

Land at Carr Lane, Prescot

Planning Statement

June 2022

on behalf of



Cass
associates

architecture
masterplanning
planning
landscape
conservation

Studio 204B The Tea Factory
82 Wood Street
Liverpool L1 4DQ
T - +44 (0)151 7070 0110
E - all@cassassociates.co.uk
W - www.cassassociates.co.uk

CONTENTS

1.	Introduction and Pre Application Advice.....	p.1
2.	The Site and the Proposed Development.....	p.2
3.	Planning Policy Context and Material Considerations.....	p.4
4.	Consistency with Planning Policy and Material Considerations.....	p.5

FIGURES:

1. Location Plan
2. Road Access Design

Document Control		
Originator	Checked and authorised by	
Name of person and qualifications: Graham Trehwella BSc MCD MRTPI	Name of person and qualifications: Richard Roberts RIBA	
Job Title: Director	Job Title: Director	
Signature: 	Signature: 	
Project No: 1321	Report Ref (file ref): 1321/PS	Issue Date: June 2022



1 Introduction and Pre Application Advice

1.1 This planning application relates to the formation of a new access into a site which is allocated as a Sustainable Urban Extension (SUE) in the Knowsley Local Plan. It includes a drainage swale as an integral part of the proposed development.

1.2 The purpose of the planning application is to establish that the design and positioning of the access is appropriate and acceptable to serve the housing that will come forward at a later date in accord with the development plan policies which relate to each SUE. The residential development will be the subject of a subsequent planning application, based on the access design presented in this planning application.

1.3 There has been considerable pre application discussion with Knowsley Council. This has involved both highway and planning specialists. This discussion has informed the design solution and the form and content of the planning application.

1.4 The pre application stage reached the point where the principle and general arrangement of the new access was agreed with Knowsley Council. The advice has been that the stand-alone planning application for the engineering works to form the new access should be supported by:

1. Phase 1 land quality assessment (to include coal risk assessment for the coal authority)
2. Tree survey
3. Detailed engineering design to include tracking information
4. Ecology survey
5. Transport Statement, including a Road Safety Audit
6. Drainage strategy (Including levels information)

2 The Site and the Proposed Development

2.1 The land allocated as the SUE is the southern part of the former Prescott Wastewater Treatment Works which is around 3.3ha in extent. (The northern part of the former treatment works has been sold by United Utilities to facilitate regeneration at South Prescott). Evidence of previous use is still visible along with self-regenerated scrub. There is a short boundary to the west with the M57. To the north is Carr Lane Lake, a Site of Biological Importance (SBI). Between the site and Carr Lane Lake is Prescott Brook. A public right of way runs along the southern boundary of the subject land.

2.2 Above ground infrastructure has been removed from the former treatment works but below ground foundations, ducts and bases remain in place. Any beneficial future use of the subject land will need to be preceded by a comprehensive scheme of land reclamation/land remediation.

2.3 Neighbouring land to the south (beyond the public right of way) was once the British Insulated Callender Cables (BICC) / Prysmian Cable operation. This industrial site has now been substantially developed as a new housing neighbourhood. This represents the significant transformation of derelict, contaminated land and provides considerable momentum for the process of change and renewal across the South Prescott Regeneration Area.

2.4 The road access to the SUE allocation is the subject of this planning application. The access is required to serve a notional 74 residential dwellings. The access connects to Prescott Park Way which is a local road serving a housing neighbourhood. It is a loop road with connections onto Manchester Road and Carr Lane / Cables Way. The location of the new access and the associated drainage swale is shown on the plan to the right.

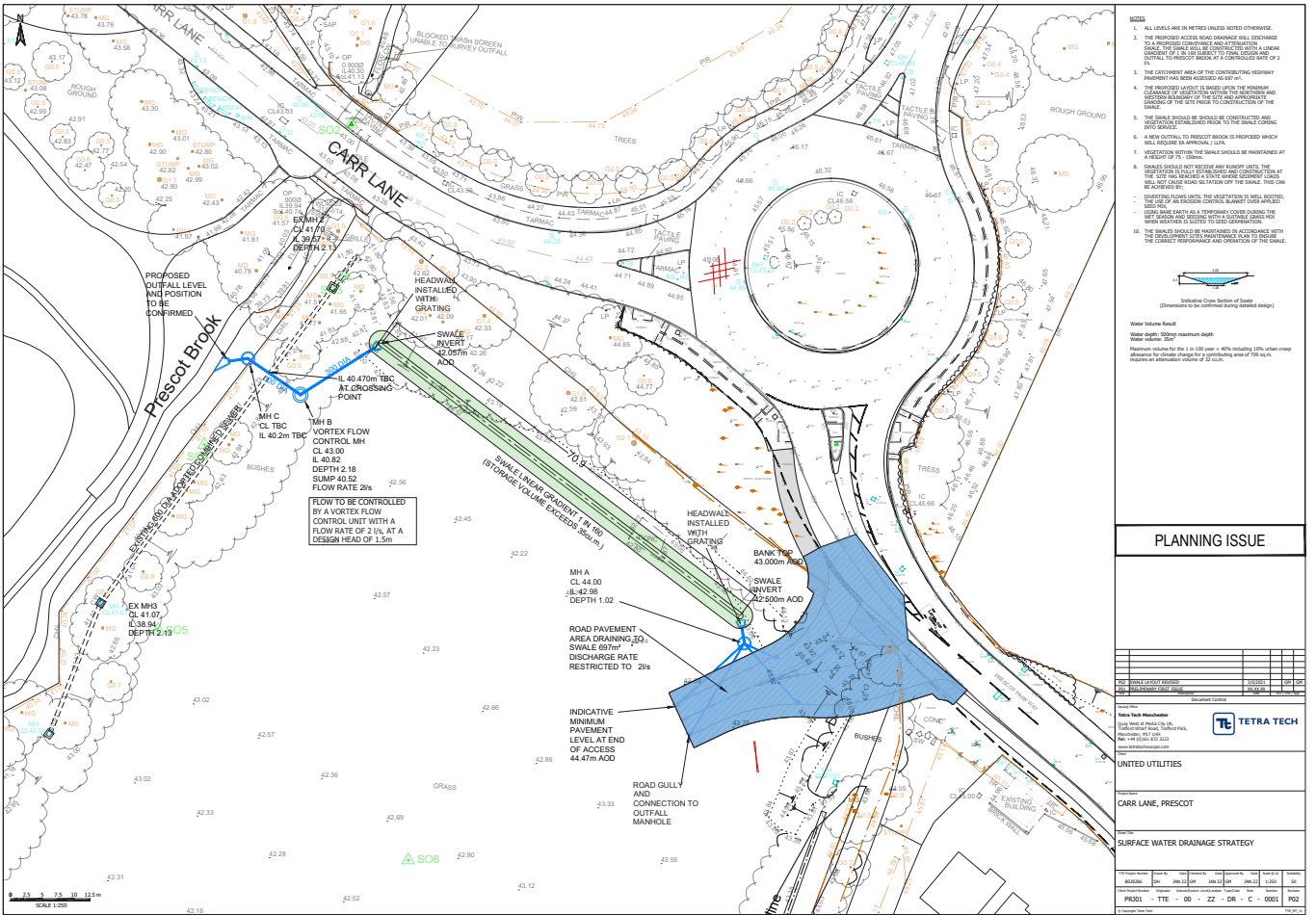


Figure 1 - Location Plan

2 The Site and the Proposed Development (continued)

2.5 The general arrangement is a priority junction site access. This includes a central island on the access itself and on Prescott Park Way in order to prevent right turn movements. Drainage of the road proposed is through a swale channel and a controlled outfall into Prescott Brook.

2.6 Figure 2 shows a 3.6 to 5.8 metre wide left turn only egress lane from the site. This egress lane joins Prescott Park Way via a 10 metre radius and is separated from the entry lane by an 8.5 metre wide central island. To prevent the right turn movement out of the access, the splitter island on the Prescott Park Way arm of the Prescott Park Way / Carr Lane / Cables Way roundabout is extended to a point around four metres past this island on the access.

2.7 The Prescott Park Way kerb line is to be re-aligned along the site frontage before tying into the roundabout entry to the northwest and the existing Prescott Park Way to the east.

2.8 The entry is formed by a six metre wide lane, which joins Prescott Park Way via a six metre radius.

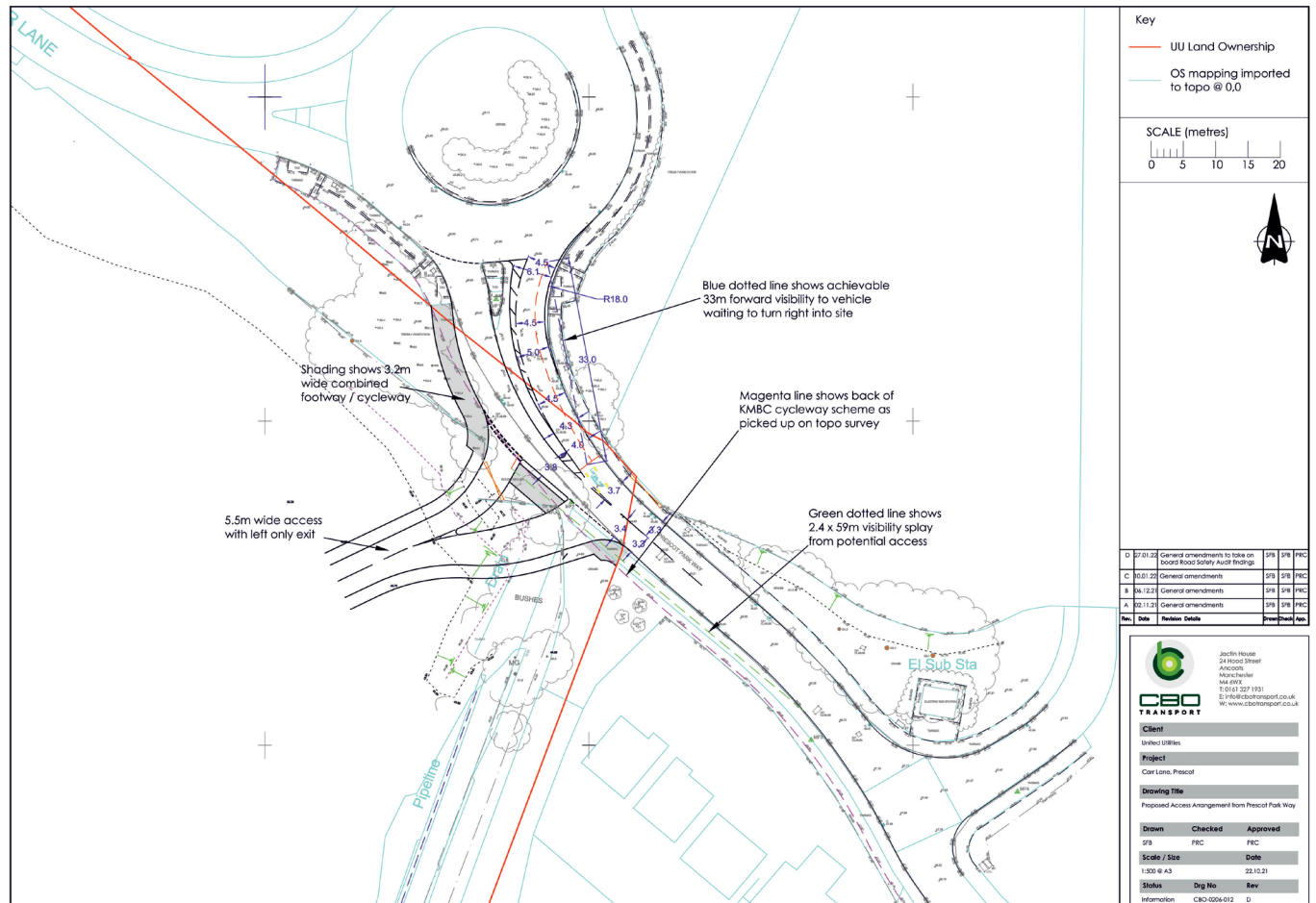


Figure 2 - Road Access Design

3 Planning Policy Context and Material Considerations

3.1 Planning law requires planning applications to be determined in accordance with the relevant development plan unless material circumstances suggest otherwise.

3.2 In this instance the relevant development plan is the Knowsley Local Plan Core Strategy (2016).

3.3 The most relevant policy is Policy SUE2 – Sustainable Urban Extensions – Development Principles. The former Wastewater Treatment Works at Prescott is identified as a SUE allocation in the development plan.

3.4 Whilst this planning application only relates to the access to the SUE, it is appropriate to consider the full expectations regarding development of the land to be served by the access.

3.5 Policy SUE2 sets out the development principles to be taken into account:

a) deliver sustainable development;

b) demonstrate a comprehensive approach to the development of the relevant Sustainable Urban Extension and to infrastructure provision (including, subject to the requirements of Policy CS27: Planning and Paying for Infrastructure, provision of an appropriate proportion of financial and/or 'in kind' contributions towards strategic and/or local infrastructure required to enable the comprehensive development of the sites);

c) be of a high design quality which enhances local distinctiveness and identity (incorporating localised design features where appropriate) and provides high levels of physical and visual integration and connectivity with adjacent urban development (see Policy CS19: Design Quality and Accessibility in New Development);

d) be carried out in accordance with the development

principles and using any appropriate development assessment tools as required by Policy CS2: Development Principles;

e) deliver development (including the principal uses defined in Policy SUE1: Sustainable Urban Extensions) which will help to meet borough-wide and local needs;

f) include appropriate provision for public open space (POS), walking and cycling routes as part of the Green Infrastructure network integrating with existing POS, recreational assets and areas of ecological value (see Policy CS8: Green Infrastructure and Policy CS21: Greenspaces and Trees);

g) provide good transport linkages within the relevant Sustainable Urban Extension and with surrounding areas (see Policy CS7: Transport Networks);

h) Protect or enhance historic and architectural assets where appropriate (see Policy CS20: Managing the Borough's Historic Environment);

i) Address flood risk by locating development in areas of low probability of flooding and including flood mitigation measures where necessary (see Page 126 Knowsley Local Plan: Core Strategy January 2016 Policy CS24: Flood Risk); and

j) Provide a clearly defined edge to the developed area.

3.6 There is further site specific advice at Appendix E of the development plan. In relation to Carr Lane, Prescott it sets out:

Site Name - Carr Lane, Prescott

Gross Site Size - 3.31 hectares

Primary proposed use(s) - Residential Notional Capacity 74 dwellings

Key Site Constraints and Opportunities

- Flood Zones 2 and 3 are located along the northern boundary of the site (Environment Agency Flood Map, February 2014 Update)
- Local Wildlife Site 11 (Carr Lane Lake, Prescott) is adjacent to the northern boundary of the site
- This site is located within the South Prescott Principal Regeneration Area

4 Consistency with Planning Policy and Material Considerations

4.1 The formation of the access to serve the SUE at Carr Lane, Prescott is acceptable in principle. It will form an important part of the infrastructure for the new development.

4.2 Part (b) of Policy SUE2 sets out a need to demonstrate a comprehensive approach to the development of the relevant Sustainable Urban Extension and to infrastructure provision (including, subject to the requirements of Policy CS27: Planning and Paying for Infrastructure, provision of an appropriate proportion of financial and/or 'in kind' contributions towards strategic and/or local infrastructure required to enable the comprehensive development of the sites).

4.3 For the application site the access needs to be established in the first instance by way of an access only planning application and prior to a comprehensive masterplan being prepared. Fixing the access will enable a single site wide masterplan to be prepared at a future date. This two stage approach has been agreed with both planning and highways officers at Knowsley MBC.

4.4 The pre application discussion has concluded that it is reasonable to agree the form and location of the new access through a stand-alone planning application and then for the full details of the new housing development to follow in a subsequent application.

4.5 The new access has been designed to facilitate compliance with one of the key development principles set out in the development plan - Encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking and cycling between homes and employment (Policy CS2 Development Principles).

4.6 The information submitted in support of the

planning application demonstrates that the design provides an appropriate access arrangement for the site with suitable levels of visibility to enable it to operate safely and efficiently. In turn, the modelling presented in the Transport Statement demonstrates that the proposed access from Prescott Park Way, together with the existing adjacent Prescott Park Way / Carr Lane / Cables Way roundabout, have sufficient capacity to accommodate the full delivery of the housing on the allocated urban extension, together with committed developments in the surrounding area.

4.7 Provisions for pedestrians and cyclists have been included. The proposed access will retain and modify the recently implemented combined footway / cycleway on the southeast side of Prescott Park Way. Two metre wide footways would then be provided on both sides of the access from Prescott Park Way into the allocation site.

4.8 The large tree that falls in the application site will be removed but it is classified as Category U in the Aboricultural Constraints Appraisal (Category U trees are in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years).

4.9 There are no overriding nature conservation interests within or adjacent to the application site that provide an impediment to the formation of the access.

4.10 The agreement to the location and form of the new access will be of benefit to the subsequent process of designing a sustainable housing development across the SUE allocation but it will not constrain the housing layout and will not undermine the development principles that need to be followed:

- The design and delivery of housing on the allocation

site can be progressed in a way that represents a sustainable form of development (based on the point of access for vehicles and active travel users described in this planning application).

- The opportunity to show a comprehensive approach to the design and layout has not been lost. It will be founded on a primary access that has been assessed and agreed through this early planning application.
- The aspiration to achieve high design quality with high levels of physical and visual integration with neighbouring land uses will not be diluted in any way.
- The other development principles set out in Policy CS2 of the development plan will still act as an essential guide to the design and delivery of the new housing.
- The agreement to the primary access for the SUE allocation will not burden the ability to incorporate green networks through the development, providing corridors for recreation or ecological benefit (possibly with links to the Local Wildlife Site to the immediate north).
- The design detail of the new access will facilitate good transport links from the housing to the surrounding area. It makes provision for pedestrians and cyclists as well as road vehicles.
- The drainage of the housing development and the way in which it impacts on flood risk can be assessed as part of the process of conceiving and testing an appropriate and sustainable residential scheme for the allocation site as a whole.
- The edge treatment of the new housing development

will be an integral consideration in its design. This will not be constrained by agreeing the primary point of access as detailed in this current planning application.

4.11 Taking all these considerations into account it is respectfully requested that planning permission is granted for the engineering works to form an access to the SUE allocation site. Approving this application will, in turn, enable a single detailed master plan for the whole of the Sustainable Urban Extension to be progressed.

