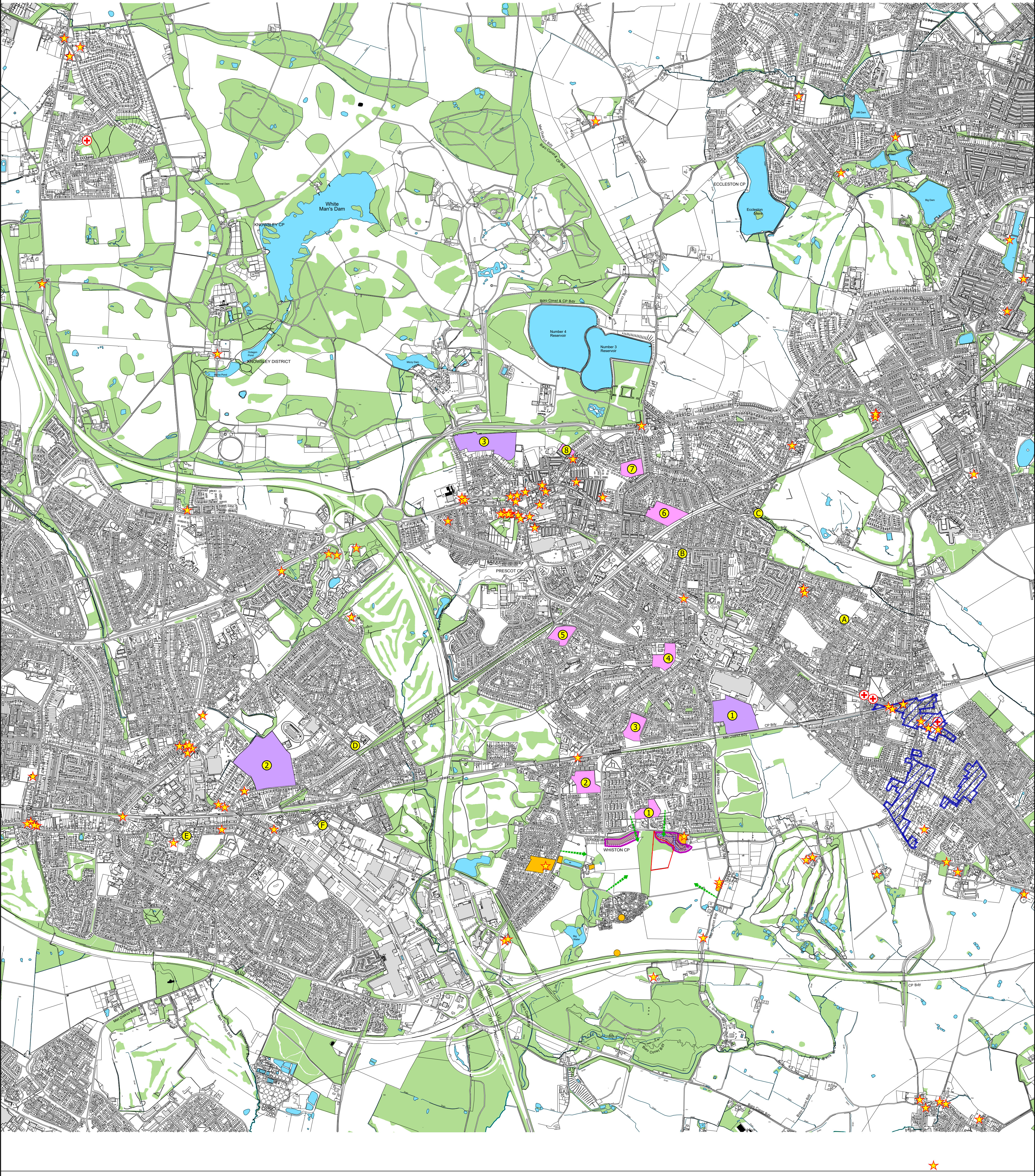
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21062	00	AC	-
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1:1250 @ A3	APRIL 2022	DRAFT	

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FIGURE 2
SITE CONTEXT



LEGEND

- Site Boundary
- Listed Buildings
- Conservation Areas
- Local Wildlife Sites
- Built Heritage Assets

- Views
- Healthcare
- Early Years Education:
- A. Kidzone Longton;
- B. Lynwood Day Nursery;
- C. Portico Lodge;
- D. Hilltop Childrens Centre Choices;
- E. Day Nursery;
- F. Little Apples

- Primary Schools:
1. St Leo's and Southmead Catholic Primary School Serving the Community;
2. Halshead Primary School;
3. Whiston Willis Primary Academy;
4. St Luke's Catholic Primary School;
5. St Mary and St Paul's CofE Primary School;
6. Prescott Primary School;
7. Evelyn Community Primary School; and
8. Our Lady's Catholic Primary School.
- Secondary Schools:
1. Saint Edmund Arrowsmith Catholic Academy;
2. Lord Derby Academy; and
3. The Prescott School.

Project
Lickers Lane,
Whiston
Drawing Title
Constraints Plan

Date
19.07.2022
Scale
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1:25,000@A3
Project No
34161
Drawing No
RG-M-01

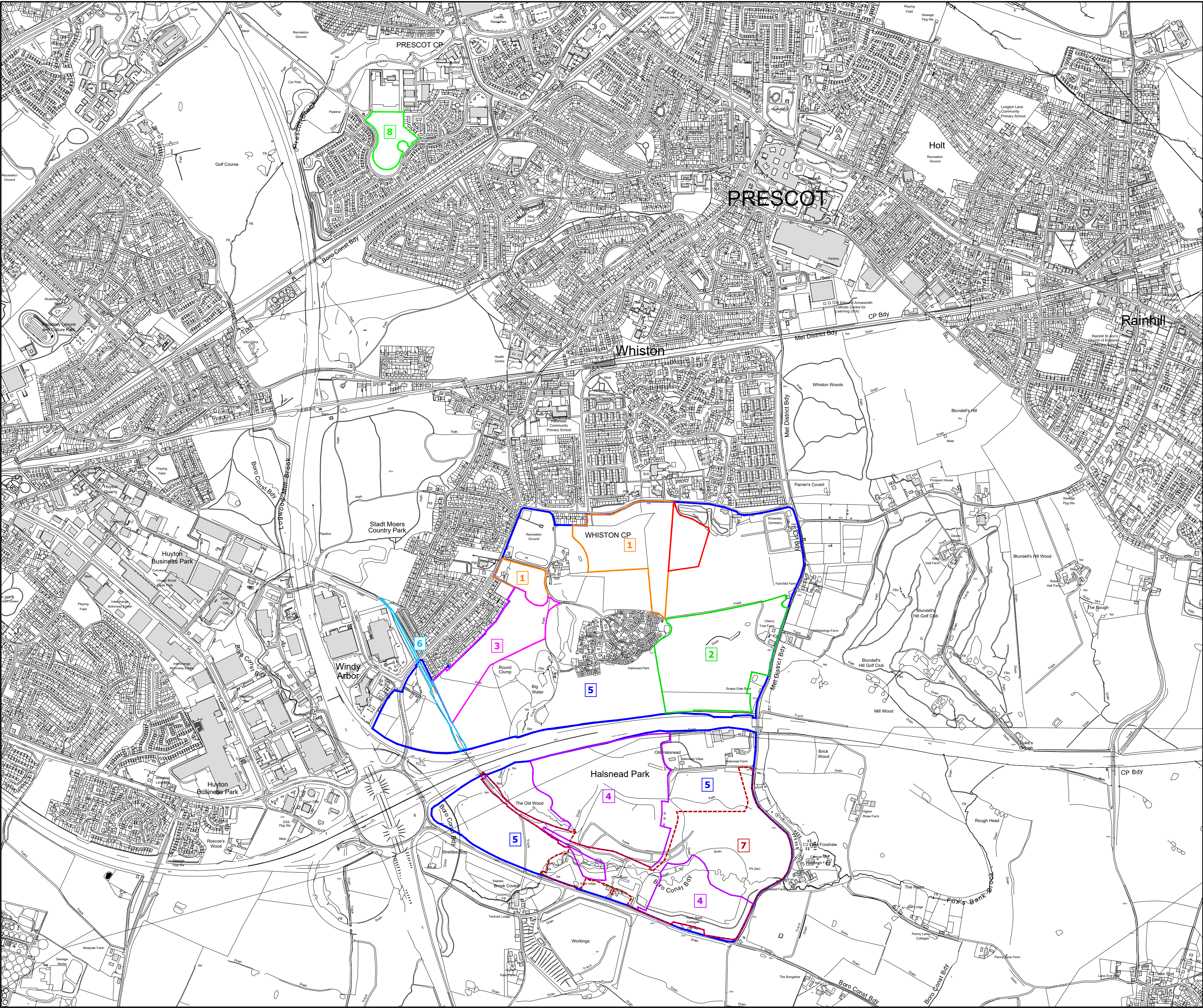
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FIGURE 3
CUMULATIVE SCHEMES



LEGEND



Cumulative Schemes

Figure 2.1 Ref.	Scheme Name and Reference Number
1	Land South Of Lickers Lane And Site Of Former Saunders Nursery, Windy Arbor Road, Halshead Garden Village, Whiston Ref. 20/00399/OUT
2	Fox's Bank, Halshead Garden Village, Land West Of Fox's Bank Lane And North Of M62, Whiston, Knowsley Ref. 20/00417/FUL
3	Land North Of M62 Motorway, Off Windy Arbor Road (Halshead), Whiston, Knowsley Ref. 18/00283/HYB
4	Former Site Of Cronton Colliery, Cronton Road, Halshead Garden Village, Knowsley Ref. 20/00494/HYB
5	South of Whiston/Land north of the M62 SUE, 'Halshead Park' (allocated within the Knowsley Local Plan Core Strategy)
6	Construction of a multi-use path and associated ground works including the facilitation of a rising main associated with the proposed residential development of the adjoining land on disused railway land extending from the M62 Motorway, extending north through Halshead Park and to the rear of Cronton Avenue, Whiston. Ref. 19/00651/FUL
7	Country Park development on land adjacent to Cronton Road and Fox's Bank Lane Ref. 20/00578/FUL
8	Parcel C At Prescott Cables Site Prescott Park Way Knowsley Prescott L34 1AH Ref. 20/00767/REM

Project
Lickers Lane,
Whiston
Drawing Title
Cumulative Schemes Plan

Date

19.07.2022

Scale

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S.M.

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N.S.

Project No

34161

Drawing No

RG-M-02

Revision

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FIGURE 4
DETAILED DEVELOPMENT PLAN

Lickers Lane, Whiston.



ACCOMMODATION SCHEDULE						
NO.	HOUSE TYPE	DESCRIPTION	SQFT (NET)	SQFT (GROSS)	NO.	TOTAL SQFT
105	GRAINGER	4 BED DETACHED	1328	1349	4	5396
	MYLNE	4 BED DETACHED	1136	1152	18	20736
	MOUNTFORD	3 BED DETACHED	971	985	6	5910
	MOUNTFORD	3 BED SEMI DETACHED	971	985	5	4925
	WYATT	3 BED TOWNHOUSE	872	883	8	7064
	EVELEIGH	3 BED SEMI DETACHED	865	879	13	11427
	TOTAL				54	45%
106	SHARMAN	3 BED SEMI / END	862	875	16	14000
	STAFFORD	2 BED END MEWS	679	691	18	12438
	EVELEIGH	3 BED SEMI DETACHED	865	879	20	17580
	TOTAL				54	45%
107	Apts Bespoke	2 BED APARTMENTS	650	650	12	7800
	TOTAL				12	10%
TOTAL					120	107276
					PLOTS	SQFT
Gross Site Area					8.40	Acres
						Acres
Nett Site Area					7.12	Acres
Net Density					17	Units / Acre
Gross Density					14	Units / Acre
SQFT PER NET DEVELOPABLE ACRE					15067	SqFt / A

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BOUNDARY TREATMENTS

- Denotes 1.8m high brick wall & piers.
- Denotes 1.8m high close-boarded timber screen fence.
- Denotes 1.8m high plot-divisional fence.
- Denotes lockable gate.

AFFORDABLE HOUSING

- Denotes Additional Partner Units.
- Denotes S106 Affordable Units.

Rev	Date	Revision	Initial

Client

Drawing Title

PARCEL 2C

Project

Lickers Lane, Whiston.

Job No	Dwg No	Drawn	Rev
21062	01	AC	
Scale	Date	Stage	
1:500 @ A1	14.10.2021	FOR APPROVAL	

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REFERENCES

ⁱ KNOWSLEY Halsnead Garden Village Masterplan Supplementary Planning Document June 2017

ⁱⁱ KMBC Amended New Residential Development Supplementary Planning Document, September 2018. Link:
<https://www.knowsley.gov.uk/knowsleycouncil/media/Documents/New-Residential-Development-Updated-SPD.pdf>