



Network Space

VAN PARK ON FARADAY ROAD, KNOWSLEY

Sustainability Statement





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INTRODUCTION

WSP UK Ltd (WSP) was commissioned on 8 June 2020, by Network Space, to provide Sustainability services to inform a Joint Planning Application for the development of site for the storage of operational vehicles, including resurfacing, amendments to access, associated parking and ancillary infrastructure at Faraday Road, Knowsley. The site is 3.48 hectares in size and located at central OS Grid Reference: SJ 42904 97169 (hereby referred to as 'the Proposed Development').

This statement is derived from, and responds to, the relevant regional and local policies from Lancashire County Council and Knowsley Council. The statement details how the Proposed Development aligns with planning policy on, and underpinning requirements for, sustainable development. The Knowsley Local Plan Core Strategy¹ describes how:

- *“Knowsley is a place with huge ambition to deliver significant and accelerated economic growth. This Local Plan Core Strategy is a key delivery mechanism for achieving Knowsley’s aspirations in facilitating growth and investment through identifying Sites for new development whilst ensuring that this new development is positively managed.”*
- *“The Plan will deliver physical and community infrastructure to ensure that existing communities and new development are well served by a range of local amenities. It also seeks to ensure that new development is well designed and embraces sustainability principles to improve health and wellbeing and reduce environmental risk and the impacts of climate change.”*
- *“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.”*

This Statement describes how the Proposed Development will be designed and constructed to align with these core local policy commitments.

¹ Knowsley Council Local Plan Core Strategy (2016) [\[Link\]](#)

THE PROPOSED DEVELOPMENT

The Site for the Proposed Development currently comprises a mixture of grass and shrubbery and sits within the Brintonwood Trading Estate. The Site stretches eastwards from the western end of Faraday Road, borders the south west perimeter of Brintonwood Protected Plantation (to the north east), and runs immediately adjacent to the industrial estate on Platinum Court, to the south. The Proposed Development includes the design and construction of a van storage (surface storage only) with the main access from the 'hammerhead' at the western end of Faraday Road. A further access point is proposed at the south western end of the Site, linking to Alchemy Way.

The Proposed development will include the following ancillary infrastructure: guard cabin, sub-station, bathroom/multi-use block.

The design of the Proposed Development can be found illustrated in Document Ref: **23013-ASA-00-EX.SI-D-A-P03-(S2-P1)_Proposed Site Plan**.

A FOUNDATION FOR ACTION ON SUSTAINABILITY

LOCAL POLICY RESEARCH

Sustainable development is a material consideration in planning. Therefore, to identify those elements of sustainability that are relevant to the Proposed Development, the following local strategic and policy documents were (in particular) researched:

1. Knowsley Local Plan Core Strategy

The overarching plan to make Knowsley the 'Borough of Choice' for residents and investors by 2023. Whilst retaining the long-term ambitions and vision, this plan focuses on actions to deliver short term priorities for the borough. Sets out the vision, objectives and policies which will guide development within Knowsley up to the year 2028.

2. Knowsley Unitary Development Plan²

Sets down the council's strategy for the physical development of the Borough. It also contains information on where the development is likely to take place, and which areas are to be protected from development.

3. A Long Term Strategy for Knowsley³

Whilst currently in draft for consideration, this document sets out the commitment to make Knowsley: a place with welcoming, vibrant, well-connected neighbourhoods and town centres; a place with a thriving, inclusive economy, with opportunities for people and business; a place where people are active and healthy, and have access to the support they need; a place where people of all ages are confident and can achieve their full potential; and a place where strong and safe communities can shape their future.

4. The Knowsley Council Plan⁴

The Plan describes three commitments relevant to this statement: 1) effective support for those in need; 2) inclusive growth and skills, and 3) achieving net zero by 2040. The Plan describes how a sustainable borough can be delivered through robust and effective financial management and funding.

5. Lancashire Climate Change Strategy⁵

Sets out the Lancashire Climate Change Partnership's long-term vision that Lancashire is "*low carbon and well adapted by 2020*". The vision is underpinned by data identifying carbon savings required to achieve Lancashire's 2020 targets. The strategy covers key objectives for climate change adaptation and important tools for their delivery.

² Knowsley Council (2006) Knowsley Unitary Development Plan [\[Link\]](#)

³ Knowsley Council (2018) A Long Term Strategy for Knowsley [\[Link\]](#)

⁴ The Lancashire Climate Change Partnership (2009) The Lancashire Climate Change Strategy 2009-2020 [\[Link\]](#).

⁵ The Lancashire Climate Change Partnership (2009) The Lancashire Climate Change Strategy 2009-2020 [\[Link\]](#).

6. Lancashire Energy Strategy ⁶

A review of the current energy consumption, carbon emissions and constraints within the region. It also describes the relationship between Lancashire's future energy consumption and carbon emissions in relation to planned growth.

7. Lancashire Local Transport Plan ⁷

A strategy which presents the Council's transport priorities for Lancashire over a 10-year period (2011 to 2021). It sets out the commitment to support the local economy, tackle inequality, revitalise communities and provide safe neighbourhoods. The strategy is accompanied by an implementation plan which is reviewed and updated annually.

This statement is also cognisant and has been prepared in the spirit of the Knowsley Greenspace Strategy ⁸, the Knowsley Climate Change Strategy ⁹, the Knowsley Carbon Management Plan ¹⁰, and the Climate Change Strategy and Action Plan ¹¹, mindful that the ethos and intent of each has been modernised and re-articulated through the previously listed local documents.

POLICY OUTPUTS

The output of research into the above-stated policies culminated in the identification of a number of core sustainability themes, as relevant to developments in the region. These themes were as follows (listed alphabetically):

- | | | |
|------------------------|-------------------------------|---------------------------|
| ▪ Accessibility | ▪ Air quality | ▪ Biodiversity |
| ▪ Business case | ▪ Carbon and energy reduction | ▪ Future readiness |
| ▪ Health and wellbeing | ▪ Historic environment | ▪ Materials |
| ▪ Noise | ▪ Sustainable location | ▪ Sustainable transport |
| ▪ Waste | ▪ Water: conservation | ▪ Water: flood mitigation |

⁶ Encraft (2019) Lancashire Energy Strategy, The Lancashire Enterprise Partnership [\[Link\]](#)

⁷ Lancashire County Council (2011) Local Transport Plan 2011-2021: A Strategy for Lancashire [\[Link\]](#).

⁸ Knowsley Greenspace Strategy (2010-2014) [\[Link\]](#)

⁹ Knowsley Climate Change Strategy (2012-2016) [\[Link\]](#)

¹⁰ Knowsley Carbon Management Plan (2011-2016) [\[Link\]](#)

¹¹ Climate Change Strategy and Action Plan (2008-2009) [\[Link\]](#)



DESIGN TEAM ENGAGEMENT

To effectively target information that could support this Statement, WSP generated a series of questions based on the sustainability themes identified as material to planning in Lancashire. Questions were developed and tailored by the WSP team based on their experience and knowledge of the scale and nature of the Proposed Development.

An online workshop was then organised with key members of the client, design, construction and wider delivery team (the Client, Project Manager, Architect, MEP Engineer, drainage and environmental specialists) and evidence against the questions collated.

The process adopted meant that design intent, as well as any measures adopted to date, could be clearly tied back to the sustainability requirements of local strategy and planning policy.

STATEMENT FINDINGS

This section of the Sustainability Statement provides information and data on how the Proposed Development has responded proportionately to the relevant core themes identified, as distilled from the local strategic and planning policy documents reviewed. For ease of reference, information is provided by theme, alphabetically.

It should be noted that no modelling or data analysis has been undertaken for this work, though semi- and other quantitative results have been provided, where available.

Accessibility

Targeted design questions

- *What accessibility measures have or will be designed into the Proposed Development?*

Evidence / Response

Ramps to the guard hut doors will be installed to comply with the Equality Act 2010 (formerly Disability Discrimination Act 1995). No further requirements for accessibility measures exist at site.

Non-vehicular access and egress to the Site is expected to be through the main entrance on Faraday Road. The design incorporates pedestrian routes across the full breadth of the site.

Air quality

Targeted design questions

- *How will the Proposed Development help minimise local air quality impacts?*

Evidence / Response

The air quality assessment ¹² will be submitted with the Joint Planning Application. However, no significant impacts are predicted for air quality due to the fact that the nearest sensitive receptors are approximately 500m to the east of the Proposed Development site. As a result, standard construction methods are to be recommended.

During operation, it is noted that the Proposed Development has made provision for EV charging points to be installed in the future, thus supporting local policy commitments to improve air quality in the region.

¹² WSP (2020) Gleave Partnership Faraday Road, Knowsley Air Quality Assessment

Biodiversity

Targeted design questions

- *What steps have been taken to ensure that the value of biodiversity at Site is not reduced as part of the Proposed Development?*

Evidence / Response

The site survey for biodiversity has identified the potential for protected species, namely Great Crested Newts (GCN) and reptiles. Whilst the pond was not accessible for direct assessment, a reasonable professional assertion can be made that these species are present, and therefore commensurate measures shall be included in the design and approach to construction. In particular:

- The design has been organised such that remaining woodland adjacent to the Proposed Development is to be retained.
- Wild grasses and other meadow species will be encouraged to grow around existing hedgerows.
- Lighting is to be specified to respond sensitively to the potential presence of bats.
- Japanese Knotweed has been identified just outside the Site; a treatment and removal plan will be implemented for areas of contaminated land associated.
- The area to the north east of the Proposed Development (Brintonwood Protected Plantation) is protected by a Tree Preservation Order (TPO). Accordingly, the original design for the Proposed Development has been revised ('drawn back' as far as possible from this area) to accommodate the root protection zone (RPZ). There remains a minor possible encroachment of the RPZ in the design, so excavation may need to be undertaken with supervision. Accordingly, a Precautionary Working Method Statement (PWMS) is being produced to mitigate further risk and to incorporate the RPZ detail, despite this not being a specific planning condition. The Developer will be made aware of the requirement to act in accordance with the PWMS, once commissioned.

Considering the scale and nature of the Proposed Development, a Biodiversity Net Gain assessment is not considered a proportionate requirement at this time. However, the data does exist, if an assessment of this nature is later confirmed as necessary.

Business case

Targeted design questions

- *Will the Proposed Development contribute directly / indirectly to the local economy - either through training, employment or other measure?*

Evidence / Response

The potential to hire two local employees to man the guard hut is currently being considered by the Client. The van park will also keep the Client brand in the local area, thus advocating wider training and employment opportunities offered by the company. The use of local labour to construct the Proposed Development will be considered in the build up to, and delivery of, the procurement phase. Where local labour is used, a multiplier effect to boost local economic gain would be expected.

Carbon and energy reduction

Targeted design questions

- *What measures will be put in place to reduce energy consumption / carbon emissions on the Proposed Development?*

Evidence / response

The Proposed Development will be designed to be 'EV ready', ensuring the Client can support a fleet that moves away from conventional vehicle fuel. Further detail on this design feature is provided under 'Future readiness' in this Statement.

The lighting columns to be installed will use highly efficient LEDs and be run off mains electricity. All the lighting columns are 12m high, with varying wattage and lumens:

- 100no. A1 106 Watts emitting 13500 Lumens
- 6no. A2 188 Watts emitting 24000 Lumens
- 9no. B1 87 Watts emitting 12000 Lumens

Materials to be specified for the construction of the Proposed Development will be the responsibility of the Developer. The impact of embodied carbon of selected materials should be given full credence at the appropriate delivery stage.

The Developer will also remain responsible for determining the extent to which electricity supply to Site is sourced from renewable energy sources.

Future readiness

Targeted design questions

- *Have any technological, social, demographic or resource based future trends have been considered and responded to within the design?*

Evidence / response

As stated in 'Energy and carbon reduction', the Proposed Development will be designed to be 'EV ready'. To facilitate this, utility trenches overlaid with removable grates, will be installed at ground level to accommodate future cabling and charging units. For each double row of parking spaces (noting that the original plan to have 501 spaces on site, has now been reduced to 359), one trench will run down the centre of one row and meet a transformer located at the side of the van park; this will facilitate the future installation of one charger per space. The exact trench design and specification will be confirmed during the procurement phase.

Whilst there is no planning requirement for installing EV charging on a Site of this scale and nature, the Client has adopted the passive infrastructure in accordance with good practice. As stated in the 'Water: flood mitigation' section of this Statement, a Flood Risk Assessment ¹³ is currently being completed. However, an additional 40% capacity allowing for climate allowance will remain a design requirement.

¹³ WSP (2020) Gleave Partnership Land off Faraday Road, Knowsley Flood Risk Assessment

Health and wellbeing

Targeted design questions

- *What measures will be adopted to encourage access / egress from Site using sustainable transport or active travel modes?*

Evidence / response

The 'QVC' and 'Owen Road' bus stops on Hornhouse Lane cater for the 897 and X3 bus services, which run regularly to Knowsley Industrial Park. The bus stops are approximately 0.4 miles, or an eight-minute walk, from the site entrance. The presence of local bus stops, in combination with cycle spaces at Site, offer facilities that allow staff operating the facility to use local and non-motorised transport modes.

Pedestrian access to the Site is given from the north west via Faraday Road; welfare facilities are immediately adjacent to this entranceway. Van staging areas will have pelican crossings to provide safe walkways to all van storage areas.

There will be no pedestrian access to the planned south egress point, via Alchemy Way. Fencing will link to the barrier at this point, and in combination with signage, CCTV, a possible security presence, and the fact this route will only be available in the evenings, greatly reduces any risk from vehicle collision to members of the public and staff.

Historic environment

Targeted design questions

- *Are there any known heritage or archaeological features at or near the Site, which could be adversely impacted by the Proposed Development?*
- *What measures have been adopted to soften / integrate the Proposed Development in the local landscape?*

Evidence / response

A cultural heritage report ¹⁴ is being submitted in support of this Joint Planning Application. However, no cultural heritage assets have been identified within the Site boundary. Historic environment records show a single asset (railway embankment) nearby, although a recent walkover survey by heritage specialists has confirmed it no longer exists; the Local Planning Authority has validated this assertion.

Accordingly, no further action or mitigation for the historic environment is required.

¹⁴ WSP (2020) Gleave Partnership: Faraday Road, Knowsley Cultural Heritage Report.

Materials

Targeted design questions

- *Have any measures been adopted to maximise reuse of materials, and/or incorporate recycled / secondary content, or resources with sustainability credentials?*
- *Will any modern methods of construction be adopted to reduce material impacts at Site?*

Evidence / response

Construction materials for the Proposed Development will be detailed in the procurement package used to commission a Developer for the Site. The appointed Developer will be encouraged to pursue best practice in use of sustainable materials, products and technologies at Site, and work to adopt the principles of a circular economy in this context.

At this time, it is understood that green Paladin steel fencing, 2.4m in height, will be installed around the Site for security purposes. Timber fencing, 1.8m in height, will surround a small waste receptacle area at the front of the Site.

Noise

Targeted design questions

- *What measures will be installed to reduce impacts from noise pollution from the Site?*

Evidence / response

The noise assessment ¹⁵ for the Proposed Development has identified no noise impacts.

The nearest sensitive receptors are 500m from Moorgate Road (A5207). Mitigation is not required as existing buildings and roads preclude the need for noise screening.

Sustainable location

Targeted design questions

- *What justification has been used to develop the Proposed Development in its current location?*
- *To what extent does the Proposed Development affect the adjacent greenfield Sites? What measures have been adopted to mitigate those impacts?*
- *Has ground investigation been carried out? What conclusions have been drawn and advice acted on?*

Evidence / response

The Local Plan Core Strategy Policy CS4 sets out a target provision for at least 164 hectares of land development for employment uses. Land allocated for this purpose includes that within the

¹⁵ WSP (2020) Gleave Partnership: Faraday Road, Knowsley Acoustic Report

Knowsley Industrial Park (a 'Primary Industrial Area'), where the Site is located. It is considered a well-contained, residual piece of land from which trees have already been cleared.

A Ground Investigation (GI) including a contaminated land survey ¹⁶ was undertaken for the whole site in 2020. The results of the GI will be used to positively influence design and construction decisions.

The GI provides information on potential impacts on the surrounding area, for example, methane at site and Japanese Knotweed (both are known to be present at site), as well as dust generation during construction. Potential contamination sources are an old railway line together with some evidence of made ground on Site. Until the GI is complete, a full understanding of the risks will not be possible; however, using professional judgement at the time of writing, the Site is expected to be low risk in this context.

Historical records indicate that two minor watercourses used to flow through the Site. Even though these water courses are no longer present at the surface, they remain the principal potential receptors. As migration of mobile contaminants could occur post-construction (through the planned soakaway drainage system), the presence of contaminants will need to be confirmed.

Sustainable transport

Targeted design questions

- *Has EV charging (or the facility to accommodate future EV charging) been considered on Site - both for Site staff vehicles / delivery vans?*
- *What other facilities are to be installed to facilitate non-motorised travel modes?*

Evidence / response

The Proposed Development will be developed such that it is 'EV ready', to ensure that it can support the Client's ambitions to increase the proportion of electric fleet in the future. Further detail is provided in the 'Future readiness' section of this report.

The current design accommodates bicycle spaces, with an accompanying shelter. Due to the scale and nature of the Site, showers and lockers for staff changing will not be supplied, although welfare facilities are present. If demand can be proven through operational analysis, there remains the potential to incorporate additional bicycle – as well as motorcycle – spaces at Site.

The Transport Statement ¹⁷ concludes that the Proposed Development will not have material impact upon the highway network as trips to be made to the Site are from an existing distribution centre; traffic flows will thus be 'redistributed' and not 'new'.

¹⁶ WSP (2020) Gleave Partnership Land off Faraday Road, Knowsley Geo-Environmental Preliminary Risk Assessment.

¹⁷ Vectos (2020) Gleave Partnership Knowsley Van Storage Transport Statement 'R01-TP-Knowsley Transport Statement'

Waste

Targeted design questions

- *What volume and type of excavated arisings are expected at Site?*
- *How will these arisings be managed to maximise action in accordance with the highest tiers of the Waste Hierarchy / the Proximity Principle?*
- *Have any design measures been adopted to minimise the potential for waste generation at Site (pre-fabrication, standardisation of units)?*

Evidence / response

Whilst the volume and type of excavated arisings from Site are currently unknown, the Developer will be encouraged to pursue a balance between cut and fill, or (better) to be a net importer of earthwork materials.

The minimisation and reuse of arisings at Site will be a key sustainability success factor and should remain a main consideration in the earthworks design. The extent to which these aspirations can be achieved will be based on the results of the GI and other ground survey findings (currently a work in progress).

Water: conservation

Targeted design questions

- *Does the guard house or any other facility at Site incorporate a provision to minimise the consumption of potable water?*

Evidence / response

Rainwater capture is unlikely to be taken forward due to the small scale and nature of the Proposed Development. The Developer will be responsible for determining whether this is a feasible, beneficial and cost-viable solution at site.

Water: flood mitigation

Targeted design questions

- *How will surface water run-off be managed at Site, to reduce the risk of flooding / off-Site pollution?*
- *Has an FRA been undertaken to inform design decisions?*

Evidence / response

A Flood Risk Assessment (FRA) is currently being undertaken which will give further detail on flood mitigation for the Proposed Development. A SuDS Strategy will also be generated, and prioritised as a surface water run-off solution. Use of existing United Utilities sewers (located across the Site) will only be considered viable, once the potential for SUDS / infiltration systems is exhausted. Water pollution traps will also be located around the Site, to further minimise the risk of adverse impacts on water resources during operation.

CONCLUSIONS

The evidence provided in this Statement supports the planning application to be submitted by Gleave Partnership Ltd, to Knowsley Council, for the Proposed Development. It details plans for delivering sustainable outcomes on the basis of surveys and design work for a van park at Faraday Road, Knowsley.

Evidence collated during the workshop with members of the design and construction team, in addition to a detailed review of relevant supporting documentation (e.g. local policy) has shown that a range of positive and proportionate steps to achieving sustainable outcomes across the Proposed Development lifecycle have been taken into account and will continue to be pursued.

Currently there is strong evidence to suggest that the design has responded well, and proportionately, to local policy and strategy commitments to sustainable development, and aligns with the Knowsley Local Plan Core Strategy. In particular, the Proposed Development:

- demonstrates innovation and engagement in low carbon technologies, through the installation of passive infrastructure for EV charging points.
- considers future climatic changes by incorporating a 40% additional drainage capacity.
- has taken proportionate steps to effectively manage ecological (including arboricultural) assets.
- has been located near public transport and incorporates bicycle racks to encourage Site staff to travel sustainably / actively. Consideration has also been given to allocating space to adapt the Site in future, to respond to increasing demand for cycle spaces.

Whilst the preparation and construction of the Site and its infrastructure is to be 'Developer led', any further refinement of the design and delivery of the Proposed Development will be expected to progress in accordance with the commitment and intent set out in this Statement. Evidence of outcomes achieved in this context will remain valuable in demonstrating a full response to Client and local planning policy requirements for a sustainable development.



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