



Supporting Planning Statement

Full Planning Application for Residential Development

Land at the Former Glen Dimplex Site, Whiston

On behalf of Taylor Wimpey (North West) Limited

December 2025

CONTENTS

1	INTRODUCTION.....	1
2	THE SITE AND ITS SURROUNDINGS.....	3
3	PRE-APPLICATION CONSULTATION.....	7
4	PROPOSED DEVELOPMENT	11
5	PLANNING POLICY FRAMEWORK	18
6	PRINCIPLE OF RESIDENTIAL DEVELOPMENT	25
7	OTHER DEVELOPMENT MANAGEMENT CONSIDERATIONS	31
8	SCHEME BENEFITS	50
9	AFFORDABLE HOUSING STATEMENT.....	54
10	DRAFT SECTION 106 HEADS OF TERMS.....	56
11	SUMMARY AND CONCLUSIONS.....	58

APPENDICES

APPENDIX 1 Site Location Plan

APPENDIX 2 Policy Schedule

APPENDIX 3 Letter to KMBC on Vacant Building Credit

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1 INTRODUCTION

1.1 This Supporting Planning Statement ('SPS') has been prepared by Asteer Planning LLP ('Asteer Planning') on behalf of Taylor Wimpey (North West) Ltd ('Taylor Wimpey' / 'TW' / 'the Applicant') in support of a full planning application for residential development at the former Glen Dimplex site, Whiston ('the site').

1.2 The site is outlined in red on the plan enclosed at **Appendix 1**.

1.3 The proposed development is as follows:

"Full planning application for the erection of a residential (Use Class C3) with associated access taken from Stoney Lane, parking, public open space, and landscaping."

Supporting Documents

1.4 This SPS is intended to address the relevant planning considerations, particularly the case for residential development at the site. It considers the proposals in light of both national and local planning policy and guidance.

1.5 The application proposals have been developed in conjunction with Knowsley Metropolitan Borough Council ('KMBC') Officers, statutory consultees and other key stakeholders. Further consultation has taken place with KMBC and the local community through a series of pre-application meetings and consultation events which are detailed in the Statement of Community Involvement ('SCI') prepared by Asteer Planning and summarised at Section 3 of this report.

1.6 The application is accompanied by a suite of supporting documents. The proposed development is described fully in the Design and Access Statement and application drawings prepared by the Banners Gate LTD.

About Taylor Wimpey

1.7 Taylor Wimpey UK Limited is a dedicated housebuilding company with over 129 years of experience and a strong, well-established reputation across the UK. We lead the industry in build quality, design, health and safety, and customer satisfaction, and we are committed to enhancing the environment and supporting the communities in which we build.

1.8 Our vision is to create places where people can live, grow and thrive—neighbourhoods that remain valued for generations. We design and build with care and integrity, ensuring that both our customers and the wider community are central to every decision.

- 1.9 We focus on delivering developments that function well over the long term, foster a strong sense of place, and provide a balanced mix of uses that support local facilities and transport networks. By responding to local character while encouraging innovation, we create safe, accessible and visually appealing environments through high-quality architecture and landscaping. Our commitment extends to ensuring each development contributes positively to its surroundings, offers opportunities for local people, and meets high standards of environmental, economic and social sustainability as we work towards achieving Net Zero operations by 2045.

2 THE SITE AND ITS SURROUNDINGS

2.1 This chapter provides a detailed description of the site and its surroundings, including site specific technical and environmental considerations and planning history.

The Site

2.2 The site extends to 5.8 hectares ('ha') and comprises a large building (21,844 sqm) and expansive hard surfacing. Glen Dimplex previously occupied the building and operated as a manufacturing facility until operations ceased in 2024. The site has since remained vacant for over a year.

2.3 The site's boundary falls within the administrative authority of Knowsley Metropolitan Borough Council ("KMBC"); the Ward of Whiston and Cronton; and the Town and Parish Council of Whiston.

The Surroundings

2.4 The site is bound by Stoney Lane to the north, beyond which is Whiston Hospital. To the east of the site is a unit in industrial use (Elis laundry) and to the west are residential dwellings fronting onto Cumber Lane. The site is bound to the south by Edmund Arrowsmith Catholic Academy and Willis House – a specialist learning facility for adults.

2.5 There is a small area of trees fronting Stoney Lane and minimal strips of grass to the north and east of the site. The site is enclosed by an approximately 2m high wall to the back edge of the footway along Stoney Lane.

Policy Designations

2.6 With regard to site-specific and geographical designations, the site is identified as a 'Primarily Industrial Area', in accordance with Core Strategy Policy CS4 and Policy EC3 of the Unitary Development Plan.

Technical and Environmental Considerations

2.7 In terms of environmental and technical considerations:

Flood Risk

2.8 The site is located entirely within Flood Zone 1, which has the lowest risk of flooding (less than 1 in 1,000 years' annual probability from rivers and the sea sources). As the site is larger than 1 ha, a Flood Risk Assessment, prepared by Betts Hydro, is submitted as part of this application.

2.9 Additionally, there is a limited extent of surface water flood risk at the periphery of the site.

Heritage

2.10 There are no designated heritage assets located within or adjacent to the site and the site is not located within or adjacent to a Conservation Area.

2.11 However, Merseyside Environmental Advisory Service has advised that there are two non-designated heritage assets on the Merseyside Historic Environment Record ("MHER") of relevance:

- The site is the location of the former Rainhill Stoves Works, Stoney Lane, Whiston – WW1 munitions work, then used as Stoves Factory (Ref ID: MME20267); and,
- The Former site of a house, Cumber Lane, Whiston – an 18th Century building (Ref ID: MME6879) is located within the site boundary to the south.

2.12 During pre-application discussions the LPA confirmed that a Heritage Assessment would not be required.

Ecology

2.13 The site does not contain any statutory ecological designations, including Sites of Scientific Special Interest ("SSSIs") or Special Protection Areas ("SPAs"). Neither is it located in an Area of Outstanding Natural Beauty ("AONB"), or any other area designated for its landscape value.

2.14 Potential impacts on protected species and other ecological considerations are addressed in further detail at Section 7 of this statement.

Trees

2.15 Online mapping shows that there are no Tree Preservation Orders ('TPOs') within or boundary the site.

Public Rights of Way

2.16 There are no Public Rights of Way ('PRoW') crossing through or running parallel with the site.

Accessibility and Sustainability

2.17 The primary access into the site is intended to be taken from Stoney Lane to the north. Further details are provided in Section 4.

- 2.18 The site is sustainably located and is previously developed land ('PDL') in the north of Whiston and as identified by Appendix B of the Core Strategy, is situated:
- Approximately 370m northeast of Byron Avenue/Milton Avenue (8-minute walk), identified as a Minor Parade;
 - Approximately 750m northeast of Dragon Drive (12-minute walk), identified as a Medium Local Centre; and,
 - Approximately 1.29km northeast of Greenes Road (22-minute walk), identified as a Major Local Centre.
- 2.19 The site is directly accessible by foot, with Stoney Lane fronting the site providing standard footpaths. The site is accessible to several local amenities such as a secondary school, Whiston Hospital and A&E, areas of public open space including children's play space, pubs, convenience stores, and bus stops.
- 2.20 The topography of the surrounding area is relatively flat, which makes it conducive to cycling.
- 2.21 There are bus stops along Stoney Lane approximately 90m to the west of the site with regular services to Prescot, Broadgreen Hospital and Huyton (No. 239 and 248). The No. 99 on Dragon Lane, approximately 180m to the west of the site, provides hourly services to Whiston and Prescot. Further bus stops, located along Shaw Lane (7-minute walk to the northwest of the site), provide services to St Helens Town Centre and Kirkby Bus Station (via the No. 297).
- 2.22 Furthermore, the site is accessible via rail with Whiston Train Station located approximately 730m to the south-west of the site (via either a 16-minute walk or a 9-minute bus journey). In addition, Rainhill station is situated c. 970m to the east of the site, and Prescot station 1km to the west. Combined, these stations provide access to Liverpool, Manchester, and Wigan.
- 2.23 In summary, the site is situated within a sustainable location being well-connected to the existing urban area; transport infrastructure; shops; services; and other facilities.

Planning History

- 2.24 A desk-based review of KMBC's online public access register reveals that the site has no recent relevant planning history.

Summary

2.25 The application site comprises 5.8 ha of previously developed land and comprises one large former industrial unit. The site is available for development, and there are no technical matters which would preclude residential development of the land in the very near future.

3 PRE-APPLICATION CONSULTATION

3.1 This Chapter describes the pre-application consultation undertaken with KMBC Officers, technical consultees and KMBC Ward Councillors.

3.2 A detailed overview of the pre-application consultation undertaken is set out in the submitted Statement of Community Involvement ('SCI') prepared by Asteer Planning, which should be read in conjunction with this SPS.

Planning Policy Framework

3.3 The following planning policy documents are considered relevant to pre-application engagement:

- Knowsley Council's Statement of Community Involvement (June 2023);
- The National Planning Policy Framework ("NPPF") (December 2024); and,
- The Localism Act (2011).

KMBC Statement of Community Involvement

3.4 KMBC's SCI was adopted in June 2023, which states at Paragraph 4.13 that:

"For larger schemes it is critical that [applicants] include comprehensive pre-application engagement with those likely affected. Engagement, with Ward Members, Town and Parish Councils, and residents should be undertaken, and is strongly encouraged by the Council".

NPPF

3.5 The NPPF was most recently updated in December 2024 and sets out the Government's planning policies and guidance and how this is to be applied. The NPPF is a material consideration in the determination of planning applications.

3.6 Chapter 4 of the NPPF relates to Decision Making, with Paragraph 40 stating that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

Localism Act

- 3.7 The Localism Act was announced by the Coalition Government in May 2010 as a method of devolving greater powers to the Councils and Neighbourhoods in order to give local communities more control over issues (including planning) within their local area.
- 3.8 The Localism Bill was first presented to Parliament in December 2010 for its first reading and it received Royal Assent on 15th November 2011 to become the Localism Act. It is, therefore, a material consideration in the determination of this planning application. In particular, Section 122 of the Act, 'Consultation Before applying For Planning Permission', introduces a new requirement for developers to consult local communities before submitting planning applications. It is intended that this will give communities a chance to comment on proposals and for there to be a genuine opportunity to exert influence over them.

Pre-Application Consultation with KMBC

- 3.9 To prepare the application, a staged approach has been adopted to fully understand the impacts of the proposal at the site.
- 3.10 Initially, the previous landowner (Glen Dimplex) undertook pre-application engagement with the Council (Ref: 25/00012/PREAPP). The initial correspondence received from the Council confirmed that the principle of development, demolition of warehouse and erection of residential dwellings), was considered acceptable at the site.
- 3.11 Following Taylor Wimpey's acquisition of the site, the Applicant engaged in further pre-application discussions with the Council, detail of which is set out below.
- 3.12 A written request for pre-application advice was submitted to Knowsley Council on the 21 July 2025. The pre-application request for advice comprised the following:
- Covering Letter;
 - Completed Application Form;
 - Site Location Plan;
 - House Type Pack;
 - Site Layout Plan;
 - Transport Assessment Scoping Note; and

- Requisite application fee.

3.13 A meeting was held 15 August 2025 to discuss the principle of development, the use of Vacant Building Credits and the potential impact on affordable housing, design, layout, contributions and the requirement of a Sequential Test. In attendance was Alan Kilroe (Head of Planning) and Lee Osborne (Case Officer), the Applicant, CBRE and Asteer Planning. On 27 August 2025, a second pre-application meeting was held to discuss the proposed layout, and resultant Section 106 Contributions based on the proposed unit numbers.

SUMMARY OF FEEDBACK

Pre-Application Meeting

3.14 The pre-application meeting on the 15th August confirmed the principle of development was acceptable, and provided further feedback relating to layout and densities, provision of parking, application of Vacant Building Credits as well as the consultation strategy, among other minor technical considerations.

3.15 The second meeting largely related to a more detailed review of the proposed layout, and likely S106 contributions stemming from the quantum of development. Again comments arising from this feedback have been incorporated into the scheme, with a draft S106 Heads of Terms outlined in Chapter 10 of this SPS.

3.16 Specifically, KMBC identified a number of potential points of improvement relating to the following:

- Greater density and height, possibly in the form of apartments or townhouses.

2.5-storey townhouses have been incorporated within the proposals, so as to provide interest to the street-scene and act as nodal points.

- Opportunity to reduce parking levels, providing further landscaping whilst sitting below the maximum standards.

A variety of parking options have been provided, with a general maximum front parking provision of 4no consecutive parking spaces to maximise opportunities for landscaping in line with Building for a Healthy Life ('BfHL').

- High amount of 'up-front' car-parking and long, straight internal road raising concerns that heavy traffic calming measures would be required to reduce speed.

The mix has been revised, quantum reduced and traffic calming measures introduced, along with a narrower 'country lane' carriageway.

- Development layout includes too many dwellings, with no space for blue/green corridors, green spaces and landscaping.

The quantum has been reduced since the pre-app, down to 204no dwellings from 206. Surface water drainage features and open space are incorporated within the design proposals. The number of dwellings proposed incorporates desire for appropriate densities on Brownfield sites.

- All corner plots should be dual fronted.

Purpose designed dual aspect dwellings are utilised on all corner plots.

- Stoney Lane should be 'greener'.

The existing wall along Stoney Lane is to be removed and replaced with woodland and meadowgrass habitats in line with the Applicant's BNG strategy. Additionally hedgerows and ornamental trees have been incorporated to provide a green soft frontage.

- Resistance to alleyways directly behind dwellings

The use of alleyways to the rear of dwellings has been significantly reduced or removed where possible. Where necessary, the provision of a double alleyway (to avoid shared use) has been introduced.

- Potential additional access point to Stoney Lane

2 forms of vehicle access points from Stoney Lane are provided, as well as several additional pedestrian access points.

- 3.17 It is considered that, in-line with Paragraphs 40 to 47 of the NPPF, the applicant has engaged in the positive and pro-active front-loading of LPA engagement and responded appropriately to the relevant concerns raised by the LPA at pre-app stage.

Summary

- 3.18 The Applicant has undertaken comprehensive pre-application consultation that aligns fully with the guidelines set out within both local and national policy. The feedback received during the pre-application consultation undertaken has been carefully considered by the Applicant and, where possible, amendments have been made to the proposed scheme. Further details are provided at Sections 4 and 5 of the SCI.

4 PROPOSED DEVELOPMENT

- 4.1 This section describes the application proposals and their relationship and compatibility with the characteristics of the site. A Design and Access Statement ('DAS') has been prepared by Banners Gate LTD, with full detailed drawings provided by the architects and PGLA Landscape Architects. This SPS should be read alongside the accompanying DAS and drawings.

Description of Development

- 4.2 The description of development is as follows:

"Full planning application for the erection of a residential development comprising 204 dwellings (Use Class C3) with associated access taken from Stoney Lane, parking, public open space, and landscaping."

- 4.3 The application proposals are described fully in the DAS and are illustrated on the suite of application drawings; with a full schedule of plans and documents submitted alongside this application.

Proposed Uses and Quantum of Development

- 4.4 The proposal seeks to redevelop the former Glen Dimplex site and deliver 204 dwellings with associated open space, roads, public and private open space and related infrastructure

Use	Amount
Residential (Use Class C3)	204 dwellings
Green Infrastructure	6318 m ²

- 4.5 The schedule of accommodation is provided in the table below. Ten different house types are proposed, all of which range from two to two and a half storeys. There are no flats proposed as part of the development. Further detail on the house types is provided within the House Type Pack.

House Type	Bedrooms	Sq.m	Number	Total sq.m
Beaford	2-bedroom	72.3	31	2,241.3
Brambleford	3-bedroom	84.3	31	2,613.3
Eynsford	3-bedroom	90.3	4	361.2
Tetford	3-bedroom	94.9	16	1,518.4
Harrton	3-bedroom	105.9	43	4,553.7
Aynesdale	3-bedroom	98.3	13	1277.9
Ayleford	4-bedroom	102.3	22	2,250.6
Corkham	4-bedroom	125.1	24	3,002.4
Henford	4-bedroom	126.3	12	1,515.6
Wansdale	4-bedroom	134.7	8	1077.6
Total			204	20,409

4.6 It is standard practice for the applicant to provide different house types depending on their orientation or position within the site layout. The housing mix proposed comprises a mix of detached, semi-detached and terraced housing as follows:

- Beaford – Mid and Semi
- Eynsford – End
- Brambleford – Mid and Semi
- Aynesdale – Semi and Detached
- Tetford – Detached and Semi

- Harrton – Mid and End
- Ayleford – Semi and Detached.

4.7 Thus, the proposals result in the following housing mix:

- 2-bedroom = 31 dwellings (15%)
- 3-bedroom = 107 dwellings (52%)
- 4-bedroom = 66 dwellings (33%)

4.8 Regarding Affordable Housing, the scheme proposes the use of Vacant Building Credits ('VBC') to offset the requirement. Should this be considered unacceptable by the LPA, the 10% requirement (amounting to 20 units) will be delivered as demonstrated at Figure 1 below and Drawing Reference: 22970 -AF-1004 (Affordable Housing Layout).

ACCOMMODATION SCHEDULE							
Name	Ref	TW ref	Bed	Storey	Unit No's	Unit ft²	ft² Total
Affordable Dwellings - Shared Ownership (5) - 25%							
Beaford Mid	BEA	EMA22	2 Bed	2	3	778	2334
Beaford End	BEA	EMA22	2 Bed	2	2	778	1556
Sub Total:				5 Units		3890 ft²	
Affordable Dwellings - Rented (15) - 75%							
Beaford Mid	BEA	EMA22	2 Bed	2	7	778	5446
Beaford End	BEA	EMA22	2 Bed	2	4	778	3112
Eynsford End	EYN	EMA33	3 Bed	2	4	972	3888
Sub Total:				15 Units		12446 ft²	
Grand Total				20 Units		16336 ft²	

Figure 1: Affordable Housing Accommodation Schedule

Layout

4.9 The proposed layout provides a clear and legible urban structure shaped by site constraints and opportunities. Public open spaces form a gateway from Stoney Lane into the development and ensures that residents benefit from the creation of open space proposed.

- 4.10 All dwellings are arranged to front the street, creating active frontages, with dual-aspect units placed on corner plots. A continuous building line is maintained throughout the proposals with small setbacks and projections defining public and private space and introducing visual variation.
- 4.11 The layout forms a back-to-back block with existing properties on Cumber Lane, with rear gardens positioned towards the Elis Laundry Services and St Edmund Arrowsmith Academy. The Manchester–Liverpool railway line and Stoney Lane have also been identified as potential noise sources. A full acoustic assessment (prepared by Hepworth Acoustics and submitted as part of this proposal) has resulted in increased-height boundary treatments being incorporated as demonstrated on the Boundary Treatment Plan (Drawing Ref: 22970-BT-1-003).
- 4.12 The configuration enables a highway loop that strengthens site connectivity and supports predominantly south-facing development blocks, facilitating sustainability measures such as photovoltaic panels. The block structure aligns with the surrounding urban grain and provides a framework for landscaping elements (including trees, hedging and boundary treatment) to further define public and private spaces.

Scale and Massing

- 4.13 The House Types Pack, submitted as part of this application, demonstrates the building heights of the proposed dwellings. Additionally, the coloured street scenes (Drawing Reference: 22970-SS-1010) provide further context of the scale and massing of the proposed scheme.
- 4.14 All proposed units will range between 2 to 2.5 storeys. Landscape buffers and planting are proposed within front gardens and public open spaces with hedgerows provided around the edges of the site.
- 4.15 Where double garages are provided a double pitch roof has been used to ensure a suitable scale. There will be a variation of densities and nodal points throughout the development to help with site navigation, these are emphasized by material changes, building heights, orientation and the building line. The scheme proposes 40 dwellings per hectare across the site.

Appearance

- 4.16 The proposed development adopts a traditional brick-and-tile architectural approach consistent across the site, with uniform door and window styles and colours. Dwellings

will be constructed using a palette of red and grey bricks with a single grey roof tile. Focal plots have incorporated horizontal black Cedral cladding to create a legible streetscape.

4.17 Further, boundary treatments are coordinated with the materials palette, with low open railings used adjacent to public open spaces and taller screen walls or fences defining private gardens. The appearance and elevational treatment of the dwellings reflect the surrounds, with consistent window and door design contributing to cohesive streetscape.

Open Space and Landscaping

4.18 The development proposes the creation of open space at the heart of the site, creating a meaningful sense of space by providing various planting strategies.

4.19 The key elements of the landscape strategy for the site include:

- A clear hierarchy of open spaces
- Sustainable Urban Drainage System located centrally within the site to accommodate surface water run off
- Open spaces within the development will be grassed and planted with a variety of ornamental tree species, wildflower mixes and native shrubs.
- Soft landscaping will be used to reinforce the proposed movement hierarchy with larger growing street trees along primary streets or within private front gardens.
- Creation of green corridor along Stoney Lane.

4.20 The proposed development includes the provision of 212 new trees, 496 sq.m of new shrub planting (30-40 cm height, 5-7 plants per sq.m), 437 m of mixed native hedgerow, 836 sq.m of native whip planting, and 905 sq.m of wildflower meadow planting.

4.21 Details on the species, nursery grades and quantities are provided in the plant schedule and specification which is submitted alongside this application.

ACCESS

Vehicular Access

4.22 Vehicular access to the site is proposed via the existing Stoney Lane access with two new accesses proposed in the form of priority-controlled junctions.

4.23 The primary vehicular access will be located at the northwestern corner of the site, approximately 70 metres to the east of the Stoney Lane/Cumber Lane signal junction. The

primary vehicular access into the site will have a carriageway width of 5.5 metres, incorporate 6 metre corner radii and provide 2 metre footways on either side of the access road.

- 4.24 The secondary access will serve the dwellings between numbers 179 to 204 and is located approximately 150 metres to the east of the primary vehicle access and approximately 50 metres to the west of the Whiston Hospital ambulance station access. This access will have a carriageway width of 4.5 metres, incorporate 6 metre corner radii and provide 2 metre footways on either side of the access road.

Active Mobility

- 4.25 In keeping with the design objective to improve accessibility throughout the site.
- 4.26 Pedestrian and cycle access will be accommodated at both proposed vehicular access junctions off Stoney Lane.
- 4.27 There are also various pedestrian links to Stoney Lane along the site frontage and a pedestrian link to the west on to Cumber Lane. The internal layout has been designed to maximise connections to the existing pedestrian infrastructure in the vicinity.

Internal Layout

- 4.28 Raised junction tables and bends in the carriageway are proposed within the highway layout. Additionally, visibility splays of 25 metres have been provided on the main access routes through the site and forward visibility splays of 25 metres on the bends to accord with the internal 20 mph speed limit
- 4.29 Solid boundary treatments on the plot frontages / sides or adjacent to the driveways will not be more than 0.6 metres in height to ensure highway visibility is not compromised for motorists emerging from access point.

Car Parking

- 4.30 A total of 424 number parking spaces is proposed with two spaces per 2/3-bedroom dwelling and three spaces for 4-bedroom dwellings, with the exception of the 4 bed ayleford semis where 2 spaces are proposed.
- 4.31 Most front parking provision has been limited to four continuous parking spaces with 5m x 2.5m bays provided.

Summary

- 4.32 The proposed development comprises 204 new homes with associated infrastructure, public open space, landscaping, parking and access from Stoney Lane. Overall, the proposals have been well-designed with due regard given to the technical assessments undertaken by the Applicant's appointed project team.

5 PLANNING POLICY FRAMEWORK

5.1 This section sets out the relevant national and local planning policy and other material considerations that the planning application will be assessed against.

The Development Plan

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities to determine planning applications in accordance with the Development Plan unless material planning considerations indicate otherwise.

5.3 In this case, the Development Plan comprises:

- Knowsley Local Plan Core Strategy (adopted January 2016);
- Saved Policies contained within the Knowsley Replacement Unitary Development Plan (adopted June 2006);
- Merseyside and Halton Joint Waste Local Plan (adopted July 2013); and,
- Draft Liverpool City Region: Spatial Development Strategy (November 2023).

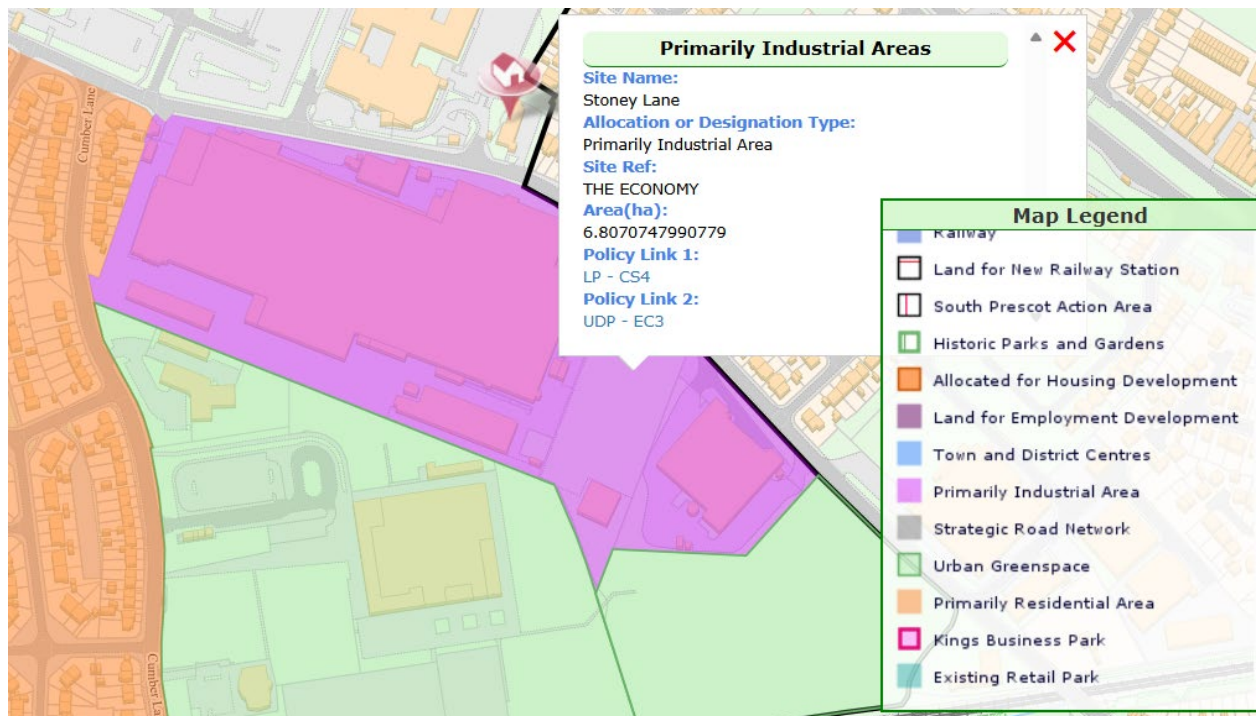
5.4 There are no policies within the waste local plan of relevance to the determination of this application. Therefore, no further consideration has been given to this document within this SPS.

5.5 The policies of the adopted Development Plan documents that are relevant to the determination of this full application are set out below, with a table of compliance provided at **Appendix 2** of this statement.

Knowsley Local Plan Core Strategy

5.6 The Knowsley Local Plan Core Strategy ("Core Strategy") was adopted in January 2016. The Core Strategy is the central, overarching strategy within the Local Plan which sets out a vision, key objectives, and strategic planning policies for Knowsley up to and beyond 2023.

5.7 As defined by the Local Plan Policies Map, and illustrated on the extract at **Figure 1** below, the site is entirely allocated as 'Primarily Industrial Land'.

Figure 1: Site Allocation from Knowsley's Interactive Policies Map

5.8 The key policies of the Core Strategy of which apply to the application site are:

- Policy SD1 'Sustainable Development';
- Policy CS1 'Spatial Strategy for Knowsley';
- Policy CS2 'Development Principles';
- Policy CS3 'Housing Supply, Delivery and Distribution';
- Policy CS4 'Economy and Employment';
- Policy CS7 'Transport Networks';
- Policy CS8 'Green Infrastructure';
- Policy CS15 'Delivering Affordable Housing';
- Policy CS17 'Housing Sizes and Design Standards';
- Policy CS19 'Design Quality and Accessibility in New Development';
- Policy CS21 'Greenspaces and Trees';
- Policy CS22 'Sustainable and Low Carbon Development';
- Policy CS24 'Managing Flood Risk';

- Policy CS26 'Waste Management'; and,
- Policy CS27 'Planning and Paying for New Infrastructure'.

5.9 A summary of the above Core Strategy policies is set out in the Policy Schedule contained at **Appendix 2**.

Saved Policies of the Knowsley Replacement Unitary Development Plan

5.10 Whilst most policies of the Knowsley Replacement Unitary Development Plan ("UDP") were deleted upon adoption of the Core Strategy, several UDP policies have been saved until replaced by further development plan documents to accompany or replace the Core Strategy.

5.11 The following 'saved' UDP policies are relevant to this planning application:

- Policy EC3 'Primarily Industrial Areas';
- Policy T5 'Location of Major Traffic Generating New Development';
- Policy T7 'New Development and Walking & Cycling Routes';
- Policy T8 'Transport Assessments';
- Policy T9 'Travel Plans';
- Policy T10 'Access for the Less Mobile';
- Policy DQ2 'Security in the Built Environment';
- Policy DQ4 'Trees and Development';
- Policy ENV2 'Noise and Vibration';
- Policy ENV3 'Light Pollution'; and,
- Policy ENV5 'Contaminated Land'.

5.12 A summary of the above 'Saved' UDP policies is set out in the Policy Schedule contained at **Appendix 2**.

Draft Liverpool City Region: Spatial Development Strategy ('SDS')

5.13 The Draft SDS sets out how the city region is expected to develop over the next 15 years. It aims to identify strategic areas for growth and infrastructure provision, and when

finalised, will form part of the Development Plan. The Plan is still in its early stages with Public Participation scheduled for Late 2026. There is no scheduled date for Examination or Adoption.

Other Material Considerations

5.14 Reiterating the introduction to this section, Section 38(6) of the Planning and Compulsory Purchase Act 2004 is clear that material planning considerations can justify a departure from the Development Plan. The following planning policy guidance documents at a local and national level that are all relevant to the determination of this application, including:

- Supplementary Planning Documents ('SPD');
- The National Planning Policy Framework ('The Framework') or ('NPPF') (2024); and,
- National Planning Practice Guidance (as updated) ('PPG').

Supporting Planning Documents

5.15 The following SPDs are considered of relevance to this proposal

- Ensuring a Choice of Travel (adopted September 2010);
- Design Quality in New Development (adopted January 2016);
- Developer Contributions (adopted January 2016);
- Trees and Development (adopted June 2016);
- Adding Social Value to Development (adopted September 2018); and,
- Amended New Residential Development (adopted June 2023).

National Planning Policy Framework

5.16 The NPPF was first published 27 March 2012. The latest iteration of the NPPF was published in December 2024¹. It sets out the Government's planning policies for England and how these are expected to be applied.

¹ This version of the NPPF was amended on 7th February 2025 to correct cross-references from footnotes 7 and 8, and to amend the end of the first sentence of paragraph 155 to make its intent clear

5.17 Of particular relevance to this proposal are Paragraphs 11, 61, 65, 124 and 125 of the Framework. These are therefore provided below for ease of reference.

5.18 **Paragraph 11** states that:

Plans and decisions should apply a presumption in favour of sustainable development...

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date², granting permission unless:

i) the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination

5.19 **Paragraph 61** states that:

To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community.

5.20 **Paragraph 65** states that:

² Footnote 8 of the NPPF states that " *This includes, for applications involving the provision of housing, situations where: the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer as set out in paragraph 78); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75%of) the housing requirement over the previous three years.*"

To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount³

5.21 **Paragraph 124** states that:

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land⁴.

5.22 **Paragraph 125** states that:

Planning policies and decisions should:

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure

National Planning Practice Guidance

5.23 The PPG as introduced in March 2014 and has been regularly updated since.

5.24 The PPG emphasises that well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning processes. The NPPG points towards the guidance contained within the National Design Guide, which illustrates how well designed places can be achieved in practice. Additionally, the PPG on Planning

³ Footnote 30 of the NPPF states that: "*Equivalent to the existing gross floorspace of the existing buildings. This does not apply to vacant buildings which have been abandoned, or to major development on land within or released from the Green Belt, for which the 'Golden Rules' requirements set out in paragraphs 156-157 of this Framework should apply*"

⁴ Footnote 49 of the Framework states: "*Except where this would conflict with other policies in this Framework, including causing harm to designated sites of importance for biodiversity.*"

Obligations provides further guidance on the utilisation of vacant building credit for proposed developments.

Summary

5.25 This section of the SPS has summarised the adopted Development Plan policies and other material considerations relevant to the determination of the planning application. The following section appraises the proposed development.

6 PRINCIPLE OF RESIDENTIAL DEVELOPMENT

- 6.1 The starting point is to assess the proposed development against S38(6) of the Planning and Compulsory Purchase Act 2004 to determine its compliance with the Development Plan.
- 6.2 This section therefore provides an assessment of the proposed development against key development plan policies covering:
1. Potential Loss of Employment Floorspace;
 2. Locational Characteristics and Housing Need.
- 6.3 Section 7 (and Appendix 2) of this statement will demonstrate the schemes compliance with all other relevant development plan policies.

Potential Loss of Employment Floorspace

- 6.4 The site comprises previously developed land and buildings (measuring 21,844 sq.m), that are proposed to be demolished, within a predominantly residential area, which have remained vacant (to shell) since manufacturing ceased at the site last year. Criteria 7 of Policy CS4 of the Core Strategy provides that land which is currently in use or allocated for employment development will be safeguarded, stating:

“7) Land which is currently in use or allocated for employment development will be safeguarded from changes to other types of development, except where: there is no current or likely future demand for employment uses on the land; or where other uses would bring wider regeneration, environmental and amenity benefits.”

- 6.5 Policy EC3 (Primarily Industrial Areas) of the UDP states that:

“1. Primarily industrial areas are identified on the Proposals Map and are appropriate locations for Business (Class B1); General Industry (Class B2); and Storage and Distribution (Class B8) uses.

2. Proposals for development for other uses in these areas (either on sites which are allocated for development or on other land or buildings) will only be permitted where they would:

- a) Be complementary to and compatible with the surrounding employment uses;*
- b) Be consistent with any approved regeneration strategy for the area;*

c) Preserve or enhance the image of the industrial area; and

d) Avoid causing an unacceptable loss of land available for industrial development.”

- 6.6 As set out in Section 3, the Applicant engaged in discussions with the Council regarding the loss of employment floorspace, with discussions informed by an Employment Land Marketing Statement prepared by CBRE. The findings of the report, submitted as part of this application, demonstrated that the former Glen Dimplex premises are obsolete and preclude viable reoccupation; and that there is no ongoing demand for employment uses on the site. Following the cessation of manufacturing activity in mid-2024, the site has been subject to decommissioning which has included removal of all manufacturing equipment.
- 6.7 As part of the Halton, Knowsley, Sefton and West Lancashire Joint Employment Land and Premises Study (January 2010) which formed part of the evidence base for the adopted Core Strategy; the site was assessed as Grade C/D indicating “Lower quality locations in residential areas suffering from poor accessibility and massing”. Notwithstanding the poor market characteristics of the site for employment purposes, the property was marketed for over a year. A key component of the marketing campaign was to ensure the Real Estate and Inward Investment team at Knowsley Council were fully aware of the availability of the property in order that it could be shared with occupiers in the Borough.
- 6.8 Despite the wide marketing reach⁵, limited enquires were received over the marketing period. The report concludes that the site is no longer considered suitable for the majority of warehouse and logistics occupiers / investors primarily due to the following reasons:
- The requirements of modern logistics companies to store products at higher heights within buildings to maximise efficiencies, which is evidenced by direct feedback from several parties approached who discounted the building due to the lack of height;
 - Insufficient/poor quality dock and level loading for a unit of this size;
 - Inefficient configuration/layout (relatively bespoke layout with inter-connecting buildings);

⁵ E-Flyer circulated to over 668 recipients, Knowsley Council’s Estate Team, CBRE Website, Novaloca Website, Industrial Agents Society Circular,

- The proximity of surrounding residential uses would significantly restrict 24/7 operational activity, which is essential for modern distribution and logistics operators;
- Overall cost per cubic metre of occupation would be unviably high due to the expense of heating and maintaining an inefficient and obsolete facility;
- Ongoing maintenance issues reduce the usable floorspace, limiting the ability to store goods across the full extent of the building;
- The buildings are fundamentally energy-inefficient, nor are they likely to become so without extensive investment, and as such are unlikely to meet modern expectations in terms of sustainability; and,
- The presence of asbestos necessitates specialist removal, adding significant cost which further constraints the feasibility of re-use.

6.9 The findings of the Study, underpinned by a transparent marketing exercise of which the scope was agreed with the Council through initial pre-application discussions, demonstrates that there is no demand. Additionally, the Council confirmed during pre-application discussions that sufficient evidence had been provided by the Applicant.

6.10 Regarding the criterion for Saved Policy EC3, the scheme proposes a deviation from the identified Primary Industrial Areas allocated for the site. Notwithstanding this deviation, criteria 2 sets the departures that are acceptable. We consider these in turn below

a. *Be complementary to and compatible with the surrounding employment uses*

6.11 As established in Section 2 of this SPS, the majority of surrounding uses do not comprise employment uses. To the west and north-east of the site lie significant collections of low-density post-war housing; immediately south lies St Edmund Arrowsmith Catholic Academy, and Willis House, and to the north lies Whiston Hospital.

6.12 The only elements of existing employment use in the immediate surrounds sit immediately south-east of the site at the Elis laundry service. Acoustic mitigation is proposed for those closest dwellings with fenestration facing towards the yard to ensure the amenity of those occupants is not unacceptably prejudiced. Given the imposition of this mitigation, it is considered that the proposal would be complementary to, and compatible with, the employment use at Elis and as such is compliant with Criterion (a) of Saved UDP Policy EC3.

b. Be consistent with any approved regeneration strategy for the area

6.13 Whilst there is no specific adopted regeneration strategy encompassing this site, the proposal seeks to demolish the currently vacant and unused industrial units and provide 204 no. dwellings in a sustainable and appropriate location. As such the proposal clearly aligns with the regeneration and land use priorities set out in Paragraph 129 of the NPPF and compliant with Criterion (b) of EC3.

c. Preserve or enhance the image of the industrial area; and

6.14 The existing visual merit afforded to the industrial area at present is extremely limited, given the existing site comprise of fairly low quality and aesthetically displeasing industrial units. Whilst the total removal of the industrial units cannot be said to *preserve* the image of the industrial area, the general visual amenity afforded to the area will be improved (as set out in the DAS) through the provision of 204 no. dwellings, public open space and landscaping. As such it is considered the proposal sits in-line with Criterion (c) of EC3.

d. Avoid causing an unacceptable loss of land available for industrial development

6.15 KMBC's Local Plan Monitoring Report 2024-2025 (released December 2025) identifies a total employment land supply of 140.34ha, demonstrating a decrease in the total supply figure of 238.71ha stated in the adopted in LPCS (2016). However, there is still a surplus of employment land available within the next 5 years; total land available for employment uses within the 5 next years sits at 52.7ha, where the LPCS requirement sits at 45.5ha, ensuring a **surplus** of 7.2ha.

6.16 The total area of employment land to be developed through this application sits at 5.8ha. This would reduce the total land available for employment uses within the next 5 years to 46.9ha. However, this still sits above the identified requirement of 45.5ha to be available within 5 years. As such, it is considered that the development of this employment land would not result in an unacceptable loss of land available for industrial development, and the proposal sits in-line with Criterion (d) of Saved UDP Policy EC3.

6.17 It therefore follows that there is clearly no current or likely future demand for employment uses in the land, and that the proposal would not cause an unacceptable loss of land available for industrial development, in-line with EC3. Additionally, as set out in the following sub-section the proposed residential use would bring wider regeneration, environmental and amenity benefits in accordance with Policy CS4 of the Core Strategy, UDP Policy EC3 and NPPF Paragraphs 124, 125 and 127.

Locational Characteristics and Housing Need

- 6.18 Located south of Warrington Road (A57), which runs in an approximate east-west alignment near the site, it is strategically located with direct access towards Rainhill to the east and Prescot to the west. The surrounds predominantly comprise residential-led development with Whiston Hospital and a few remaining commercial uses across Stoney Lane.
- 6.19 The site has excellent strategic connectivity, with an opportunity to build on the accessibility of the site by different modes of transport, which will capitalise on the inherent physical and economic links across the northwest.
- 6.20 Additionally, various pedestrian crossing facilities can be found to the west of the site along Stoney Lane and Dragon Lane resulting in a highly sustainable local highway network. Furthermore, as evidenced in the Transport Assessment prepared by Eddisons, the site is accessible by multiple modes of sustainable transport such as walking, cycling and public transport, and through multi-modal trips. In the context of the NPPF, including paragraph 117a, and local policy, the surrounding area already benefits from acceptable levels of pedestrian infrastructure and public transport networks, Further detail is provided within Section 8 of this Report and the submitted Transport Assessment.
- 6.21 Policy CS3 of the Core Strategy provides guidance on the required Housing Supply, Delivery and Distribution in the borough and makes provisions for a *minimum* net figure of 8,100 dwellings per annum ('dpa') to be delivered over the Plan period (up to the Year 2028).
- 6.22 The Council's most recent Strategic Housing Land Assessment (published April 2024) places the housing land supply figure in the borough as 450 dpa (demonstrating a 7.2 years' supply of deliverable housing land) and a Housing Delivery Test ('HDT') of 372% prior to the revisions to the Framework in December 2024. As the Council's Local Plan is more than five years old, it follows that the new method for calculating Housing Need must be utilised. Knowsley's figure has initially been revised to 600 dpa, increasing the housing need by over 135% (up from 245 dpa).
- 6.23 However, following further assessment against the 2025 SHLAA supply, and applying the standard method, it can be argued that the requirement rises to 608 dpa as a result of updated 2024 affordability ratios and stock data published in early 2025. This reduces the 5YHLS position to **4.97 years** – that being a total claimed supply of 3176 dwelling, against a requirement of 608dpa.

- 6.24 It therefore follows that there is additional need to deliver housing in the borough to satisfy the requirements of Paragraph 61 of the Framework and in the context of the Government's housing delivery agenda.
- 6.25 The proposed development is well positioned to contribute positively to the Borough's growth ambitions, whilst also making effective and efficient use of previously developed land within an accessible and sustainable location, in accordance with Core Strategy Policies CS3 and CS7, Saved Policy T7, Amended New Residential Development SPD and Paragraphs 8,129 and 135 of the Framework.

Summary

- 6.26 To summarise, the principle of development for this proposal is driven by the sites existing use for employment land, subsequently engaging Core Strategy Policy CS4, and Saved UDP Policy EC3.
- 6.27 CS Policy CS 4 requires that land currently in employment use is safeguarded, unless it can be demonstrated that there is no current or likely future demand for employment uses on the land; or where other uses would bring wider regeneration, environmental and amenity benefits. The application has been submitted with an Employment Land Marketing Statement prepared by CBRE, demonstrating the complex is currently obsolete; unable to accommodate a viable reoccupation and that there is no ongoing demand for employment uses on the site; satisfying the requirements of CS 4.
- 6.28 Furthermore, Saved UDP Policy EC3 introduces a number of criteria that proposals wishing to deviate from an existing employment use must fulfil for such departures to be acceptable. This assessment has been undertaken through in the above section but ultimately is concluded that all aspects of these criteria are met, ensuring compliance with Saved UDP Policy EC3.
- 6.29 Whilst not forming a central argument to the acceptability of the principle of development, it must also be noted that KMBC may not have an up-to-date 5YHLS. As such, the additional need to deliver housing in the borough must be considered in order to satisfy the requirements of Paragraph 61 of the Framework and the requirements of CS Policy CS 3, the general strategic policy relating to housing delivery within the plan area over the plan period.
- 6.30 Given the above, it is considered that the principle of development of this site is secured against

7 OTHER DEVELOPMENT MANAGEMENT CONSIDERATIONS

Housing Mix and Density

- 7.1 Criteria 4 and 5 of Core Strategy Policy CS3 require that new housing in Knowsley contributes to re-balancing the Borough's housing market by delivering an appropriate mix of tenure, type and size of dwellings, and that residential development achieves a minimum density of 30 dwellings per hectare. These criteria form a central part of the Council's approach to ensuring that future growth meets identified local needs and makes efficient use of land.
- 7.2 The most up-to-date evidence on housing need is contained within the Knowsley Housing Need Assessment (H'NA') (2021), which supersedes the former Strategic Housing Market Assessment. The HNA provides a detailed analysis of future demographic change, projected household formation between 2020 and 2036, the dwelling types currently occupied by different household groups, and their aspirations and expectations for future accommodation. This evidence base therefore offers a robust and contemporary foundation for assessing whether proposed developments appropriately contribute to meeting the Borough's identified need.
- 7.3 Table 5.5 of the HNA sets out recommendations for the preferred market housing mix within Knowsley. Responding directly to this evidence—and informed further by feedback received through the pre-application process—the proposed development has been designed to deliver a majority of 3-bedroom market homes, aligning with the recommended proportions in the HNA. This ensures that the scheme positively supports the Council's objective of re-balancing the local housing offer by focusing on family-sized accommodation, which remains an area of under-provision.
- 7.4 With regard to Affordable Housing, further detail, including proposed tenure mix and typologies, is provided at Section 9 of this statement.
- 7.5 In terms of density, the scheme has been subject to an iterative design process that integrates a range of built forms to support efficient land use while enhancing local character. The inclusion of 2.5-storey townhouses in key locations has been deliberately used to introduce visual interest, reinforce nodal points within the layout and strengthen the overall legibility of the development. Based on the delivery of 204 new homes across approximately 5 hectares of developable land, the proposal achieves a net density of 40 dph. This not only exceeds the minimum density required by Policy CS3 but does so in a manner that respects and enhances the site's context.

- 7.6 The Government's commitment to promoting the efficient use of land is a consistent theme throughout the Framework. Paragraph 128 encourages planning decisions that optimise site capacity and deliver well-designed places. The proposed development responds directly to this national policy direction by achieving an uplift above the minimum density threshold, integrating higher-density typologies where appropriate, and ensuring that design quality is maintained throughout.
- 7.7 For these reasons, the proposed development is considered to be fully compliant with Core Strategy Policies CS3, CS17, CS29 and accords with Chapter 11 of the NPPF, including Paragraph 128 and other relevant guidance relating to housing mix and the efficient use of land.

Design and Appearance

- 7.8 Included within the submission pack is the House Types Pack, Materials Layout, Surface Materials and Coloured Street Scenes drawings which provide extensive visual aid on what the proposed development will look like. The DAS produced by Banners Gate LTD also provides further information on the design principles of the scheme.
- 7.9 Paragraph 131 of the NPPF relates to design and states that creation of high quality, beautiful and sustainable buildings is fundamental to what the planning and development process should achieve. Additionally, Policy CS17 of the Core Strategy states that all new residential development will be encouraged to comply with the Building for Life standards and to enhance the local distinctiveness, identity and accessibility of places.
- 7.10 In accordance with this policy framework, the design of the proposed development has been carefully shaped to deliver a high-quality architectural and landscape response that is sympathetic to its surroundings. The site is located within Whiston, adjoining the settlement of Rainhill to the east, and sits prominently at the corner of Stoney Lane and Cumber Lane. The surrounding area is characterised by mid-20th-century suburban housing, typically comprising two-storey terraces with pitched roofs and simple, consistent street scenes.
- 7.11 The scheme responds positively to this local character context while also introducing variety and interest through a balanced mix of housing typologies, contributing to the creation of an attractive and distinctive neighbourhood. The appearance and elevational treatment of dwellings reflect design cues from the existing built form, as demonstrated on the submitted House Type Pack, Street Scenes and CGIs. Elements of uniformity, such as the treatment of windows, doors and colour palettes, are incorporated to reinforce continuity with the surrounding streetscape. Subtle references to the historic industrial

use of the site have also informed aspects of the detailing, supporting a sensitive transition between past and future character.

- 7.12 Overall the development accords with Policies CS17 and CS18 of the Core Strategy and Chapter 12 of the NPPF.

Layout

- 7.13 During pre-application discussions KMBC requested that all corner plots are dual fronted. Taking on board the feedback, the applicant has purpose designed dual aspect dwellings around all corner plots, these include the Aynesdale and Wansdale house types.
- 7.14 The proposed layout has been designed to create a clear, coherent and legible urban structure that responds positively to the site's opportunities and physical constraints. The arrangement of streets and blocks establishes a strong sense of place, consistent with the principles of good design set out in Policy CS19 of the Core Strategy and the New Residential Layout SPD.
- 7.15 Public open spaces are intentionally positioned to form an attractive gateway from Stoney Lane and to provide a centrally located focal point within the development. This supports CS19's requirement for high-quality public realm and locally distinctive character, while also aligning with guidance to integrate usable, accessible green spaces within new residential layouts
- 7.16 The internal layout features a well-connected, highly permeable street and path network with an internal loop road and no cul-de-sacs, ensuring direct pedestrian routes. Two central pedestrian links follow natural desire lines, connecting the northern and southern parts of the spine road. This arrangement also enables the formation of an internal highway loop that enhances connectivity throughout the development, promotes permeability and aligns with the SPD's street hierarchy expectations. The block orientation achieves a predominantly southern aspect, supporting the incorporation of sustainability measures such as photovoltaic panels.
- 7.17 Pedestrian access is provided via segregated footways, shared services and dedicated footpaths. All streets are designed to be overlooked by homes to increase visibility and reduce opportunities for crime.
- 7.18 Further, the proposed development is designed to be legible and permeable, encouraging sustainable travel for short journeys. Streets incorporate traffic-calming features such as raised tables and carriageways narrowing to create a cycle-friendly environment and

reduce vehicle speeds. Additionally, the swept path analysis demonstrates that the site can be accessed efficiently by servicing vehicles.

- 7.19 The resulting layout reflects the established urban grain of the surrounds, while creating a structured framework for landscaping, that further reinforces legibility, character and the definition of public and private spaces.
- 7.20 It therefore follows that the proposal accords with Core Strategy Policy CS19, Policy WM of the JMHL, the New Residential Layout SPD and the relevant sections of the NPPF.

Highways and Accessibility

- 7.21 A Transport Assessment ('TA') and Framework Travel Plan (Appendix C of the TA), prepared by Eddisons, has been submitted as part of this application.
- 7.22 The scope of the report was agreed with highways officers at KMBC and include the following:
- **Section 2** describes the existing site conditions and describes the adjacent highway network.
 - **Section 3** provides details of the proposed development including vehicular access and car parking provision.
 - **Section 4** of the report considers the aspects of national and local planning policy which are relevant to the development.
 - **Section 5** considers the accessibility of the site by non-car modes whilst **Section 6** contains details of the Framework Travel Plan.
 - **Section 7** considers the trip generation and traffic impact assessment on the highway network, whilst Section 8 consider historical accident statistics.
 - **Section 9** draws together the report's findings and conclusions.

- 7.23 The TA concludes that due to the adequate junction distancing and the minimal amount of traffic generated through the secondary site access, there will be no impact on the current operation of the ambulance station.

Accessibility by Sustainable Modes of Travel

- 7.24 The accessibility of the site by sustainable modes of travel is provided in detail at Sections 5 and 6 of the Transport Assessment; and demonstrates the site is accessible by bike

with national cycle routes in close proximity. Additionally, it is well located to cater for trips on foot and provide potential for a high degree of pedestrian trips from the site to neighbouring areas, including Prescott and Whiston.

- 7.25 Having carried out an Active Travel England ('ATE') review, the existing pedestrian infrastructure is considered to facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.
- 7.26 Regarding the mode of cycling, it is considered that it is likely to be the key active travel mode for trips surrounding the proposed site, based on the neighbouring areas that can be reached within a reasonable travelling distance and existing and suggested local cycle routes.
- 7.27 The site is also well served by existing bus and rail routes. With Whiston train station located a 15-minute walk or 5-minute cycle from the proposed site, the site has direct access of up to four services an hour to Manchester, Manchester Airport, Liverpool Lime Street and Wigan.
- 7.28 It is therefore considered that the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car and the proposals will meet the aspirations of ATE.

Traffic Impact Analysis

- 7.29 On 9 September 2025, traffic surveys were conducted at four junctions to inform the proposals. From the analysis, the weekday AM peak occurred between 0800 and 0900 hours, whilst the weekday PM peak occurred between 1630 and 1730 hours. The resulting growth traffic flows from the assessment are as follows:
- 2025 – 2032 AM Peak – 1.0554; and
 - 2025 to 2031 PM Peak – 1.0356.
- 7.30 In order to establish the vehicular trip rates for the proposed development, reference has been made to the latest TRICS database, the parameters of which are set out at Paragraph 7.62 of the TA. Using the proposed development is predicted to result in 98 two-way vehicular trips during the weekday AM peak and 95 two-way trips during the weekday PM peak.
- 7.31 To fully inform the Council of the impacts of the scheme, and any cumulative impacts of forthcoming schemes, Capacity assessments of Stoney Lane have been undertaken and thus the proposed site access junctions designed to accord with highway design

standards. The proposed Stoney Lane/Primary Site Access is forecast to operate within its actual capacity with the addition of the development traffic. Additionally, it is concluded that the proposed development will have a negligible net traffic impact on the local highway network.

Accident Analysis

- 7.32 In order to consider the potential impact of the development on road safety, a brief review of the most recently available personal injury accident data has been undertaken following receipt of the detailed statistic from Knowsley for the most recent 5-year period.
- 7.33 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts. It is therefore not considered that the proposals for a residential development will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.

Parking and Servicing

- 7.34 The proposed development accords with the maximum car parking standards contained within the Council's Ensuring a Choice of Travel SPD and provides two car parking spaces per 2/3-bedroom dwelling and 3 spaces per 4+ bedroom dwellings, with the exception of the 4 bed Ayleford semis where 2 spaces are proposed.
- 7.35 Regarding servicing, in order to fully advise the local highway authority, a swept path analysis has been undertaken using a 11.21 metre vehicle which is used by Knowsley Council.
- 7.36 The analysis, included at Plan 5 of the TA, demonstrates that a refuse vehicle can safely manoeuvre within the proposed site layout

Framework Travel Plan ('FTP')

- 7.37 The Applicant will designate a Travel Plan Co-ordinator prior to occupation of the site. Initially the role is likely to undertaken by a person employed by TW.
- 7.38 An FTP has been prepared by Eddisons and submitted as part of this application and aims to implement the following objectives:
- Objective 1 – To encourage residents and visitors to use alternatives to the private car,

- Objective 2 - To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- Objective 3 – To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

7.39 Section 4 of the FTP sets out an Action Plan and quantifiable potential targets which will increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.

Summary

7.40 With regards to the proposed development the following conclusions have been drawn:

- The site can be safely and suitably accessed from Stoney Lane;
- The site is accessible on foot and cycle and these provisions will be improved as part of the proposed works;
- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Whiston and Prescott;
- The site is in close proximity to convenience stores, schools, healthcare facilities and transport nodes;
- It has been demonstrated that the site is accessible by cycle with national cycle routes and suggested local cycle routes being located within close proximity of the site;
- The services from the bus stops on Stoney Lane travel to destinations such as Prescott and Huyton, shows that the proposed development can be considered as highly accessible by bus; and
- The site is accessible via rail with four different stations in close proximity to the site.
- The proposals will meet with the aspirations of ATE.
- The proposed site access junctions have been designed to accord with highway design standards and will have sufficient capacity to accommodate the proposed development traffic

7.41 Furthermore, measures are proposed in the accompanying FTP to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.

7.42 It therefore follows that the proposal accords with Saved Policies T5, T7, T8 and T9; Core Strategy Policy CS7 and the Ensuring a Choice of Travel SPD.

Landscaping and Open Space

7.43 A Landscape Masterplan and Landscape Management plan ('LMP') has been submitted as part of this proposal, prepared by PGLA Landscape Architects.

7.44 In addition to being in close proximity (400m to the south) of Whiston Woods, the proposal incorporates over 6000 sq.m of additional open space and landscaping on the brownfield site. This site will be enhanced through the introduction of native tree and scrub planting, which will deliver multiple benefits, such as softening the visual appearance of the proposed dwellings; enhance the visual experience for users of the footpath; and reinforce the character of the site's edge. These measures will ensure that the development presents an attractive, with a high-quality green frontage created along Stoney Lane.

7.45 The enhanced planting scheme, together with the creation of varied habitats within the southern part of the site, will contribute to an improved mosaic of biodiversity and increase the ecological resilience of the area. The landscaping proposals not only avoid such impacts but actively deliver enhancements. The introduction of new native planting, the creation of an ecologically rich open space, and the sensitive integration of built form into the landscape will all serve to improve the site's overall environmental quality. In doing so, the development will contribute positively to the local landscape character, strengthen visual amenity for both residents and the wider community, and deliver meaningful biodiversity.

7.46 In addition to the proposed green infrastructure, the scheme proposes the integration of blue infrastructure through the provision of an attenuation basin on site. The provision of this is multi-purpose as it serves as an additional drainage strategy aiding with any potential surface water run-off issues and ensures a positive impact within an urban setting on previously developed land.

7.47 Furthermore, the LMP prepared by PGLA establishes a comprehensive, long-term framework for managing all existing and proposed landscape features within the residential development. It outlines the overarching aims to protect and enhance biodiversity, ensure the successful establishment of new planting, retain valuable existing

trees and habitats, and deliver an attractive, functional landscape setting for future residents.

7.48 A structure programme of monitoring, maintenance and periodic review underpins the LMP to ensure the landscape develops in accordance with its design intent. Detailed operational guidance is provided for each landscape component, covering establishment, pruning, weed control, ecological protection, and safety considerations. This management approach supports the delivery of a high-quality and resilient landscape that contributes positively to the long-term sustainability of the development.

7.49 It follows that the proposed development accords with Saved Policy DQ4, Core Strategy Policies CS8, CS19, CS21 and CS22, as well as the Trees and Development, Adding Social Value to Development and Amended New Residential Development SPDs.

Ecology

Preliminary Ecological Appraisal

7.50 A Preliminary Ecological Appraisal Report ("PEA"), and accompanying relevant ecology surveys, has been prepared by United Environmental Services Limited ('UES') and submitted alongside this planning application.

7.51 The PEA identifies that the site mainly comprises urban habitats with industrial buildings that were associated with the functioning of the disused factory. Small areas of woodland and other neutral grassland are also present within the northern and southeastern sections of the site, with standing water to the south of the central building.

7.52 Additionally, the PEA surveys the following ecological receptors on or adjacent to the site:

- Amphibians;
- Woodland;
- Birds; and,
- Hedgehogs

7.53 Mitigation measures are provided within the submitted Construction Environmental Management Plan ('CEMP'), particularly during the construction phase of the scheme, to ensure that the proposal enhances the habitats available to wildlife on the site.

Designated Sites

- 7.54 The closest statutorily protected site is Thatto Heath Meadows LNR which is located approximately 3.24km to the northeast of the site, whilst the closest non-statutorily designated site is Parrens Covert LWS located approximately 706m to the south of the proposed development site.
- 7.55 Given the distances from site and the scale of development, it is considered unlikely that the proposed development will have any direct or indirect impact on these sites.

Bats

- 7.56 A bat scoping survey, also conducted by UES, to establish the suitability of the buildings on site to support roosting bats has also been submitted.
- 7.57 All seven buildings located within the proposed development site were assessed for their potential to support roosting bats.
- 7.58 Building 1 was assessed as having low bat roost potential, and due to its size, two bat back-tracking surveys are recommended during the May–September survey season, with at least one undertaken between May and August. Buildings 2 and 3 also have low potential and require one presence/absence survey during the peak season (May–August). Building 7 has moderate potential and requires two presence/absence surveys between May and September, with at least one in the peak season. Buildings 4, 5 and 6 have negligible potential and therefore require no further bat surveys or mitigation.
- 7.59 The buildings are proposed to be demolished in January 2026 and any impact on bats will be assessed through the S80 and prior approval application. The Applicant will utilise a Non-Licensed Method Statement with Ecological Supervision where required during demolition.
- 7.60 The Bat scoping survey concludes that the habitats onsite at Glen Dimplex Factory provide low-quality foraging and commuting opportunities for bats due to the large areas of urban habitats which entirely surround the grassland and broadleaved woodland. Notwithstanding this position, the report proposes the following mitigation and compensation measures:
- Conducting two bat back tracking surveys to be undertaken during the bat survey season (May to September inclusive)
 - A single further bat presence / absence survey for Buildings 2 and 3

- Two further bat presence / absence surveys during the bat survey season in Building 7.
- Any external lighting installed as part of the development should be designed to be wildlife friendly and avoid overspill onto the woodland and treelines along the site boundaries.

Biodiversity

- 7.61 A Biodiversity Metric Report and associated calculation has been prepared by UES and submitted alongside this planning application.
- 7.62 To inform the Biodiversity Net Gain, an extended UK Habitat Classification survey was undertaken as part of the PEA on 13 August 2025. It concludes that the site comprises majority hardstanding habitats with industrial buildings that were previously associated with the functioning of the disused factory. Small areas of other neutral grassland and broadleaved woodland are also present, with standing water to the south of the main central building.
- 7.63 The baseline value of the site has been calculated as 3.85 habitat units, 0 hedgerow units and 0 watercourse units using DEFRA's Statutory Biodiversity Metric.

Unit Type	Baseline Units	Units Required	Units Delivered and Net Gain Percentage
Area Habitat Units	3.85	4.34	5.83 (51.54%)
Hedgerow Units	0	0	0.83
Watercourse Units	0	0	0
Neutral Grassland Units	0	0	2.09
Woodland Units	0	0	0.05

- 7.64 It follows that the proposed development will deliver a significant overall material improvement (more than 51%) in ecological value and biodiversity at the site, and the

proposal can achieve significant gains in relation to biodiversity habitats. Off-site provision for woodland and meadow grassland habitats will be used to satisfy the trading rules.

7.65 Therefore, the proposal accords with Core Strategy Policy CS8 and CS21, the Adding Social Value to Development SPD and the relevant sections of the Framework.

Trees

7.66 An Arboricultural Impact Assessment and Method Statement ('AIA') has been prepared by mdlandscape and submitted alongside this planning application.

7.67 Based on an objective assessment of the trees, it is considered that the site comprises a total of 35 individual trees and nine groups of trees and scrub. Trees on site fall within Categories B ('Moderate Quality') and C ('Low Quality').

7.68 As identified at Section 2 there are no trees on site which are subject to a TPO, neither is the site designated within a Conservation Area. Additionally, there are no trees with veteran or ancient tree characteristics in the vicinity of the area.

7.69 To accommodate the proposal, a total of 18 individual trees and two groups of trees and shrubs are proposed for removal to facilitate the works which will result in the loss of trees to the north boundary.

7.70 Notwithstanding the identified loss of trees, the proposed site layout (Drawing Ref: 22970-PL-1001-Colour Planning Layout) indicates replacement planting throughout the site and within areas of public open space as mitigation.

7.71 An Arboriculture Method Statement ('AMS') is provided at Section 6 and 7 of the AIA. The main points detailed are summarised as follows:

7.72 Replacement tree planting is recommended to mitigate for the tree losses and to replace amenity or biodiversity value that may be lost because of the tree removal. There are opportunities on site to improve the tree cover across the site and therefore enhance screening, biodiversity value and visual amenity.

7.73 PGLA's landscaping scheme includes native species of hedgerow planting and tree mix. 72 of the trees proposed on-site are native, with the remainder being native hybrids to ensure consistency with the vegetation of the locality.

7.74 Therefore, the proposed development accords with Core Strategy Policies CS8 and CS21, Saved Policy DQ4 and NPPF Paragraphs 136 and 187.

Air Quality

- 7.75 A qualitative assessment of the potential dust impacts during the construction phase; as well as an assessment of operational phase effects and the potential impacts on all relevant receptors. The assessment was undertaken following IAQM guidance and was prepared by SLR consulting.
- 7.76 Following the construction dust assessment, the site is found to be at worst 'High Risk' in relation to dust soiling effects on people and property and 'Medium Risk' in relation to human health impacts during the construction phase. Given the short-term nature of the construction phase and the comparatively low volume of vehicle movements that will likely arise when compared to the operational phase, there is predicted to be an 'insignificant' effect on air quality from construction-generated road traffic emissions.
- 7.77 Regarding the operational phase predicted pollutant concentration changes at relevant receptor locations are a result of the Proposed Development were assessed using the EPIC & IAQM significance criteria. The report concludes that the impacts of the Proposed Development on NO₂, PM₁₀ and PM_{2.5} concentrations at all existing assessed receptor locations are considered to be 'negligible'. There are no predicted exceedances of the relevant NO₂, PM₁₀ or PM_{2.5} AQALs at existing receptors or proposed locations of relevant exposure across the Site. Unmitigated effects associated with NO₂, PM₁₀ and PM_{2.5} concentrations at all assessed receptor locations are therefore considered to be 'not significant' and the Site is considered to be suitable for the proposed use-class of development.
- 7.78 It follows that the scheme accords with Policy CS22 and CS233 of the Core Strategy and Paragraphs 110 and 199 of the NPPF.

Noise

- 7.79 In accordance with Saved Policy ENV2 an Acoustics Assessment prepared by Hepworth Acoustics has been submitted as part of this application. The noise measurements were taken in consecutive two-minute periods between 12:00 on Tuesday 9 September and Wednesday 10 September 2025; and were carried out in compliance with BS 7445: 2003.
- 7.80 Given the presence of multiple noise sources in the surrounding area, the assessment comprised
- A detailed inspection of the site and its context;
 - Measurement of road traffic noise levels within the site;

- Measurement of railway noise levels within the site;
- Measurement of noise arising from the adjacent school and nearby commercial premises;
- Assessment of the potential noise impacts on future residential occupiers; and,
- Recommendations for appropriate mitigation measures

7.81 Regarding road traffic noise levels, the measured daytime and nighttime values are provided at Appendix B of the Acoustics Assessment. Peaks of noise at night were in the range 38-70 dB L_{AMAX} with the highest value recorded at 68 dB.

7.82 An unattended noise survey was carried out at the site between midday on Wednesday 27 August and midday on Thursday 28 August 2025 and were carried out in consecutive five-minute intervals. The rating sound level was concluded to be 8dB above the representative background sound during the daytime and 10 dB above the background during the last part of the night; resulting in a significant adverse impact in the absence of any additional noise mitigation measures.

7.83 For the proposed development, an acoustic design criterion of within 55 dB $L_{Aeq,16hr}$ for private rear gardens of all the new dwellings has been adopted.

7.84 Considering the above a noise mitigation scheme has been provided at Section 6 of the Acoustic Assessment which proposes strategies for external noise within gardens, habitable rooms (for dwellings close to the railway line and close to Elis) and the proposed development as a whole.

7.85 The mitigation measures incorporated into the proposals include:

- Orienting rear gardens from Stoney Lane and Elis service yard, and where this is not achievable the report recommends that a localise 2-metre-high acoustic fence is installed around the garden boundaries. The fencing should be constructed from solid timber boards with a minimum thickness of 20mm, incorporating double rebated edges or cover strips over the joints, with a minimum surface mass of 10 kg/m².
- Recommends the installation of well-sealed thermal double-glazing windows particularly for dwellings close to Railway Line and Elis service yard. Where external noise levels exceed 60 dB $L_{Aeq,16hr}$ during the daytime and/ or 55 dB $L_{Aeq,8hr}$ and / or 70 dB $L_{Amax,f}$ at night, higher specification glazing will be necessary.

- For identified dwellings, set out at Figure 2 of the Acoustics Assessment – it is recommended that specialist acoustic vents are installed

7.86 Subject to the recommended mitigation measures, the potential noise from the railway, road traffic, and nearby commercial or industrial premises will not cause unacceptable harm to residential amenity. The proposed mitigation will also protect the operational interests of the commercial and industrial uses, ensuring full compliance with paragraph 198 of the NPPF, Saved Policy ENV2 and the Amended New Residential Development SPD.

7.87 Furthermore, significant adverse impacts would be avoided, and any adverse impacts would be mitigated or minimised, aligning the development with the aims of the Noise Policy Statement for England (NPSE, 2010) and relevant local policy.

Flood Risk and Drainage

7.88 The site is located in Flood Zone 1 and there are therefore no risks from Fluvial flooding. As the site is over 1 hectare a Flood Risk Assessment ('FRA') has been prepared by Betts Hydro and submitted alongside this planning application.

7.89 A summary of the main conclusions of the FRA is presented below:

- Having reviewed all sources of flood risk both to and resulting from the proposal, it is concluded that the proposals are at 'low' flood risk from the key flood sources reviewed and appropriate mitigation will be put in place to ensure that there is no increase in flood risk because of the proposals.
- The nearest Main River to the site is which is located 130m south of the site. As the site is elevated relative to the Main River, it is understood that the fluvial flood risk is 'low' from this source. The online mapping shows there to be an unnamed Ordinary Watercourse which runs beneath the site within a culverted pipe network. The Ordinary Watercourse runs from north through site, before leaving via the southern boundary. It is diverted around the adjacent St Edmunds Arrowsmith School to the south, before discharging beneath the railway, into Whiston Brook.
- As part of the qualitative assessment, the client has undertaken an investigation of the culverted watercourse within the site to establish the potential for residual flooding associated with blockage culvert along its routing through the site. It is considered that the most likely locations for exceedance to occur would be at manhole/inspection chambers through the site given its culverted nature. There is sufficient freeboard above the incoming and outgoing pipes that as a result, in a blockage scenario, the

manhole itself would provide a substantial depth of flooding internally before the chamber is exceeded. The risk from manhole surcharge in this instance because of culvert blockage would be minimal.

- At present, the site is at predominantly low chance of surface water flooding. There is however an area towards the north, north-east and south is shown to have medium to high chance of surface water flooding. Post development, there would be the chance of increased risk associated with surface water unless appropriate management is implemented. A separate Drainage Management Strategy has been prepared, which details the drainage proposals and is considered further below (refer to HYD1128_GLEN.DIMPLEX_DMS).
- To mitigate any potential residual flood risks, it is advised that external levels fall away from the proposed dwellings, to minimise the flood risk associated with overland flows. By keeping the Finished Floor Levels elevated relative to the externals (typically 150mm to 300mm), this should help create safe overland flood flow routes in the event of any source of flooding including fluvial, surface water and groundwater.

7.90 Additionally, a Drainage Management Strategy ('DMS') has also been submitted which details the three methods that have been reviewed for the management and discharge of surface water.

- Based on the development area, the pre-development greenfield rate (QBar) is calculated to be 42.4l/s.
- Given the site is already developed for commercial use, it is understood that there is an existing drainage regime currently serving the site. The drainage systems are understood to ultimately discharge into Cumber Lane. In addition, surface water is expected to currently outfall via manholes within the site curtilage into the existing culverted watercourse.
- UU sewer records have identified public surface water compatible sewers located adjacent to Cumber Lane. Should infiltration not offer a full practical solution at the site; the proposals are to mimic the existing regime and discharge most of the site post development via the un-named culverted watercourse. It is noted that a small section of the site cannot drain to the culverted watercourse under gravity, therefore it is also pertinent that it is proposed to discharge to the public sewer network.

- The drainage proposed to serve this development will likely be a combination of below ground pipe network for conveyance, an attenuation basin, and underground oversized pipes, catering for the onsite stormwater attenuation requirements.
- The surface water scheme for this will be designed to cater for the surface water runoff generated in the events up to and including the 1 in 100yr return period event with a 45% allowance for climate change.
- The proposals are to discharge foul flows from the site post-development into the public combined sewer within Cumber Lane. It is understood that a gravity connection is not anticipated to be feasible at this stage. A foul water pumping station is proposed to be located in the south-eastern extent of the site. This will be connected via a foul water rising main, which will pump flows from low-lying areas of the site westwards, across the site to the combined sewer outfall within Cumber Lane. Detailed design will be confirmed in due course.

7.91 The FRA, and DMS, concludes that there is no increase in flood risk elsewhere due to the proposed development, it therefore follows that in accordance with the PPG and NPPF Paragraphs 162, 170, 172-178, 181 and 182. The proposal also accords with Core Strategy Policy CS24.

Archaeology and Heritage

7.92 The site is not within the immediate vicinity of any designated heritage assets, neither does it fall within a Conservation Area.

7.93 However, Merseyside Environmental Advisory Service ('MEAS') have advised during pre-application discussions that there are two non-designated heritage assets on the Merseyside Historic Environment Record ("MHER") of relevance. The site is the location of the former Rainhill Stoves Works, Stoney Lane, Whiston – WW1 munitions work, then used as Stoves Factory (Ref ID: MME20267). Also, the Former site of a house, Cumber Lane, Whiston – an 18th Century building (Ref ID: MME6879) is located within the site boundary to the south.

7.94 Officers confirmed during pre-application discussions that a heritage statement will not be required to be considered as part of the application. It follows that there is no conflict on heritage or archaeological grounds as part of the proposal.

Energy

- 7.95 An Energy Report has been prepared by Award Energy, which considers the issues surrounding sustainable construction with regard to the proposed development. In particular, it considers and evaluates the measures incorporated into the design of the development to reduce carbon emissions.
- 7.96 The report demonstrates that the proposed enhanced fabric specification in combination with approximately 309.015 kWp of Photovoltaic panels represents a significant enhancement in sustainability for the proposed new dwellings at Glen Dimplex. The renewable technology in the form of Photovoltaic panels anticipated for the development is predicted to provide 19.93% of the site wide energy demand and, along with the enhanced specification, reduces site-wide Carbon Emissions by 6.17% over Part L1 2021.
- 7.97 It therefore follows that the proposal accords with Paragraphs 161, 164 and 166 of the NPPF and Policies CS22 and CS23 of the Core Strategy.

Ground Conditions

- 7.98 A Phase I and II Geoenvironmental Site Assessment has been prepared by E3P and submitted alongside the proposals.
- 7.99 E3P has completed a preliminary intrusive ground investigation comprising:
- 10 x window sample boreholes'
 - 2 c x cable percussive boreholes,
 - Construction of environmental monitoring onstallations;
 - 2 no. rounds of groundwater sampling; and
 - 4 no. rounds of ground gas monitoring
- 7.100 Regarding ground conditions, the report concludes that made Ground deposits were varied across the site, however all generally comprised concrete in the upper 300 mm in the majority of locations. The exception of this was WS104–WS106 which encountered asphalt within the upper 150 mm of the boreholes as they were situated in the car park.
- 7.101 Additionally the report provides assessments of the site's current use, history, environmental setting, preliminary ground investigation, contaminated land assessment,
- 7.102 No asbestos contamination was identified within any samples submitted for laboratory testing, however the fabric of the current main factory structure is known to contain asbestos throughout.

- 7.103 Following demolition of the main factory structure, further investigation and subsequent testing is recommended in order to obtain representative soil samples of the underlying strata and determine whether the underlying soils are impacted with asbestos.
- 7.104 The proposals therefore accord with the development plan and the relevant sections of the NPPF.

Summary

- 7.105 This section has demonstrated that the application proposals are acceptable in terms of: housing mix and density, appearance, layout, highways, landscape, ecology and BNG, trees, flood risk and drainage, energy, ground conditions, archaeology, noise and air quality. Therefore, the proposed development accords with the development plan as a whole and there is no technical basis upon which to withhold consent.

8 SCHEME BENEFITS

- 8.1 Sections 6, 7, 8 and 10 of this SPS demonstrate how the proposals (including any necessary mitigation measures proposed) are acceptable, accord with the relevant policies, and / or are not subject to any constraints which would prevent the proposed development coming forward. Sections 6 and 7 conclude that there will be no significant adverse impacts, subject to mitigation, as a result of the proposals.
- 8.2 The overarching policy objective of the NPPF is a presumption in favour of sustainable development. Paragraph 8 of the NPPF indicates that there are three dimensions to sustainable development: social, economic and environmental. An assessment of the proposals in the context of each of the three dimensions is provided below.
- 8.3 **Economic Objective:** the proposal will initially bring economic benefits in terms of indirect and direct job creation during the construction phase. It is anticipated that the construction of the proposed development will generate approximately 45 gross direct; inclusive of 30 direct jobs and a further 15 indirect / induced jobs which could be supported by a typical scheme of this size.
- 8.4 Further, the Economic Benefits Statement, prepared by Turley, forecasts the construction phase will generate the following benefits:
- Investment of £37.5 million;
 - Supporting 200 person-years of employment, equating to an average of 45 FTE gross jobs during the estimated 4.5-year construction period; and
 - Contributing a total net additional £12.2 million in GVA to the economic output of the LCR economy during construction, of which £8.6 million is anticipated to be concentrated in Knowsley.
- 8.5 The development will also stimulate spending in the local economy, as construction workers and associated businesses utilise nearby shops, services, and facilities. Upon completion, it is anticipated that the proposal will generate the following range of economic and community benefits:
- Increasing the local population, as a result of the 500 residents living at the Proposed Development;
 - Accommodating 220 additional economically active and employed residents, benefiting local businesses and employers located close to the Site;

- Supporting resident income of £6.8 million per annum, a proportion of which is likely to be spent in Knowsley;
 - Supporting £2.8 million in local household retail expenditure and £1.2 million on leisure goods and services per annum, in turn supporting and maintaining 25 retail and leisure-related jobs across the Knowsley and LCR economies more widely;
 - Generating £520,000 per annum in Council Tax payments for collection by KMBC – boosting public revenues and contributing towards delivering vital services within the local and wider impact areas;
 - Delivery of healthy, high-quality, affordable energy efficient homes that support flexible working arrangements through including at least one study area for a desk;
 - Well connected homes, in close proximity to existing social infrastructure, retail provision and public transport options.
 - Enhancing biodiversity through the provision of a green corridor fronting Stoney Lane and the central SuDS basin and making a contribution to improving existing open space within the Whiston area; and
 - Encouraging low-pollution lifestyles by providing access to electric charging points and existing public transport routes. Each home will have access to cycle parking, with all plots having either a garage or a garden shed in which bikes can be stored.
- 8.6 Collectively, this will deliver a positive short-term boost to local employment and economic activity within the local area, ahead of the longer-term socio-economic benefits once the homes are occupied.
- 8.7 Following occupation, new residents will bring additional consumer expenditure into the area, which will contribute positively to the local economy. Furthermore, once occupied the proposed development will generate additional Council Tax payments.
- 8.8 Financial contributions, as set out at Section 10 of this SPS, will provide developer contributions towards Social Value, Parks and Gardens, Early Years Places, and Health.
- 8.9 **Social Objective:** To align with Building for a Healthy Life ('BfHL') and the framework the design objectives have focused on creating a sense of place with a defined character and an attractive neighbourhood.

- 8.10 The development layout promotes, walking, cycling and public transport use by providing direct, convenient routes that connect surrounding streets to nearby bus stops on Stoney Lane
- 8.11 A Social Benefits Assessment has been prepared by Turley and submitted as part of this application. The report complements the Social Value Strategy, Economic Statement and Health Impact Assessment prepared for this submission and should be read in conjunction with these.
- 8.12 The following social benefits are anticipated to be generated during the Construction and operational Phase

Construction Phase

- A dedicated on-site space will be provided to deliver such training for the workforce throughout the construction period.

Operational Phase

- Delivery of 204 new homes could grow the local population by up to 500 residents, estimated to attract up to 220 economically active and employed residents, which could receive a collective income of £6.8 million per annum.
 - Future residents could generate total retail and leisure expenditure of £4 million per annum, estimated to support an additional 25 retail and leisure related employee jobs
 - Incorporation of green design measures, such as green corridors.
 - Future residents who locate here will also have access to existing services and facilities within the wider community, contributing towards their overall health and wellbeing, such as a range of built sports facilities.
 - Provision of green infrastructure and sustainable drainage methods into the design, to reduce flood risk and maximise the benefits of water management, habitat creation and amenity value.
- 8.13 **Environmental Objective:** the scheme delivers significant improvement to the natural environment providing over 50% biodiversity net gain on previously developed land.
- 8.14 Intentionality has been used to design the homes to maximise a north-south orientation which together with dual aspect properties within the block structure enable views and opportunities for sustainable technologies. The development will also be designed to meet the current building regulation requirements in line with Part L 2021, with TW's

specification including solar panels, wastewater heat recovery, triple glazing and high-performance insulation which will result in reducing household-energy consumption and carbon emissions.

Summary

- 8.15 Paragraph 39 of the NPPF states that LPAs should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- 8.16 This statement has demonstrated that the proposals accord with the Development Plan as a whole and therefore, the proposals should be approved without delay.
- 8.17 In addition, the proposals will deliver a compelling range of economic, social and environmental benefits, including other planning obligations as set out in Sections 9 and 10 of this SPS.

9 AFFORDABLE HOUSING STATEMENT

9.1 Policy CS15 of the Core Strategy sets out a minimum requirement of 10% of proposed homes to be delivered as affordable housing for sites within the current urban area. With the proposed 204 dwellings, it follows that provision will be sought for the delivery of 20 affordable dwellings.

9.2 The Applicant has provided evidence confirming that the building formally ceased operations on in 2024, with the process of decommissioning commencing immediately thereafter. The building has therefore been genuinely vacant for a meaningful period, and its status meets the definition of a “vacant building” under national planning guidance for the purposes of applying Vacant Building Credit (VBC). This was confirmed in a letter issued to the Council by Asteer Planning in September 2025 (see **Appendix 3**).

9.3 National Planning Policy is explicit in its support for incentivising the re-use or redevelopment of vacant buildings. The Planning Practice Guidance (PPG Reference: 23b-026-20190315) states that:

“where a vacant building is brought back into any lawful use or is demolished to be replaced by a new building, the developer should be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought.”

9.4 The PPG goes on to emphasise that the credit should be applied *against* the affordable housing requirement by deducting the existing gross floorspace of the vacant building from the proposed development floorspace. The intention is clear: VBC is a policy tool designed to encourage investment in underused or obsolete sites, recognising that redeveloping such land often incurs additional viability costs and brings wider regeneration benefits.

9.5 For VBC to reduce the affordable housing requirement, the proposed development must deliver less gross internal floorspace than currently exists. In this case, the existing building comprises 21,844 sq.m of gross floorspace, as evidenced and confirmed in the table below. The proposed development delivers a lower overall floorspace figure, meaning the full VBC offset should be applied. As a result, all of the affordable housing requirement is neutralised once the vacant building credit is deducted.

A	Proposed Floor Area	20,409 sq.m
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B	Existing Floor Area	21,844.0 sq.m
C	Difference between proposed and existing (A-B)	-1,435 sq.m
D	C divided by A (C / A) x100	-7.03%
VBC	D multiplied by Affordable Housing Policy Requirement (D / 10%)	-0.7%

- 9.6 Applying VBC in this instance is fully consistent with the spirit of national policy. It ensures that the redevelopment of a long-vacant, underperforming site is not disproportionately burdened by obligations that policy specifically allows to be reduced in such circumstances. This approach supports the deliverability, viability, and regeneration benefits of the scheme while remaining firmly within national planning guidance.
- 9.7 Notwithstanding the clear justification for applying VBC, should the Council take a different view on the applicability or extent of VBC, the Applicant confirms that the scheme can accommodate an on-site affordable housing provision of 10% within the proposed site layout, fully in accordance with Core Strategy Policy CS15 (as set out at Paragraph 4.8 of this SPS). Additionally, the design of the scheme has been developed as a market scheme in its entirety and thus accommodating the required affordable provision will leave the units indistinguishable in terms of appearance, layout, and quality, ensuring full integration across the site. This demonstrates that, even in the absence of VBC, the development is capable of delivering policy-compliant affordable housing without compromising the architectural integrity or placemaking objectives of the scheme.
- 9.8 Should the Council seek the delivery of affordable housing onsite, the scheme will aim to deliver the 20 units as 25% shared ownership and 75% affordable rent. Units will be delivered through a mix of 2 and 3-bedroom properties which are tenure blind and distributed evenly across the site to ensure an inclusive residential environment.
- 9.9 Thus, the proposal accords fully with Policy CS15 of the Core Strategy and the relevant policies of the Framework.

10 DRAFT SECTION 106 HEADS OF TERMS

10.1 In accordance with Policy CS27 of the Core Strategy and the Developer Contributions SPD, it is anticipated that a Section 106 bi-lateral Agreement will be required to cover Developer Contributions.

10.2 It is proposed that the prospective Section 106 Agreement covers the following:

Financial Contributions

10.3 Pre-application discussions have confirmed S106 financial contributions the Council are seeking for Stoney Lane, Whiston. These figures have been agreed between KMBC and the Applicant.

10.4 As the application comprises 204 units, the Council need to provide revised financial contributions for the reduced total number of dwellings.

10.5 The table below set out the agreed contributions for 206 dwellings and the proposed payment profile for each financial obligation.

10.6 The timings for payment have been considered with regards to the significant demolition and remediation works required to be undertaken on the site before Taylor Wimpey is able to begin house build development.

	Contribution for 206 dwellings	Timing of Payment
Social Value	£18,450	Prior to Commencement of Development
Parks and Garden	£638,086	Payment of 50% on 60 th legal completion Payment of remaining balance (50% at 200 th legal completion)
Early Years Places	£163,600	
Health	£222,570	

Affordable Housing

- 10.7 On the basis that VBC cannot be used on this application, the site will be required to provide 10% affordable housing in line with KMBC requirements on sites within the existing urban area.
- 10.8 In light of the current climate being reported by registered providers ('RPs'), Taylor Wimpey require a cascade mechanism to be included within the S106 Agreement to allow the transition to alternative affordable tenures (including discount to market) should there be no interest from suitable RPs.

Open Space

- 10.9 Taylor Wimpey to provide an Estate Management Scheme to be agreed with the Council prior to the Commencement of Development. This will set out the management strategy and the details of the appointed management company.
- 10.10 Taylor Wimpey is to construct the proposed Areas of Public Open Space ('POS') within the development no later than 60% occupation.
- 10.11 The Applicant will transfer the proposed areas of Public Open Space ('POS') within the development no later than 75% occupation.

Social Value

- 10.12 As part of pre-application discussions with KMBC, Taylor Wimpey have agreed to make a financial contribution to KMBC towards the delivery of specified employment and skills initiatives, which will help to achieve the target of '452 weeks'.
- 10.13 Formal agreements with regards to local employment and skills initiatives will be set out in the Social Value Strategy supporting this Application. The Applicant understands that KMBC will work with a local partner to oversee the delivery of these initiatives through planning provision.
- 10.14 Taylor Wimpey is committed to working with the chosen partner to ensure that all social value activity is monitored and reported back to KMBC.
- 10.15 Where possible, the Applicant will look to link with its chosen partner to ensure social value delivery on Site is targeted at local residents, and linked in with existing social value projects in the area.

11 SUMMARY AND CONCLUSIONS

11.1 This SPS has been prepared by Asteer Planning, on behalf of Taylor Wimpey (North West) Limited, in support of a full planning application for residential development at Land at the Former Glen Dimplex Site, Whiston.

11.2 The proposed development comprises the erection of 204 dwellings with the delivery of public open space, landscaping and access of Stoney Lane.

The Site and Background

11.3 Section 2 of this SPS provides the background of the site and surroundings, any relevant planning history and the environmental and technical considerations =.

11.4 The site extends to 5.8 hectares ('ha') and comprises a large building (21,844 sqm) and expansive hard surfacing. Glen Dimplex previously occupied the building and operated as a manufacturing facility until operations ceased in 2024. The site has since remained vacant for over a year.

11.5 The site's boundary falls within the administrative authority of Knowsley Metropolitan Borough Council ("KMBC"); the Ward of Whiston and Cronton; and the Town and Parish Council of Whiston.

11.6 A Site Location Plan is enclosed at **Appendix 1**.

Pre-Application Consultation

11.7 Section 3 of this SPS provides a summary of the pre-application engagement undertaken with KMBC officers and key stakeholders, as well as notifying the local community. Further details of the preapplication engagement undertaken are provide within the SCI prepared by Asteer Planning, which accompanies this application

11.8 The Applicant has undertaken comprehensive pre-application consultation that aligns with the guidelines set out in both national and local planning policy. The feedback received during pre-application discussion has been carefully considered, and where possible, amendments have been made to the proposed scheme.

Planning Policy Framework

11.9 Section 5 of this SPS sets out the key planning policies at the national and local level, which are relevant to the determination of this planning application. The application proposals are evaluated in the context of the relevant policies identified in the subsequent sections of the SPS.

Principle of Development

11.10 The principle of residential development is considered in detail at Section 6 of this Statement, which this conclusion does not seek to replace, however in summary, the principle of residential development is established on the whole site as:

1. The proposals accord with the development plan as a whole;
2. Delivers 204 homes of varying types, size and tenure for future residents and assist the LPA in meeting their housing requirements;
3. Will result in additional £12.2 million in GVA over the construction phase alone;
4. Makes efficient use of previously developed land; and,
5. Will deliver a minimum of 10% biodiversity net gain onsite.

11.11 As such, the principle of residential development of the site is entirely acceptable.

Other Development Considerations

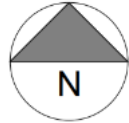
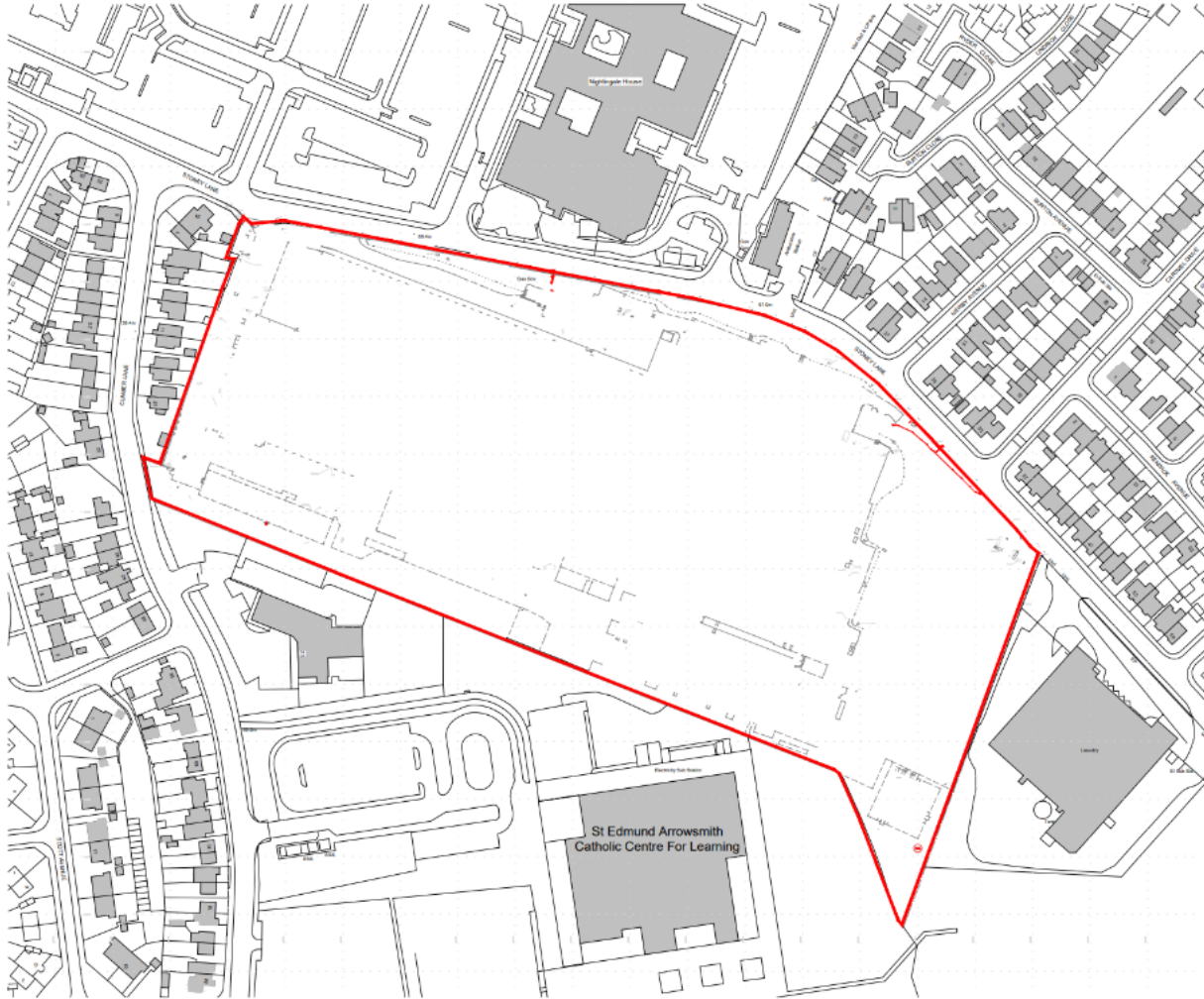
11.12 Section 7 of this SPS summarises the other environmental and technical considerations that have been addressed as part of this planning application and assesses the proposals against the relevant policies and NPPF. The technical assessments used to inform this appraisal of the proposals are submitted in full alongside this planning application.

11.13 This section demonstrates the acceptability of the proposals in terms of in terms of: housing mix and density, appearance, layout, highways, landscape, ecology and BNG, trees, flood risk and drainage, energy, ground conditions, archaeology, noise and air quality.

Conclusion

11.14 The proposals comprise a high-quality residential development that will deliver a mix of dwellings in a sustainable location in Knowsley and this SPS, alongside the other supporting documents demonstrate the proposals acceptability in light of local and national planning policy.

APPENDIX 1 – Site Location Plan



Rev	Description	Date	Init
<p>Taylor Wimpey</p> <p>Taylor Wimpey North West Worlington House, Barrowood Park, Worlington, Chester WA12 9GR Tel 01225 840 500 Fax 01225 840 501 www.taylorwimpey.com</p> <p>Former Glen Dimplex LAND OFF STONEY LANE, WHISTON, KNOWSLEY LOCATION PLAN</p> <p>PLANNING</p> <p>1:1250 @ A2 26/07/25 SB SB</p> <p>DRAWING NUMBER</p> <p>22970 LP 01 -</p>			

APPENDIX 2 Policy Schedule

Knowsley Local Plan Core Strategy (2016)

Policy Reference	Policy Wording	Proposed Development's Compliance with Policy
<p>Policy CS1 (Spatial Strategy for Knowsley)</p>	<p>Knowsley's Spatial Development</p> <p>1) The spatial development of Knowsley to 2028 will be achieved by:</p> <p>a) A focus on development within existing urban areas, with emphasis upon areas that are within or easily accessible from areas in need of regeneration;</p> <p>b) Maintenance of the existing settlement hierarchy, including the role of Huyton/Stockbridge Village, Kirkby, Prescott/Whiston and Halewood as larger suburban centres, and of Cronton, Tarbock and Knowsley Village as rural villages;</p> <p>c) Maximising Knowsley's contribution to the development of the Liverpool City Region and key sub-regional projects;</p> <p>d) An efficient and sustainable use of land and infrastructure, encouraging where possible the reclamation and reuse of previously developed land; and</p> <p>e) Removal of the Sustainable Urban Extensions identified in Policies SUE1, SUE2, SUE2a, SUE2b, and SUE2c from the Green Belt to help meet needs for housing and employment development, and maintaining the openness of remaining Green Belt areas.</p>	<p>The application site comprises 5.8 ha of previously developed land and comprises one large former industrial unit. The site is brownfield land within the ward of Whiston and Cronton. The site was previously occupied by Glen Dimplex which was a manufacturing facility. Glen Dimplex ceased operations in mid-2024 and the buildings on site are vacant. The proposal seeks to deliver 204 dwellings with a variety of housing mix. The scheme looks to offer around 10% affordable housing (25% shared ownership and 75% affordable rent)</p>

Knowsley's Spatial Development Priorities

2) Priorities for the development of Knowsley to 2028 will be to:

- a) Re-balance the housing stock by providing a wide choice of new market sector and affordable housing with supportive services and facilities appropriate to needs;
- b) Regenerate and enhance existing residential neighbourhoods, particularly in areas with higher levels of deprivation, through neighbourhood management initiatives, improvements to public realm, and appropriate investment in service provision and in the existing housing stock;
- c) Enhance existing employment areas and provide a suitable range of sites and premises for new employment development;
- d) Maintain and enhance the borough's town, district and local centres;
- e) Maintain and enhance networks for passenger and freight transportation, prioritising the use of sustainable modes of travel; and
- f) Maintain and enhance the Green Infrastructure network, areas of environmental importance and heritage assets.

Principal Regeneration Areas

3) Opportunities for regeneration and development within the following Principal Regeneration Areas will be maximised (in no order of priority):

- a) North Huyton and Stockbridge Village;

	<p>b) Kirkby Town Centre;</p> <p>c) Tower Hill, Kirkby;</p> <p>d) Knowsley Industrial and Business Parks;</p> <p>e) Prescot Town Centre; and</p> <p>f) South Prescot.</p> <p>4) Regeneration will be promoted outside the Principal Regeneration Areas where this is of a scale and nature which meets the needs and opportunities in the local area.</p>	
<p>Policy CS3 (Housing Supply, Delivery and Distribution)</p>	<p>New Housing Provision in Knowsley</p> <p>1) Provision will be made for 8,100 new dwellings to be delivered in Knowsley between 2010 and 2028, at an annual average of 450 dwellings per annum. This is a minimum net figure, accounting for conversions, changes of use to and from residential use, and clearance of dwellings via demolition and is required to meet the need for new housing over the Plan period.</p> <p>Distribution of New Housing</p> <p>2) The broad indicative distribution of new housing development to be delivered over the plan period will be as follows: Huyton and Stockbridge Village (36%); Kirkby (16%); Prescot, Whiston, Cronton and Knowsley Village (32%); and Halewood (16%).</p>	<p>A site density of 39.6 dwellings per net hectare reflects a brownfield development and densities of the housing within the surrounding area. The development offers a diverse mix of homes, including detached, semi-detached, and short terrace rows, with 2–4 bedroom options.</p>

Supply and Phasing of Land for New Housing Development

- 3) Land for housing development will be identified to ensure that a five-year supply of deliverable sites is maintained at all times⁷⁴. This will support the efficient use of available land and protection of urban regeneration priorities, as outlined in Policy CS1: Spatial Strategy for Knowsley and Policy CS2: Development Principles. Land identified for housing development within the Sustainable Urban Extensions will be released subject to the requirements of Policies CS5 and SUE1 to SUE2c.

Housing Sizes, Tenures and Density

- 4) The tenure, type and size of new housing delivered in Knowsley will support the re-balancing of the housing market to better meet housing needs and demands arising in Knowsley. Applications for new residential development must demonstrate how they contribute to this re-balancing.
- 5) Densities of a minimum of 30 dwellings per hectare will be required for residential development in Knowsley. Lower densities will only be acceptable in circumstances where:
 - a) The nature of the location in question allows for this; and
 - b) It can be demonstrated that an identified local housing need will be met.

Policy CS4
(Economy and
Employment)

Safeguarding of Existing Employment Land

- 7) Land which is currently in use or allocated for employment development will be safeguarded from changes to other types of development, except where: there is no

The application has been submitted with an Employment Land Marketing Statement undertaken by CBRE, demonstrating the complex is currently obsolete; unable to accommodate a

	<p>current or likely future demand for employment uses on the land; or where other uses would bring wider regeneration, environmental and amenity benefits.</p>	<p>viable reoccupation and that there is no ongoing demand for employment uses on the site; satisfying the requirements of CS 4.</p> <p>This was previously presented during pre-application engagement with the Council in July 205 (Ref: 25/00012/PREAPP). Officers accepted that as part of the pre-application submission, sufficient evidence had been provided that that shows there is no current demand for employment and the site’s characteristics limit or eliminate any future demand.</p>
<p>Policy CS7 (Transport Networks)</p>	<p>Overall Transport Strategy</p> <p>1) Planning powers and other interventions will be used to support a sustainable and integrated transport system that will:</p> <p>a) Support the economy by facilitating efficient movement of people and goods within the borough and linking to Liverpool City Centre, the Port of Liverpool, Liverpool John Lennon Airport and other destinations in the surrounding area;</p> <p>b) Help meet the development needs of the borough through to 2028;</p>	<p>The proposed development is well positioned to contribute positively to the Borough’s growth ambitions, whilst also making effective and efficient use of previously developed land within an accessible and sustainable location. Assessment prepared by Eddisons, the site is accessible by multiple modes of sustainable transport such as walking,</p>

- c) Ensure people can get to where they need to by a choice of walking, cycling and public transport;
 - d) Enhance road safety;
 - e) Seek to reduce carbon emissions; and
 - f) Improve the health and wellbeing of local people. Location, Design and Management of New Development
- 2) New development will be required to be:
- a) Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;
 - b) Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;
 - c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;
 - d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;
 - e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and

cycling and public transport, and through multi-modal trips.

	<p>f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.</p>	
<p>Policy CS8 (Green Infrastructure)</p>	<p>Approach to Green Infrastructure and New Development</p> <p>6) New development must be served by Green Infrastructure to meet the needs of residents and the local environment, in a manner which will:</p> <ul style="list-style-type: none"> a) Contribute to the creation of a high quality residential environment; b) Provide access to high quality open space for leisure and recreational purposes; c) Seek to protect, maintain and where possible enhance biodiversity within and around new developments according to their designation and significance to provide space for nature; and d) Provide adequate mitigation and/or, as a last resort, compensation for Green Infrastructure or biodiversity loss, in circumstances where harm resulting from the development is otherwise unavoidable. 	<p>The site is built on brownfield land.</p> <p>chart for tree categories.</p> <p>Based on an objective assessment of the trees, it is considered that the site comprises a total of 35 individual trees and nine groups of trees and scrub. Trees on site fall within Categories B ('Moderate Quality') and C ('Low Quality').</p> <p>The design objectives aim to create a distinctive sense of place with key nodal points by incorporating tree-lined streets and green infrastructure, forming a green gateway to Stoney Lane. Along the Stoney Lane frontage, a green edge with trees, shrubs, and a hedgerow will create an attractive streetscape. Native trees and shrubs will be planted along the Stoney Lane frontage, creating new habitats. The DAS states a multi-functional public open space is placed along Stoney Lane for easy access and</p>

		<p>good natural surveillance, replacing the existing concrete wall with attractive planting. New open spaces and planting across public and private areas will support biodiversity. The development will deliver substantial ecological enhancements, including a hedgehog highway network, bat and bird boxes, bee bricks and bug hotels, achieving a 64% net gain in habitat units and a net gain in hedgerow units, with offsite grassland provision secured where required under biodiversity net gain trading rules.</p>
<p>CS15 (Delivering Affordable Housing)</p>	<p>Affordable Housing provision</p> <p>1) Within all proposed market sector housing developments which have a capacity of 15 dwellings or more, a minimum provision of affordable housing will be sought as follows: 10% on sites within the current urban area; and 25% on sites identified as Sustainable Urban Extensions within Policies SUE1 to SUE2c. The application of these requirements will be subject to the following:</p> <p>a) A lower proportion of affordable housing will only be permitted where it is clearly demonstrated that affordable housing provision is being maximised within the development and that achieving provision at the levels set out above would render the development not economically viable (in accordance with Policy CS27);</p>	<p>The proposal seeks to deliver 204 dwellings with a variety of housing mix.</p> <p>The scheme seeks to offer around 10% affordable housing (25% shared ownership and 75% affordable rent). The affordable housing is provided through a mix of 2 and 3-bedroom properties which are tenure blind and distributed evenly across the site to ensure an inclusive residential environment. Housing report shows</p>

- b) Affordable housing should be provided on site and must be fully integrated with and not distinguishable from market housing provided. It must be demonstrated that affordable housing will be secured and delivered alongside the market housing;
- c) In exceptional circumstances where on-site provision is not suitable or feasible, the Council will accept off site provision or a financial contribution in lieu of provision;
- d) Demonstrable sub-division of adjoining sites, manipulation of site layouts and/or building at lower densities to avoid compliance with the requirement for affordable housing provision will be not be acceptable;
- e) The tenure of affordable housing provided will be informed by evidence regarding local housing needs;
- f) All new affordable housing delivered through this policy should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision; and
- g) The size and design of new affordable housing provided should comply with Policy CS17: Housing Sizes and Design Standards.

Securing Affordable Housing Contributions

2) The Council will seek in-kind or financial contributions from developers to secure affordable housing provision, through an appropriate legal agreement or other mechanism as appropriate. Further details are set out in Policy CS27: Planning and Paying for New Infrastructure, a proposed Developer Contributions Supplementary Planning Document and/or a Community Infrastructure Levy Charging Schedule.

there is a healthy demand for 3 bed properties.

The proposed development delivers a lower overall floorspace figure, meaning the full VBC offset should be applied. As a result, all of the affordable housing requirement is neutralised once the vacant building credit is deducted.

However, the applicant has indicated that – should this approach be considered unacceptable by the LPA – a 10% requirement in-line with CS Policy CS15 can be delivered. The mix would sit at 25% shared ownership and 75% affordable rent.

Partnership Working with Registered Providers

3) The Council will work with Registered Providers and other agencies to provide new affordable housing developments, using available public sector funding streams. Support will be given to Registered Providers in making the most efficient use of housing stock and land holdings, by supporting renewal initiatives and addressing issues of housing vacancy, under- and overoccupation.

Achieving a Mix of Housing Sizes

- 1) An appropriate mix of dwelling sizes will be sought across the borough, having regard to evidence of local housing needs and the monitoring of housing completions (see Table 8.1: Mix of dwelling sizes for new housing in Knowsley).
- 2) For individual residential developments of 15 dwellings or more, developers must demonstrate how their scheme contributes to the re-balancing of Knowsley's housing market in terms of the size of dwellings provided.
- 3) For smaller residential developments, a mix of housing sizes should be provided which complement the overall mix available in the area. Residential Design Standards 4) All new residential development in Knowsley will be encouraged to comply with the following design standards (or equivalent replacement standard):

The housing mix proposed comprises a mix of detached, semi-detached and terraced housing. The DAS states housing mix and tenures are designed to meet local needs and support a balanced, socially cohesive community, providing options for first-time buyers, families, and downsizers

	<p>a) Building for Life standards;</p> <p>b) Lifetime Homes design criteria; and</p> <p>c) Specific design and sustainability guidance in Policy CS19: Design Quality and Accessibility in New Development, Policy CS22: Sustainable and Low Carbon Development and relevant Supplementary Planning Documents</p>	
<p>CS19 (Design Quality and Accessibility in New Development)</p>	<p>Design Quality and Accessibility in New Development</p> <p>1) To enhance the local distinctiveness, identity and accessibility of places, new development within Knowsley will be expected to:</p> <p>a) Respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment;</p> <p>b) Complement and enhance (where possible), existing landscape, topography, Green Infrastructure; and features of local importance and historic interest;</p> <p>c) Consider provision of landmark buildings and additional detailing at and adjacent to main gateways, movement corridors, town centres and strategic regeneration opportunities;</p> <p>d) Create spaces and places as a focal point, accommodating social interaction and active lifestyles, including provision and integration of high quality public realm and open spaces, public art (as appropriate); and landscaping which promotes biodiversity and integrates existing local habitats;</p>	<p>Please see DAS.</p> <p>The 10 proposed house types offer flexibility, generous storage, and adaptable layouts to meet changing needs while contributing to a varied and characterful neighbourhood. The site responds appropriately to neighbouring non-residential uses by orienting houses to preserve outlook and amenity. Building materials reflect the local character, including red brick, grey detail brick, black cladding, and slate-grey roof tiles.</p>

- e) Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the access needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;
 - f) Integrate effectively with existing development and link to existing shopping and service provision; and
 - g) Demonstrate community engagement during the design phase of major development proposals.
- 2) To maintain a good standard of amenity for all existing and future occupants of land and buildings, development proposals will be required to:
- a) Avoid unacceptable impacts on existing residents, business occupiers, and future occupiers;
 - b) Minimise crime, fear of crime and anti-social behaviour, including good levels of natural surveillance and security; and
 - c) Accommodate future maintenance and long term management requirements.
- 3) To address the challenges of climate change and future changes in social, economic and environmental priorities, new development should integrate:
- a) Sustainable design principles, with regard to Policy CS17: Housing Sizes and Design Standards and Policy CS22: Sustainable and Low Carbon Development as appropriate;
 - b) Biodiversity (in accordance with Policy CS8);

New open spaces and planting across public and private areas will support biodiversity, while the site's visual impact is minimal due to surrounding built form. An existing gas main in the north-east corner is integrated into the design within an area of open space along Stoney Lane.

The development uses a locally inspired palette of red brick, grey roof tiles, and cedar cladding, with house types reflecting traditional vernacular architecture and incorporating characteristic local detailing.

The centrally located attenuation area acts as a defining visual feature that gives the scheme identity. Building placement and public realm design create memorable spaces, balanced street scenes, and a strong sense of symmetry. House types will be refined to include locally specific architectural details once finalised.

	<p>c) Flood risk mitigation (in accordance with Policy CS24);</p> <p>d) Waste recycling; and</p> <p>e) Energy and resource efficiency.</p> <p>4) Further guidance on these issues will be provided in the Local Plan: Site Allocations and Development Policies document and Supplementary Planning Documents as appropriate.</p>	<p>A distinctive gateway entrance is proposed on Stoney Lane, featuring Cheshire railings, hedging, and enhanced planting. Along the Stoney Lane frontage, a green edge with trees, shrubs, and a hedgerow will create an attractive streetscape.</p> <p>Overall, the development has a formal, coherent character, with homes arranged along consistent building lines to establish a unified street scene.</p>
<p>CS21 (Greenspaces and Trees)</p>	<p>Greenspace protection</p> <p>1) In supporting the wider Green Infrastructure functions of urban greenspace in accordance with Policy CS8, the Council will provide and maintain quantitative, qualitative and accessibility standards for different types of public open space.</p> <p>2) New development which would result in the loss of urban greenspace, will not be permitted unless at least one of the following criteria are met:</p>	<p>Please see CS8</p>

- | | |
|---|--|
| <p>a) A surplus of provision for all types of greenspace would be maintained relative to local standards;</p> <p>b) The land is considered unsuitable in terms of size, location or character to prevent or address individual deficiencies of different types of greenspace relative to local standards;</p> <p>c) Appropriate mitigation is provided through replacement facilities of at least an equal quantity, quality and accessibility;</p> <p>d) The development is required to improve greenspace provision or for ancillary facilities to support sport or recreation; or e) Where the proposal relates to the loss of indoor or outdoor sports provision, and there is no evidence of future or continuing need for sports use, or alternatively only land incapable of forming a playing pitch or sporting facility is affected and its release accords with either clause 2)a) or 2)b).</p> <p>3) Irrespective of whether criteria in 2) are met, unless the benefits of a proposal clearly outweigh the loss of urban greenspace, development will be resisted where it would significantly harm any existing or potential special qualities of greenspace in the area in terms of:</p> <p>a) Visual amenity;</p> <p>b) Residential amenity;</p> <p>c) Biodiversity and environmental benefits;</p> <p>d) Historical, cultural or community value;</p> <p>e) Recreational benefits; or</p> | |
|---|--|

f) Physical and/or visual linkages between adjoining urban greenspaces. Local Greenspace Standards

4) The quantitative and accessibility standards for the provision of public open spaces within Substantial Residential Areas are set out in Table 9.1: Substantial Residential Area (SRA) Standards for Greenspace Quantity and Accessibility for the following greenspace typologies:

- a) Park and Garden;
- b) Amenity Greenspace;
- c) Provision for Children and Young People; and
- d) Allotments.

5) The Council's quantitative standards for Outdoor Sports Provision are set out in Table 9.2: Community Area Standards for Outdoor Sports Provision Quantity and Accessibility and seek to maintain an appropriate range of sites and address quantitative needs for individual sports at a Community Area level.

6) The Council will keep the standards of provision referred to above under review and if necessary publish revised standards in a future Local Plan document or Supplementary Planning Document. Accessible and Quality Greenspaces

7) The Council will support improvements to existing and new areas of greenspace in accordance with best practice standards¹²⁷, to achieve the following requirements:

- a) Accessible, safe and secure locations for all members of the community to use;
- b) Clean and well maintained facilities, equipment and open spaces; and
- c) Conservation of natural features, wildlife, fauna, landscapes, buildings and other structural features, as appropriate.

8) When considering proposals for new residential development, the Council will seek enhancements to greenspaces via on-site provision, new off site provision or enhancement of existing off site provision through developer contributions secured by legal agreement in accordance with Policy CS27: Planning and Paying for New Infrastructure, the Developer Contributions Supplementary Planning Document and/or a Community Infrastructure Levy Charging Schedule, as appropriate. Local Green Spaces

9) Any Local Green Spaces Designations which are formally designated will be identified in the Local Plan: Site Allocations and Development Policies or future Neighbourhood Plans (if applicable). This designation will only be used where the greenspace concerned is:

- a) Reasonably close to the community it serves;
- b) Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) Local in character and not an extensive tract of land. Enhancement of Natural and Semi-Natural Greenspace and Tree Protection

	<p>10)The Council will encourage proposals for new development to incorporate:</p> <ul style="list-style-type: none"> a) Retention of existing trees, woodland, vegetation and other habitat features which offer a positive contribution to the local environment in terms of visual amenity, recreation value or biodiversity/wildlife interest; b) Appropriate planting of trees, other soft landscaping and installation of habitat features for the benefit of biodiversity; and c) Adequate replacement provision where tree loss is unavoidable, comprising two additional trees for every tree lost and taking account of species and size.c 	
<p>CS22 (Sustainable and Low Carbon Development)</p>	<p>Sustainable and Low Carbon Development Sustainable Construction Principles</p> <p>1) New development will be required to meet high standards of sustainable design and construction and minimise carbon emissions. This should be achieved by:</p> <ul style="list-style-type: none"> a) Designing new buildings for flexible uses throughout their lifetime; b) Avoiding the creation of adverse local climate conditions by using natural systems to avoid internal overheating and excessive heat generation; c) Ensuring developments are comfortable and safe for users; d) Making the most effective and sustainable use of water, aggregates and other resources; e) Limiting energy use by incorporating high standards of insulation, heat retention, natural ventilation and passive solar techniques; f) Landscaping (including measures such as green walls or roofs) to create shelter and reduce any heat island effect; 	<p>Please see DAS sustainability section.</p> <p>The development maximises a north-south orientation and dual-aspect homes to support sustainable design and low-carbon technologies. It will comply with Building Regulations Part L (2021) and incorporate solar panels, wastewater heat recovery, triple glazing and high-performance insulation. Construction practices will minimise waste through supplier engagement and recycling, with strict quality control measures and air-tightness testing for all dwellings.</p>

- g) Using sustainable materials from local suppliers where possible;
- h) Supplying energy efficiently and incorporating decentralised energy systems, using renewable and low carbon energy where feasible;
- i) Managing flood risk, including through the use of Sustainable Drainage Systems (SuDS) and flood resilient design for infrastructure and property; and
- j) Promoting sustainable waste practices in new and existing developments.

Low Carbon Development, Community Energy Fund and Allowable Solutions

2) Government targets for carbon reduction in new development are expected to be implemented through updates to the Building Regulations. Where it is not technically feasible or economically viable to meet the requirements on site, contributions to the Council's Community Energy Fund may be accepted as one of a range of options under the Government's proposed 'Allowable Solutions' mechanism. The Fund will be used to support carbon reduction initiatives in Knowsley and potentially the wider Liverpool City Region.

Sustainable Construction Targets

- 3) Local targets for sustainability in relation to specific development areas or sites may be outlined in the Local Plan: Site Allocations and Development Policies.

Priority Zones and Decentralised Energy Networks

Sustainable Urban Drainage System located centrally within the site to accommodate surface water run off

4) Knowsley Industrial Park and Knowsley Business Park are identified as a 'Priority Zone'. Within this area the Council and its partners will facilitate renewable and low carbon infrastructure by (subject to feasibility) requiring new development to: a) Make provision for connection to an existing or planned decentralised energy network; and b) Be designed to enable future connectivity in terms of proposed site layout, infrastructure and heating provision, including consideration of connections at a later date or phase.

5) Subject to opportunity and need, additional 'Priority Zones' may be identified in the Local Plan: Site Allocations and Development Policies.

CS23
(Renewable
and Low
Carbon
Development)

Renewable and Low Carbon Infrastructure

1) The Council will support proposals that will produce and distribute decentralised, low carbon and renewable energy, provided that they do not cause significant harm (in terms of their number, scale, siting or cumulative impacts) to:

- a) Natural resources, biodiversity, geodiversity, water and air quality and, landscape character;
- b) Aviation and transport safety;
- c) Historical and cultural assets;
- d) Public amenity and living conditions; or
- e) Openness and amenity of the Green Belt, except in very special circumstances.

Please see CS22 and CS8

2) Proposals must be accompanied by information that shows how the local environment will be protected, and how the site will be restored when energy production ends. Proposals resulting in an unacceptable impact must be mitigated by appropriate measures agreed by the Council.

CS24
Managing Flood Risk

- 1) New development that may cause an unacceptable risk of flooding on the site or elsewhere will not be permitted.
- 2) New development should preferably be located in areas of low probability of flooding. New development in areas of medium or high flood risk will only be permitted if evidence has been submitted demonstrating that the development could not be practicably located in an area of lower flood risk and if applicable the 'exception test' has been complied with, in accordance with national guidance.
- 3) All development which is within or otherwise affects an area of flood risk or is larger than one hectare in size shall be accompanied by a site-specific Flood Risk Assessment (FRA).
- 4) New development shall include flood mitigation measures, where necessary, to manage flood risk associated with or caused by the development. These measures shall be derived from the Strategic Flood Risk Assessment (SFRA), relevant FRA(s) or a local strategy for flood risk management, and: a) Be designed to contribute to the biodiversity of the borough unless it can be demonstrated that this would not be technically feasible; b) Incorporate a Sustainable

The site is located entirely within Flood Zone 1, which has the lowest risk of flooding (less than 1 in 1,000 years' annual probability from rivers and the sea sources. Additionally, there is a limited extent of surface water flood risk at the periphery of the site. As the site is larger than 1 ha, a Flood Risk Assessment, prepared by Betts Hydro, is submitted as part of this application.

	<p>Drainage System; c) Be fully described in the planning application; and d) Be funded by the developer, including long term maintenance.</p> <p>5) The drainage of new development shall be designed to reduce surface water run-off rates to those associated with a green-field site by treating it at its source. The chosen method of implementation should take account of site size, ground contamination or conditions, and potential damage to adjacent buildings or sites.</p> <p>6) Further guidance on these issues will be provided in a proposed Supplementary Planning Document.</p>	
<p>CS26 (Waste Management)</p>	<p>Waste Management</p> <p>1) The Council will promote sustainable forms of waste management in accordance with the waste hierarchy. As set out in the Merseyside and Halton Joint Waste Local Plan, it will work to:</p> <p>a) Identify and safeguard (where appropriate) waste management sites in appropriate locations;</p> <p>b) Ensure that the borough contributes to meeting the identified sub-regional waste management needs;</p> <p>c) Encourage good design in new development in order to minimise waste, promote the use of reclaimed and recycled materials and to facilitate the collection and recycling of waste;</p> <p>d) Encourage the sustainable transport of waste and promote use of site waste management plans; and</p> <p>e) Ensure that waste management facilities are developed whilst minimising any negative impacts on the environment and communities of the borough</p>	<p>As per the pre-app, demolition and construction will generate waste, so the development must comply with WLP Policies WM8 and WM9, the National Planning Policy for Waste, and relevant Planning Practice Guidance by minimising waste, designing out waste, and reducing off-site disposal. A waste audit or site waste management plan should be submitted, and details of residential waste storage and collection must be provided as required by Policy WM9</p>

<p>CS27 (Planning for and Paying for new Infrastructure)</p>	<p>Planning and Paying for New Infrastructure Infrastructure Provision Principles</p> <p>1) Knowsley's communities will be supported by an appropriate range of infrastructure, including any additional infrastructure which is required as a result of new development. New development will be required to support, as appropriate:</p> <ul style="list-style-type: none"> a) Safeguarding of existing infrastructure; b) Maintenance and improvement of existing infrastructure; c) Replacement of inadequate infrastructure; and d) Provision of new infrastructure. <p>2) Proposals for new development will be required to demonstrate that any negative impacts that the development may have on the improvement, replacement or provision of new infrastructure will be avoided and/or appropriately mitigated as part of the planning process.</p> <p>3) Proposals for new development must have regard to the Knowsley Infrastructure Delivery Plan, insofar as this is appropriate to the scale and nature of the development.</p> <p>Developer Contributions</p> <p>4) New development will be expected (where necessary given the scale and nature of the proposal) to:</p>	<p>In accordance with Policy CS27 of the Core Strategy and the Developer Contributions SPD, it is anticipated that a Section 106 bi-lateral Agreement will be required to cover Developer Contributions</p> <p>A Social Value Strategy is to be secured by planning condition, with a £19,620 monitoring contribution provided via a S106 agreement. Additional S106 contributions are expected, including £159,912 for Early Years provision, £919,494 for primary education, and £222,570 for health, with no contribution required for secondary education.</p>
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- a) Demonstrate compliance with Local Plan policies which specifically require developer contributions;
- b) Provide additional on-site or directly ancillary infrastructure as required to make the development acceptable in planning terms. This may include in kind provision of infrastructure and/or financial contributions; and
- c) Provide financial contributions towards the provision of strategic infrastructure to support local communities together with borough-wide and other strategic development requirements. Such contributions may be secured through set charges or infrastructure tariffs to be introduced by the Council in other Local Plan documents and/or a Community Infrastructure Levy Charging Schedule, as appropriate.

Economic Viability

- 5) Plan-level evidence regarding the economic viability of new development in Knowsley will be used to support the setting of any infrastructure charging or tariffs introduced by the Council.
- 6) Where legal agreements are to be used to secure developer contributions in accordance with clause 4) of this policy, these could be subject to site specific negotiations regarding the impacts of the contributions on the economic viability of new development, where the policy permits this as an option. Where a developer believes that meeting policy requirements in relation to developer contributions would place development at risk, the developer will be required to submit development-specific economic viability evidence to support this position. Such evidence must clearly account for site-specific circumstances and costs and must be undertaken objectively and transparently, in order that it can be scrutinised by the Council.

7) Where the Council is satisfied that viability evidence demonstrates that a developer is unable to fully fund all of the developer contributions sought, the Council will make a balanced assessment of whether planning permission should be granted notwithstanding that not all the contributions sought can be fully provided. In such cases contributions sought will be prioritised in the following order having regard to the advice in Table 11.2:

a) Firstly, contributions which are essential for public safety or to achieve a minimum acceptable level of design quality;

b) Secondly, developer contributions which are necessary to address a local infrastructure requirement or deficiency that would be caused or exacerbated by the development;

c) Thirdly, any remaining developer contributions except those in clause d) below;

d) Finally, those contributions which have the status of being ‘encouraged’ by the Council’s planning policies.

8) Further guidance about the Council’s approach will be provided in the Local Plan: Site Allocations and Development Policies document and a Supplementary Planning Document.

<p>EC2 (Sites Allocated for Employment Land)</p>	<p>POLICY EC2: Sites Allocated for Employment Development</p>	<p>Please see CS4</p>
<p>E3 (Primarily Industrial Areas)</p>	<p>1. Primarily industrial areas are identified on the Proposals Map and are appropriate locations for Business (Class B1); General Industry (Class B2); and Storage and Distribution (Class B8) uses.</p> <p>2. Proposals for development for other uses in these areas (either on sites which are allocated for development or on other land or buildings) will only be permitted where they would:</p> <ul style="list-style-type: none"> a) Be complementary to and compatible with the surrounding employment uses; b) Be consistent with any approved regeneration strategy for the area; c) Preserve or enhance the image of the industrial area; and d) Avoid causing an unacceptable loss of land 	<p>The development is built on a vacant factory. Please see CS4.</p>

<p>T5 (Location of Major Traffic Generating New Development)</p>	<p>1. Major developments (as defined in table 8.1) should be or be capable of being located within safe and convenient walking distance of public transport facilities (defined as being no more than 400 metres from a bus stop and/or 800 metres from a rail station or Merseytram stop).</p> <p>2. Developments that are likely to generate significant movement of freight or other vehicular traffic should be located at sites, which have good access to, and which will not cause an unacceptable amount of congestion on the rail network or the Strategic Road Network as indicated on the Proposals Map.</p> <p>3. Where a site for a proposed major development is not already within safe and convenient walking distance of a station, stop or interchange on passenger rail, bus or tram networks, planning permission will only be granted if improvements to the public transport network are made. There may also be a requirement for improvements to the Strategic Road Network. All such improvements should be made prior to the completion of the development to provide for satisfactory accessibility for all.</p>	<p>There are bus stops along Stoney Lane approximately 90m to the west of the site with regular services to Prescot, Broadgreen Hospital and Huyton The No. 99 on Dragon Lane, approximately 180m to the west of the site, provides hourly services to Whiston and Prescot. Further bus stops, located along Shaw Lane (7-minute walk to the northwest of the site), provide services to St Helens Town Centre and Kirkby Bus Station.</p> <p>Furthermore, the site is accessible via rail with Whiston Train Station located approximately 730m to the south-west of the site. In addition, Rainhill station is situated c. 970m to the east of the site, and Prescot station 1km to the west. Combined, these stations provide access to Liverpool, Manchester, and Wigan.</p>
<p>T7 (New Development and Walking & Cycling)</p>	<p>1. New development should preserve and where possible enhance the walking & cycling network, as it can help enhance and provide access to green corridors & the countryside as well as promoting and encouraging exercise and healthy living for all.</p>	<p>There is good accessibility for walking and cycling between homes and through the site to public transport.</p>

<p>Cycling Routes)</p>	<p>2. In considering proposals for new development which will block (either partially or wholly) an existing right of way or other existing or proposed walking or cycling route, a balanced consideration of the following factors will be undertaken:</p> <p>a) The contribution that the route makes or will make to the walking and/or cycling network in the area and the harm that would be caused to accessibility between existing uses in the surrounding area if the route were no longer available; and</p> <p>b) Any benefits to community safety or security that could arise from the closure of the route.</p> <p>3. In the event of it being minded to approve a development that would have an adverse effect on existing pedestrian or cycle networks, the Council will seek to secure alternative provision of equivalent quality, safety and convenience</p>	<p>There are 4 further pedestrian access points to Stoney Lane and 1 pedestrian access to Cumber Lane. These offer formal and informal access' and correspond with anticipated desire lines. The development has a large highways loop which promotes connectivity through the site. To ensure low traffic speeds, traffic calming through reduced road widths, raised highways tables and junctions have been integrated into the proposals. DAS reports central pedestrian routes link the northern and southern sections of the spine road, passing the attenuation area. Secure cycle parking is provided in private gardens.</p>
<p>T8 (Transport Assessments)</p>	<p>Development proposals that would prejudice the primary function of any part of the highway network (i.e. the motorway, trunk road, primary and local highway network) by generating a material increase in traffic, which would overload the access to, or any part of the network, will not be permitted, unless the necessary mitigation measures required are undertaken. Planning applications for the following forms of development will be required to be accompanied by a Transport Assessment:</p> <p>a) Major traffic generating development proposals as defined in table 8.1;</p>	<p>Travel report says the proposed site access junctions have been designed to accord with highway design standards and will have sufficient capacity to accommodate</p>

- b) Proposals which, either by themselves or in conjunction with wider proposals of which the development forms a part, are likely to cause significant harm as a result of existing road capacity or safety problems in the area;
- c) Proposals which are likely to significantly increase pollution and/or noise as a result of traffic generation; or cause pollution levels in Air Quality Management areas to exceed guideline levels;
- d) Proposals that would generate a material increase in traffic entering or using any motorways, trunk roads or other primary routes; and e) Proposals that would impact on the bus network

the proposed development traffic. The proposed development is likely to have a negligible traffic impact on the local highway network. The air quality assessment shows that in accordance with the EPIC & IAQM guidance, road traffic impacts associated with the operation of the Proposed Development can be considered as having an ‘insignificant’ effect on local air quality.

Furthermore, the Proposed Development is found to be suitable for residential purposes in accordance with the site-suitability aspect of the Operational Phase Assessment. As such, long-term scheme-specific mitigation measures in relation to operational effects arising from road traffic emissions are therefore not considered to be necessary.

T9 Travel Plans	<p>The following forms of development will require the submission and implementation of a Travel Plan:</p> <p>a) Major traffic generating development proposals as defined in table 8.1 (other than housing); and</p> <p>b) Smaller development proposals which, either by themselves or in conjunction with other proposals, would: • Generate significant amounts of vehicular traffic in or near to Air Quality Management Areas; or • Exacerbate an existing traffic problem in the surrounding area which would otherwise justify a refusal of planning permission. Travel Plans will be encouraged to be as sustainable and innovative as possible and also provide inclusive access for all.</p>	Please see above
T10 (Access for the Less Mobile)	<p>All proposals for new development, or for the change of use of existing buildings, will be required to have adequate access for the less mobile or those who have sensory impairments, and shall have adequate adaptability to meet lifetime design standards for homes and inclusive design standards for all other buildings and shall also be in accordance with the principles of the Disability Discrimination Act 1995 and its successors.</p>	<p>The scheme has been designed in line with the Design Quality in New Development and Ensuring a Choice of Travel Supplementary Planning Document.</p>

<p>DQ2 (Security in the Built Environment)</p>	<p>1. New development should be designed so as to provide good levels of personal and property security, as follows:</p> <ul style="list-style-type: none"> a) All public highways, footpaths and cycle routes, and car parking areas should be highly visible (including at night) and have good levels of natural surveillance from nearby properties; b) The design of buildings and of landscaping areas should avoid creating potential hiding places whilst providing defensible space by giving definition between the public and private realm; c) Features such as gates and fencing should be included where necessary to prevent inappropriate access; d) The buildings themselves should be securely designed, with main entrance doors and windows enjoying good levels of natural surveillance; e) Long lengths of blank or uniform fencing or walls should be avoided where these would create dead frontages; and f) Large developments should include a mixture of uses and/or types of dwellings to maximise surveillance through the day and night. <p>2. Security features such as fencing, walls, CCTV cameras and lighting (both in new developments and where proposed to provide added security to existing developments) should be designed so as to avoid causing harm to:</p> <ul style="list-style-type: none"> a) Visual amenity; b) The amenities of occupiers of nearby property; or 	<p>DAS states an urban block structure enhances security for private rear gardens, including those backing onto existing homes on Cumber Lane. All streets are positioned in front of homes to ensure good natural surveillance, and different surfacing materials help distinguish primary and secondary routes. A multi-functional public open space is placed along Stoney Lane for easy access and good natural surveillance, replacing the existing concrete wall with attractive planting. Buildings sit close to the street with small setbacks, avoiding blank walls and ensuring strong enclosure and natural surveillance. There is a mixture of housing types. Active frontages are strengthened through articulated entrances, bay windows, and good-sized front gardens, with hedgerows, railings, and low brick walls helping to define the public realm. All streets are overlooked by homes and enhanced with landscaping, street trees, and good lighting. Strong east-west and north-</p>
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	<p>c) Highway safety</p>	<p>south connectivity is ensured through the spine road.</p>
<p>DQ3 (Gateway Sites and Corridors)</p>	<p>.New development proposals which are within or adjacent to, or visible from, any of the following road and rail routes within Knowsley should seek to enhance the visual appearance of the route:</p> <ul style="list-style-type: none"> • The A580 (East Lancs Road) • The M57 • The A5300 (Knowsley Expressway) • The M62 • The A57 (Liverpool Road/Warrington Road) and Prescot Bypass • The A5080 (Tarbock Road/Cronton Road) • The A561 (Speke-Widnes road) • All passenger rail lines • Any other routes which link the above routes to any of Knowsley’s town or district centres. 	<p>The DAS states that new open spaces and planting across public and private areas will support biodiversity, while the site’s visual impact is minimal due to surrounding built form.</p>

2. The Council will use its land use planning powers (including if necessary its site assembly powers) to promote environmental enhancements which are close to or visible from the above routes.

DQ4 (Trees and Development)

All new development

1. Proposals for new development should include appropriate planting of trees or other soft landscaping, the location and details of which should be determined as an integral part of the development, and which shall have regard to the character of the surrounding area.

Developments affecting existing trees

2. Development proposals affecting existing trees, woodlands and other vegetation, which make a positive contribution to amenity, should make provision for their retention.

3. Applicants for planning permission will be required to provide a detailed survey of all existing trees on the site and the likely effects on them of the proposed development, as outlined in the Council’s technical advice note “Trees and Development”.

4. Where the Council accepts that tree loss will be unavoidable the applicant will be required to make adequate provision for their replacement, normally including two new trees for each tree lost. Replacement planting will take into account the number; size and species of trees lost and should contribute to the extension of tree and woodland cover across the Borough. Links to the Mersey Forest Plan

Key points from the DAS include Native trees and shrubs will be planted along the Stoney Lane frontage, creating new habitats. A green edge with trees, shrubs, and a hedgerow will create an attractive streetscape. The block structure created reflects the existing dense urban form within the Cumber Lane environment and sets a structure for the landscaping features such as trees, hedging and boundary treatments. The baseline value of the site has been calculated as 3.87 habitat units, 0 hedgerow units and 0 watercourse units. Based on the landscaping plans provided, the proposed development will result in a net gain of 2.48 habitat units (+64.13%)

	<p>5. All new development should be consistent with the aims and objectives of the Mersey Forest Plan</p>	<p>and 0.83 hedgerow units (a net gain beyond 10% due to the baseline value of 0 units). Please see CS8 for more details.</p>
<p>ENV2 (Noise and Vibration)</p>	<p>1. Development that will either cause an unacceptable increase in noise or vibration levels or itself be subject to unacceptable noise or vibration from an existing source will not be permitted.</p> <p>2. Where developments are permitted, conditions may be attached to the planning permission to ensure effective noise insulation or other required mitigation measures are carried out</p>	<p>Noise from the laundry factory, school, road networks, and the Liverpool to Manchester railway line affect the site and are dealt with by mitigation set out within the Acoustic Report. Subject to the recommended mitigation measures, the potential noise from the railway, road traffic, and nearby commercial or industrial premises will not cause unacceptable harm to residential amenity. The proposed mitigation will also protect the operational interests of the commercial and industrial uses, ensuring full compliance with paragraph 198 of the NPPF, Saved Policy ENV2 and the Amended New Residential Development SPD</p>

<p>ENV3 (Light Pollution)</p>	<p>1. Development requiring external lighting must satisfy the following criteria:</p> <ul style="list-style-type: none"> a) The lighting scheme proposed is the minimum required for security and working purposes to undertake the task; b) There would be no unacceptable impact on visual amenity in the surrounding area; c) The scheme will not have an unacceptable effect on road safety; d) The scheme will not harm wildlife; and e) There will be no unacceptable loss of residential amenity 	<p>The street lighting assessment states the lighting scheme has been designed in accordance with BS 5489-1:2020</p>
<p>ENV5 (Contaminated Land)</p>	<p>1. New development will not be permitted if there is existing contamination on the site which could, as a result of the proposed development, place the occupiers or users of the development, ecological systems, the water environment or surrounding land uses at unacceptable risk.</p> <p>2. Where there is evidence that a site may be unacceptably affected by contamination, proposals shall be accompanied by a site investigation report and schedule of remedial measures.</p> <p>3. Where remedial measures are necessary then a verification report must be submitted before the development is brought into use to demonstrate that remedial work has been satisfactorily completed.</p> <p>4. Where ongoing monitoring and risk assessment are necessary, reports must be submitted to the Council on an agreed basis. The developer must undertake any further investigations or remedial measures which the risk assessment shows to be required.</p>	<p>The DAS states as a brownfield site that was entirely covered by buildings and hard surfacing there are few known design constraints. Normal brownfield conditions can be expected and investigated, and historic records show contamination associated with its historic use. The following have been considered: Demolition of existing buildings and services. As a brownfield site the health and safety concerns relating to demolition, contamination and existing site services are a site constraint. Known services on the site include gas mains, electricity supplies, with substations, and drainage systems.</p>

		<p>Given the site’s historic contaminative uses, a Phase 1 Desk Study and Phase 2 intrusive investigation has been submitted, with details of any required remediation and asbestos removal provided to inform scheme viability.</p>
<p>WM8 (Waste Prevention and Resource Management)</p>	<p>Waste Prevention and Resource Management Any development involving demolition and/or construction must implement measures to achieve the efficient use of resources, taking particular account of:</p> <ul style="list-style-type: none"> • Construction and demolition methods that minimise waste production and encourage re-use and recycling materials, as far as practicable on-site; • Designing out waste by using design principles and construction methods that prevent and minimise the use of resources and make provision for the use of high-quality building materials made from recycled and secondary sources; • Use of waste audits or site waste management plans (SWMP)G, where applicable, to monitor waste minimisation, recycling, management and disposal. <p>Evidence demonstrating how this will be achieved must be submitted with development proposals of this type.</p>	<p>In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. a site waste management plan) demonstrating how this will be achieved is advised to be submitted alongside the planning application.</p>

<p>WM9 (Sustainable Waste Management Design and Layout of New Development)</p>	<p>Sustainable Waste Management Design and Layout for New Development The design and layout of new built developments and uses must, where relevant, provide measures as part of their design strategy to address the following:</p> <ol style="list-style-type: none"> 1. Facilitation of collection and storage of waste, including separated recyclable materials; 2. Provide sufficient access to enable waste and recyclable materials to be easily collected and transported for treatment; 3. Accommodation of home composting in dwellings with individual gardens; 4. Facilitate small scale, low carbon combined heat and power in major new employment and residential schemes, where appropriate. 	<p>DAS states that utility boxes are discreetly located or painted to match house elevations, while waste storage is accommodated in private rear gardens with direct street access for collection points</p>
<p>SD1 (Sustainable Development)</p>	<p>Sustainable Development</p> <ol style="list-style-type: none"> 1) When considering development proposals, a positive approach will be taken, which reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Work will be undertaken pro actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. 2) Planning applications that accord with the policies in this Local Plan (and any relevant policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise. 	<p>The development accords with the Local Plan. The development in question is on a vacant brownfields site. The proposed development is well positioned to contribute positively to the Borough’s growth ambitions, whilst also making effective and efficient use of previously developed land within an accessible and sustainable location, in accordance with Core Strategy Policies CS3 and CS7, Saved Policy T7, Amended New Residential Development SPD and Paragraphs 8,129 and 135 of the Framework.</p>

3) Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then permission will be granted unless material considerations indicate otherwise – taking into account whether:

a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or

b) Specific policies in that Framework indicate that development should be restricted.

APPENDIX 3 – LETTER TO KMBC ON VACANT BUILDING CREDIT POSITION



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Our Ref: 0484
Your Ref: 25/00039/PREAPP

By Email Only

Date: 24th September 2025

Dear Lee,

25/00039/PREAPP Glen Dimplex site, Stoney Lane, Whiston: Vacant Building Credit

This letter has been prepared by Asteer Planning LLP and on behalf of Taylor Wimpey (North West) ("Taylor Wimpey" / "the Applicant") in relation to the Land at the former Glen Dimplex Site, Whiston ("the site"), which is currently subject to pre-application discussions with the Council (Ref: 25/00039/PREAPP).

This letter has been prepared in response to the comments provided regarding Vacant Building Credit (VBC) in your email dated 5th September 2025.

As you rightly pointed out, in order to qualify as a vacant building, the entire building must be demonstrated to be vacant. Where a building is partly occupied it is deemed ineligible for the vacant building credit. It is a vacant building credit, not a vacant floorspace credit. It is therefore vital to understand the context of the former use by Glen Dimplex.

Glen Dimplex officially shut down and ceased operations at the site on 24th October 2024. Consequently, the building no longer functioned for employment use from that date, and no staff have been, or are, based at the site. Rather, the building is currently in a transitional step after being vacated – the process of fully decommissioning a building and use such as this naturally takes time, and the presence of items awaiting removal is not, and should not be considered, as 'storage'. Rather, the presence of items is not a use of the building in its own right, but is incidental to the process of vacating and does not undermine its status as vacant in planning terms.

Furthermore, your previous response states that "A building is not considered as 'vacant' if the building has been in continuous use for any six months during the last three years up to the date of the planning application is validated". In the absence of any clear definition of 'vacant' for VBC purposes in national policy, it is not entirely unreasonable to suggest a definition that appears to be derived directly from the CIL Regulations, where it is used to establish what constitutes an "in-use building" for the purposes of calculating chargeable floorspace. However, this is not a test for determining whether a building is "vacant" in the context of VBC.

In this context, as you correctly pointed out, VBC is a “*vacant building credit, not a vacant floorspace credit*” and therefore, whilst the building may technically fall within the “in-use” definition for CIL purposes, this is not the relevant test in this case.

In relation to VBC, the Planning Practice Guidance (‘PPG’) (Reference ID: 23b-028-20190315) is clear that the key considerations are that the building is genuinely vacant; and, that it has not been vacated solely for the purpose of redevelopment. Both of these conditions are satisfied in this case. Accordingly, the three-year CIL test is not relevant, and the appropriate interpretation is that the building is vacant in planning terms and therefore VBC can be applied.

The PPG also makes clear that the purpose of the Vacant Building Credit is to **incentivise brownfield redevelopment** (Reference ID: 23b-026-20190315) and make the most efficient use of land. Requiring a prolonged period of vacancy, simply to accord with what, in our opinion, is an incorrect definition for VBC purposes, would clearly run contrary to this purpose by unnecessarily holding up the submission of this planning application on a brownfield site. Given that the principle of redevelopment at this site is already clearly supported, it would make little sense to delay a decision. A six-month period of vacancy provides a much more reasonable and proportionate benchmark and would ensure that in this case VBC is applied as intended to support regeneration.

We respectfully request that officers consider this response and confirm that they can support the application of VBC to reduce the affordable housing requirement for the proposals to nil and ensure that the appropriate regeneration of this previously developed site can proceed, in accordance with the intention of the PPG.

With kind regards,