



Supporting Planning Statement

Land at Cherryfield Drive, Kirkby

On behalf of Barratt & David Wilson Homes
March 2024

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1 INTRODUCTION

1.1 This Supporting Planning Statement ('SPS') has been prepared by Asteer Planning ('Asteer') on behalf of Barratt & David Wilson Homes ('BDW') ('the Applicant') in support of a full planning application for residential development at land at Cherryfield Drive, Kirkby ('the site').

1.2 The proposed description of development is as follows:

"Full planning application for demolition of existing buildings and erection of a residential development (Use Class C3) with associated access, landscaping, parking and infrastructure including reconfiguration of existing Cherryfield Drive car park and highways improvements to Cherryfield Drive".

1.3 The application proposals have been developed in conjunction with Knowsley Metropolitan Borough Council ('KMBC') Officers, statutory consultees and other key stakeholders, including local ward members. 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 Chapter 3 of this report.

Environmental Impact Assessment ('EIA')

1.4 The development constitutes 'EIA development' under the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 (SI 2017/571) as amended. Criteria for establishing the need for an EIA are set out in Schedules 1 and 2 of the EIA Regulations. The proposed development falls under Schedule 2, Category 10 'Infrastructure Projects', Subsection (b) 'Urban Development Projects'.

1.5 This planning application is supported by an Environmental Statement ('ES'), prepared by Egniol Consulting Ltd with technical contributions from a range of specialist consultants experienced in EIA.

1.6 A formal scoping process has been undertaken with KMBC (Ref: 22/00572/SO) which has defined the scope of the topics which are included in the ES.

Supporting Documents

1.7 This SPS is intended to address the relevant planning considerations and in particular, the case for the residential development of the site. It considers the proposals in light of national and local planning policy. The application is accompanied by a suite of

supporting documents, the scope of which has been prior agreed with KMBC Officers through pre-application discussions.

- 1.8 A list of supporting documents and application drawings that accompany the planning application is contained at **Appendix 1**.
- 1.9 The following chapter of this SPS describes the context of the site.

2 REGENERATION CONTEXT AND SIGNIFICANT SCHEME BENEFITS

- 2.1 Kirkby Town Centre has been subject to large scale public intervention in recent years to drive and deliver regeneration for the area.
- 2.2 The strategy for Kirkby has long focused upon addressing the underperformance of the Town Centre and to transform the challenging social and economic conditions that prevail in Kirkby through the rejuvenation of the Town Centre to create a vibrant mix of uses that will ultimately serve to attract new residents into the Kirkby area and improve the quality of life for existing residents.
- 2.3 This has included a number of service co-locations, demolitions and options for unlocking underutilised brownfield land to improve the housing, leisure and retail offer in Kirkby. This has been driven by the One Public Estate (OPE) programme and the Liverpool City Region Combined Authority which has provided funding for the various projects which have been delivered as part of the Kirkby Town Centre Regeneration Programme including:
- 1) The demolition of Webster House, in order to prepare the site for a new leisure development;
 - 2) The demolition of Kirkby Library (the Library itself having relocated to the £5m Kirkby Centre development within Kirkby Town Centre in 2018);
 - 3) The demolition of the former Kirkby Civic Building and a brand new Civic Square next to the Council's £5m Kirkby Centre;
 - 4) New greening including trees, shrubbery and planting beds across St Chads Parade and Newtown Gardens and new public art, seating and lighting;
 - 5) A new 45,000 sqft Morrison's superstore with a petrol station and surface car parking and a further extension of 94,000 sqft retail-led development including a Home Bargains store and PureGym.
- 2.4 Core Strategy Policies CS1 and CS10 support new development within Kirkby to contribute towards the regeneration of the town centre. The proposed development will form part of the wider ongoing regeneration initiatives in the Town Centre, including the development of a multi-screen cinema and transport hub. The site's prominent location directly adjacent to Kirkby Town Centre provides an opportunity to develop on an existing urban area in need of regeneration through the use of a part brownfield site in accordance with Core Strategy Policy CS1(a) and CS1(d). Furthermore, the proposed residential

development of the site will deliver significant economic and social benefits including increased expenditure in Kirkby Town Centre which will support and encourage a wider mix of town centre uses, services and facilities and will enhance the viability of Kirkby Town Centre in accordance with Core Strategy Policy CS10 (a).

Significant Scheme Benefits

- 2.5 The proposals will deliver a significant benefit in respect of the economic, social and environmental objectives of sustainable development and as such the proposals align themselves with one of the most important objectives of national planning policy. The scheme will deliver the following benefits which should be afforded significant weight in the determination of this application.

Economic Benefits

- 2.6 The proposals include the following package of economic benefits:

Construction Benefits

- 2.7 A series of direct and indirect benefits would be realised through the construction of the development over the expected 10-year build programme. **The estimated investment into the construction of the development is £103.7 million.**
- 2.8 It is estimated that the development could support **around 196 direct construction roles and indirect/induced jobs supported per annum** during the build phase. The development could generate **£95.5 million of gross valued added (GVA) from jobs** supported on the site during this period.

Operational Benefits

- 2.9 Once fully built and occupied, the households are expected to **generate £20.7 million of annual household spend** in the Metropolitan Borough of Knowsley. It is estimated that approximately **£9.1 million of total spend** will be on food, drink, leisure, clothes and household goods within Kirkby. This additional spending has the **potential to create 60 full-time equivalent (FTE) roles** within the local economy.
- 2.10 It is estimated that the development would provide homes for **840 people that are economically active and in employment**. The “economically active” relates to people aged 16+ who are either in employment or are unemployment but looking for work and could start work within 2 weeks. It is expected that approximately **39% of residents would be working in higher value/income occupations**. The site’s proximity to Kirkby Town Centre will ensure that a large percentage of this spending is within the locality.

- 2.11 The construction of the new homes could generate approximately **£1.7 million per annum in additional Council Tax Revenue.**

Social Benefits

- 2.12 The proposals include the following package of social benefits:
- 2.13 The delivery of 807 new homes will make a large and positive contribution towards the Council's housing land supply as the development is wholly deliverable and can be fully provided within the next ten years.
- 2.14 10% of the dwellings (81no.) will be affordable which will make an important and positive contribution to the Borough's need for affordable housing.
- 2.15 The mix of 1, 2, 3 and 4 bedroom housing will provide properties for a range of different social groups, including those on the affordable housing register, single households, multi-generational households, families, first-time buyers, downsizers, and the elderly. The proposed development includes 10no. bungalows which will specifically cater to the needs of the elderly or disabled.
- 2.16 The development will be delivered by Barratt & David Wilson Homes, a reputable, award winning national housebuilder with a strong track record of delivering high quality developments in both the Knowsley Borough and beyond. Three housing outlets from Barratt Homes and David Wilson Homes plus affordable housing will enhance the speed of delivery of the development.
- 2.17 The house types will deliver aspirational houses and will seek to enhance the quality and diversity of the housing stock in the area and will act as a catalyst for future high quality development within the area
- 2.18 The development will integrate with and form a key element in the regeneration of Kirkby Town Centre. It will complement and support the investment in the town centre which has been identified for regeneration of a long period of time and is subject to ongoing investment.
- 2.19 The proposed development includes a large contribution of circa £1.7m towards greenspace improvements at Valley Park and Webster Park and will therefore provide opportunities for enhanced recreation for existing and new residents which will promote health and wellbeing.

- 2.20 The development will offer opportunities for local labour, as detailed in the submitted Social Value Strategy, including apprenticeship opportunities.

Environmental Benefits

- 2.21 The proposals include the following package of environmental benefits:
- 2.22 Importantly, the development represents an efficient use of a large plot of vacant urban land which is situated in a sustainable and highly accessible location. In accordance with paragraph 128 of the NPPF, the development will increase the efficient use and density of a site in a sustainable location which indirectly will reduce the pressure to bring forward less sustainable sites and Green Belt sites in the wider Borough.
- 2.23 The site is highly accessible from sustainable modes of travel and is adjacent a range of services and facilities within Kirkby Town Centre. It therefore offers a genuine choice of transport modes. It also includes highways improvements to Cherryfield Drive. Kirkby is a large and important town within the Borough and represents a sustainable settlement for growth.
- 2.24 The proposed development will deliver very high-quality residential units utilising appropriate materials and design features which will deliver a significant improvement to the area's character, appearance and setting in accordance with paragraph 131 of the NPPF. The development will provide appropriate amenity for the new occupants of the development.
- 2.25 The site is currently vacant, unused and visually unappealing with areas of hardstanding and no buildings of architectural merit. It has been vacant since the former All Saints School closed in 2009 and has fallen into an untidy stater. Furthermore, the proposed development will bring a vacant, redundant and underutilised part brownfield site back into meaningful and efficient use.
- 2.26 There will be comprehensive tree planting and landscaping throughout the site.
- 2.27 The development will incorporate sustainable design and resource efficiency in line with the energy hierarchy. In order to achieve compliance with Part L of the Building Regulations, the development has been designed with a holistic low energy design concept involving a fabric first approach. Some of the proposed houses and apartments will utilise air source heat pumps (ASHPs) and associated hot water cylinders to satisfy the main heating and hot water requirements and PV panels will also be used.

Summary

- 2.28 In summary, the proposed development will positively contribute towards the wider regeneration of Kirkby Town Centre and will deliver a significant package of economic, social and environmental benefits which should be afforded significant weight in the determination of this application.

3 SITE CONTEXT

- 3.1 This chapter provides a detailed description of the site, surrounding area and relevant planning history.

The Site

- 3.2 The site is 22.5 hectares (55.7 acres) in size and comprises part brownfield and part greenfield land. It was formerly occupied by several buildings which have now been demolished including a hotel and dwellings to the north of the site and the Knowsley College to the north-west.
- 3.3 Within the north of the site is an area of active car park and former roadways and hardstanding associated with previous development.
- 3.4 A Site Location Plan edged red is contained at **Appendix 2**.

Surrounding Area

- 3.5 The site is bound by Cherryfield Drive to the north and beyond this Kirkby Town Centre. Cherryfield Drive and Kirkby Leisure Centre also bound the site directly to the east, Valley Road (A506) to the west and Bewley Drive and residential properties at Whinberry Drive / Pondwater Close to the south.
- 3.6 There are further residential properties to the east of the site along Cherryfield Drive as well as Webster Park Playground. To the west lies Valley Park, a former landfill site which is now used as public open space. Kirkby Brook runs along the western boundary of Valley Park. St Joseph the Worker RC School and Milbrook Medical Centre are located to the south of the site.

A Sustainable Location

- 3.7 The site is in a highly sustainable location immediately adjacent to Kirkby Town Centre, which has a significant range of facilities including a shopping centre, market, library and medical facilities. The town centre is also subject to significant investment proposals for up to 130,000 sq. ft. of new retail. Kirkby Leisure Centre is directly adjacent to the east of the site.
- 3.8 The site is located close to many educational facilities including several primary and secondary schools. To the north of Cherryfield Drive, there is Kirkby C of E Primary School, Northwood Community Primary School and All Saints Catholic High School which are all within 0.9km of the site. To the west towards Kirkby Train Station, Millbrook Community

Primary School and Saint Michaels and All Angels Primary School are within 0.7km of the site.

- 3.9 The site is well served by the existing public transport network, with Kirkby Bus Station located directly north of the site on Cherryfield Drive which provides frequent services to Liverpool, Prescot, St Helens and the surrounding areas.
- 3.10 Kirkby Train Station is located approximately 1km northwest of the site providing regular connections to Liverpool Lime Street with an average journey time of 30 minutes, and Wigan North Western with an average journey time of 25 minutes.
- 3.11 Cherryfield Drive provides a link to Valley Road (A506) directly adjacent to the site which provides links to Fazakerley and Aintree. Wide pavements and cycle lanes provided alongside the road provide easy walking and cycling access between the site and surrounding road network.

Planning History

- 3.12 A previous hybrid (part full / part outline) planning application on the site (LPA Ref: 08/00001/HYB) for a new Everton Stadium (in full) and new retail (Tesco), leisure, library, hotel, residential, food and drink, offices (in outline) was submitted in 2007 and dismissed on appeal by the Secretary of State in 2009.
- 3.13 Outline planning permission (Ref: 10/00505/OUT) was granted in June 2011 for the comprehensive phased redevelopment of the site including a Tesco food store, retail, food and drink, professional and financial services, pubs/bars, health centre, library, leisure, petrol station etc. however this development was never built out and the permission has now lapsed.
- 3.14 The following chapter sets out the pre-application consultation undertaken by the Applicant.

4 PRE-APPLICATION CONSULTATION

- 4.1 This Chapter describes the pre-application consultation undertaken with KMBC Officers, technical consultees, KMBC Ward Councillors and the local community.
- 4.2 A detailed overview of the pre-application consultation undertaken is set out in the submitted Statement of Community Involvement ('SCI') prepared by Communiti, which should be read in conjunction with this SPS.

Pre-Application Meetings with KMBC

- 4.3 A series of pre-application meetings with KMBC Officers have been undertaken by the Applicant prior to the submission of the planning application. A summary of key items raised through the pre-application process by KMBC Officers and how they have been addressed is set out below.

Table 1: Pre-Application Feedback and Applicant's Response

KMBC Officers Feedback	Applicant's Response
Requested that the verge is separated from the footway along the main spine road to create more of a boulevard feel.	The main spine road into the site creates a focal entrance to the site with a separate verge and footpath and street trees to create a boulevard entrance into the site.
Consideration should be given to breaking up alleyways in areas with shared drives as these can be removed and cause rat runs.	Any alleyways within the development will be gated and managed appropriately.
Feedback about the design of the apartment building.	The apartment building has been designed to assimilate with the rest of the development in terms of its architectural design and materiality. It is located on a prominent location to the north-west adjacent to the roundabout where a greater massing is appropriate.

KMBC Officers Feedback	Applicant's Response
Requested that the verge is retained and a cycleway provided adjacent to the houses fronting onto Cherryfield Drive to the north-east and a 3m width cycleway is adopted along Bewley Drive and a cycle link through the site to Webster Park.	There are a series of cycle and pedestrian links provided throughout the site which effectively link the site to the wider area including the town centre and Webster and Valley Parks.
Queried the parking along Cherryfield Drive and whether this could be accessed and used by members of the public.	The parking will be clearly demarked for residents only and there will be a clear landscaping scheme to screen the spaces from the road.

Kirkby Area Liaison Meeting

- 4.4 A Member Briefing Presentation was held on 8th February 2023 with the Kirkby Area Liaison Group. A summary of key items raised at the meeting and how they have been addressed is set out below.

Table 2: Kirkby Liaison Group Feedback and Applicant's Response

Kirkby Liaison Group Feedback	Applicant's Response
Layout & Design	
Members queried if you could drive through the development which could create a rat run.	The proposed layout has been designed to minimise rat running and traffic calming measures are proposed to ensure safety and create a less desirable route for passing through traffic.
Members commented that there are sizeable housing estates coming together.	The site is currently a redundant, disused former school site which offers a highly sustainable location for new housing which will deliver significant economic, social and environmental benefits.

Kirkby Liaison Group Feedback	Applicant's Response
Members queried proposed pedestrian connections to the greenspace.	There are a series of cycle and pedestrian links proposed throughout the development which effectively link the site to the wider area including the town centre and Webster and Valley Parks.
Members queried if all homes would have EV Charging Points.	All properties will have EV Charging facilities in accordance with Building Regulations requirements.
Housing	
Members queried if there will be access to shared ownership and affordable rent.	The proposed development will offer 81no. affordable units, including a mix of shared ownership and affordable rent.
Members requested the Applicant provide homes for local people to get on to the property ladder.	The proposed development offers a variety of different house types, sizes and tenures to be available to a wide demographic including first time buyers.
Members queried the affordable housing policy position.	The proposed development includes 10% affordable housing which accords with Core Strategy Policy CS15 and has been agreed with KMBC Officers.
Transport & Highways	
Members noted that both Valley Road and Bewley Drive are very busy. They commented that 4no. access points may not be sufficient.	The application is supported by a Transport Assessment which includes an assessment of traffic impact and confirms that the proposed access strategy is safe and to serve the development.
Members questioned why no pedestrian crossing on Bewley Drive is proposed. Members also emphasised the need to ensure minimal highway impact and public safety.	Consultation has been undertaken with KMBC Highways Officers who do not require the provision of a crossing on Bewley Drive.
Open Space & Environment	

Kirkby Liaison Group Feedback	Applicant's Response
Members queried if a central greenspace is proposed within the development.	There are areas of incidental open space and green links / tree planting provided throughout the development. The layout and density of the development has been informed by an iterative process with KMBC Officers. The development includes both improved linkages and a financial contribution of circa £1.7m towards enhancing existing adjacent green spaces.
Other	
Members queried if a social value strategy will be submitted with the application outlining the socio-economic benefits of the scheme and queried if a local labour agreement is in place for local people to work on the site.	This application is supported by a Social Value Strategy which sets out BDW's commitment to local labour and the suite of significant benefits that the development will deliver. A further overview of the social, economic and environmental benefits is set out at Chapter 6 of this SPS.

Consultation with the Local Community

4.5 The pre-application consultation strategy has comprised three stages.

- Stage One:** In March 2020, KMBC arranged an initial consultation with residents, businesses and visitors which simply asked, *"What makes a good town centre?"* As well as more retail, priorities included a leisure offer (such as a cinema), more places to eat and drink, protected and improved green spaces, public realm improvements and a better choice of housing. More than half of the comments received in the survey welcomed more or new housing, and outlined a need for affordable homes, bungalows and eco-homes.
- Stage Two:** took place between 11th August and 5th September 2022. During this stage of consultation, BDW presented the vision for the site and sought the views of residents, businesses and visitors regarding housing requirements in the town, whilst the Council engaged with the public to shape their plans to improve green

spaces in the areas. The feedback from this stage was considered by the project team and helped shape the plans, which were shared during Stage Three.

- **Stage Three:** took place between 4th November and 21st November 2022. During this stage of consultation, BDW sought the views of the local community on more detailed plans for the site. The feedback has been considered by the project team prior to the submission of the planning application.

4.6 BDW have sought to ensure that relevant stakeholders and members of the public are given every opportunity to review the plans and provide their feedback. The strategy included a combination of traditional and modern means of consultation and engagement including resident notices, a project website and online feedback form, in person consultation events, consultation boards and the availability of a project telephone line so those without access to a computer can engage with the project team and review the plans.

4.7 The submitted SCI sets out a detailed summary of the pre-application consultation that the Applicant has undertaken, identifies key themes and issues raised and where possible, sets out the Applicant's response to these, including changes to the design which have resulted as a direct response to consultation with stakeholders and the local community. A summary of key items through the public consultation process and how they have been addressed is set out below.

Table 3: Local Community Feedback and Applicant's Response

Local Community Feedback	Applicant's Response
Housing	
Requested 1 & 2 bed properties, properties for larger families,.	A range of sizes and types of dwellings (2-4 beds) from apartments, mews, semi detached and detached properties are proposed to appeal to a range of buyers from first time buyers and downsizers to families.
Requested bungalows, assisted living and extra care for the elderly.	The scheme also includes 26 affordable bungalows to cater particularly to elderly residents and downsizers.

Local Community Feedback	Applicant's Response
Affordable housing	The scheme proposes a policy compliant level of affordable housing on site (10%) which will be tenure blind and pepper potted throughout the development.
Residential privacy and amenity	The layout has been designed to ensure adequate separation distances maintained between existing and proposed properties.
Town Centre	
Requested a wider variety of shops, cheaper supermarkets and discounted rental rates.	The proposed development covers land to the south of Cherryfield Drive only. The development will complement the emerging town centre proposals and once occupied will provide significant investment through residents' expenditure into the Town Centre which will help create a vibrant community. The introduction of new, economically active residents to the area will assist in catalysing further investment and improvements to the Town Centre.
Ecology	
Impact on wildlife (foxes, bats, water voles, hedgehogs, birds) on site	The site has been subject to a suite of ecological surveys including habitat surveys and a variety of protected species surveys. Any disruption to species caused during construction or operation will be mitigated and appropriate licenses sought.
Green Space	
Comments regarding the loss of green space with suggestions made that the existing site becomes a usable and functional area for all	The site was historically a school which closed in 2009. It currently has no formal recreational or sporting use. The Council's own evidence shows it is surplus to requirements.

Local Community Feedback	Applicant's Response
people (Children, Walkers, Dogwalkers, etc)	A detailed assessment of the proposed development including the loss of green space is set out at Chapter 6 of this SPS.
Reduce number of homes to retain green space & provide more links to the Green Space	BDW will improve greenspace provision directly adjacent to the site by making a financial contribution of circa £1.7m towards improvements to Valley Park and Webster Park.
Transport	
Impact of more homes on the local highways network	Several vehicular access points have been proposed to the site including access points from Bewley Drive and Cherryfield Drive. A Transport Assessment has been submitted with the planning application to assess the traffic impact on the local highway network. Further, highways improvement are proposed as part of the application to Cherryfield Drive.
Public Transport Provision	The Transport Assessment and Travel Plan also promote accessibility to the development by sustainable transport modes.
Traffic Accidents and Public Safety	A Road Safety Audit has been undertaken as part of the Transport Assessment and revisions to the scheme have included the re-design of the car park access and junction, drop off/pick up point, possible taxi rank, resurfacing of roads and pavements, crossing points and ties to green links.

Summary

- 4.8 The Applicant has carried out an extensive programme of pre-application consultation. A detailed and iterative design consultation process has been undertaken with KMBC Officers and the scheme has been refined in response to feedback received from KMBC Officers, key stakeholders and local residents and businesses.
- 4.9 The following chapter describes the proposed development.

5 PROPOSED DEVELOPMENT

5.1 This Chapter describes the application proposals and their relationship and compatibility with the characteristics of the site. The application proposals are described fully in the Design and Access Statement enclosed with this submission which should be read in conjunction with this SPS.

5.2 The proposed description of development is as follows:

“Full planning application for demolition of existing buildings and erection of a residential development (Use Class C3) with associated access, landscaping, parking and infrastructure including reconfiguration of existing Cherryfield Drive car park and highways improvements to Cherryfield Drive.”

Use and Amount

5.3 The proposed development will provide 807 dwellings, including a policy compliant 81 affordable homes. The proposal includes provision for access arrangements, internal roads and pedestrian connections, as shown on the Proposed Site Plan contained at **Appendix 3**.

5.4 The development proposes a mix of housing types including 2, 3 and 4 bedroom mews, semi-detached, detached properties, apartments and bungalows as set out in Tables 4 and 5 below. The Applicant proposes two or three outlets from their range of housing from Barratt Homes and David Wilson Homes.

Table 4: Barratt Schedule of Accommodation (Total – 386 Homes)

House Type	No. of Beds	No. of Units	% Split	Affordable/ Market
Denford	2	13	3%	Market
Kenley	2	17	4%	Market
Bedale	2	10	3%	Market
Ellerton	3	69	18%	Market
Maidstone	3	46	12%	Market

House Type	No. of Beds	No. of Units	% Split	Affordable/ Market
Moresby	3	40	10%	Market
Kingsville	4	42	11%	Market
Haversham	4	21	5%	Market
Brentford	3	3	<1%	Market
Kingsley	4	20	5%	Market
Windemere	4	47	12%	Market
Ripon	4	9	2%	Market
Alderney	4	10	3%	Market
Amber	2	4	1%	Affordable
Type 50	2	9	2%	Affordable
Type 52	3	4	1%	Affordable
Type 54	3	2	<1%	Affordable
Type 55	3	2	<1%	Affordable
Falkirk	2	6	2%	Affordable
Ambleside	2	6	2%	Affordable
Buttermere	2	6	2%	Affordable

Table 5: DWH Schedule of Accommodation (Total = 421 Homes)

House Type	No. of Beds	No. of Units	% Split (rounded)	Affordable/ Market
Wilford	2	29	7%	Market
Archford	3	141	33%	Market
Hadley	3	39	9%	Market
Eckington	3	6	1%	Market
Kennett	3	13	3%	Market
Ingleby	4	34	8% ^z	Market
Greenwood	3	22	5%	Market
Shenton	4	7	2%	Market
Milford	4	31	7%	Market
Kirkdale	4	34	8%	Market
Avondale	4	21	5%	Market
SH50	2	12	3%	Affordable
SH52	3	29	7%	Affordable
SH55	3	1	<1%	Affordable

Layout and Scale

5.5 The proposed layout directly responds to the identified constraints and opportunities that this site offers, along with consultation comments undertaken through its evolution. A layout has been built around the following characteristics as outlined in the Design and Access Statement:

- Strong built form and feature areas;
- Link green spaces to wider green infrastructure;
- Key buildings used at focal points to terminate street views;
- Introduction of swales;
- Green spaces and links;
- Positive response to green spaces.

5.6 The Storey Heights Plan (Ref: H9305-DWH-XX-XX-DR-UD-203450) outlines a mixture of 1, 2 and 2.5 storey dwellings to be provided on site. The proposed scale reflects the surrounding scale of existing residential properties and is appropriate to the site's context.

Appearance

5.7 The appearance of each dwelling is detailed on the submitted suite of house type elevations and street scene drawings and within the Design and Access Statement prepared by Urban Design.

5.8 The character of the design is traditional and response to the local vernacular with regarding to the detailing and choice of materials to be used.

5.9 Buildings will be supported by both hard and soft landscaping features to frontage, arranged at specific locations within the design to emphasise the slightly different features of the following 'Character Areas':

- **The Boulevard Character Area** will be made up of tree lined and planted streets, with rendered focal buildings to help define key areas.
- **The Core Character Area** will be made up of a mix of road surfaces, boundary treatments and planting to create variety and sense of place within the development.

- **The Green Edge Character Area** will be made up of paved/gravel drives and knee rails to front the open space, creating a soft edge to the development.

5.10 All materials have been carefully selected to complement the local vernacular and have been grouped accordingly within the scheme to emphasise character areas, key buildings and spaces including a mixture of ibstock brick and slate roofing.

Access and Car Parking

5.11 There are several vehicular access points proposed to the site including an access point from Bewley Drive to the south-west, an access point from Cherryfield Drive to the east and 2no. access points from Cherryfield Drive to the north.

5.12 There are also proposals to improve the connectivity of Cherryfield Drive through the resurfacing of the roads and pavements, new crossing points to tie into new green links from the site, a re-design of the car park access and junction, drop off/pick up point and the potential inclusion of a taxi rank.

5.13 The planning application is supported by a comprehensive Transport Assessment and Travel Plan to ensure the most sustainable development possible.

Landscaping

5.14 The proposed landscaping has given careful consideration to retaining existing vegetation as much as possible, as well as incorporating new hard and soft landscaping to enhance the visual amenity of the residential development.

5.15 Tree planting and landscaping works will be undertaken on the site to integrate and enhance the green infrastructure provision on site and identify opportunities for biodiversity enhancements.

Summary

5.16 The proposed development of 807 dwellings has considered the site's opportunities and constraints. It has been sensitively designed to ensure development responds positively to the character and appearance of the area and has been informed by the relevant local and national planning policy detailed in Section 5.

6 POLICY CONTEXT

- 6.1 This chapter sets out the relevant national and local planning policy and other material considerations that the proposed development will be assessed against.

Development Plan

- 6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that it is a legal requirement that decisions must be made in accordance with the Development Plan, unless material considerations indicated otherwise. In this case, the Development Plan comprises:

- The Knowsley Local Plan Core Strategy (2016);
- The Saved Policies of the Knowsley Unitary Development Plan ('UDP') (2006).

Knowsley Local Plan Core Strategy

- 6.3 The Knowsley Local Plan 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 2028.
- 6.4 As defined by the Local Plan Policies Map, the site is covered, either fully or partially by a number of allocations / designations.
- 6.5 As shown of the extract of the Local Plan policies map at **Figure 1** below, the majority of the site is allocated as 'Urban Greenspace'. In addition, a portion of the site to the far north is allocated as a 'Primarily Residential Area'. This part of the site is also within the 'Kirkby Town Centre Action Area'.

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

6.6 The key policies of the Core Strategy 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 CS6: Town Centres and Retail Strategy;
- Policy CS7: Transport Networks;
- Policy CS8: Green Infrastructure;
- Policy CS10: Principal Regeneration Area - Kirkby Town Centre;
- Policy CS15: Delivering Affordable Housing;
- Policy CS17: Housing Sizes and Design Standards ;
- Policy CS19: Design Quality and Accessibility in New Development;
- Policy CS20: Managing the Borough's Historic Environment;
- Policy CS21: Greenspaces and Trees;
- Policy CS22: Sustainable and Low Carbon Development;

- Policy CS24: Managing Flood Risk;
- Policy CS26 Waste Management;
- Policy CS27: Planning and Paying for New Infrastructure.

6.7 A summary of the above Core Strategy policies is set out in the Policy Schedule contained at **Appendix 4**.

Saved Policies of the Knowsley Unitary Development Plan

6.8 Whilst most policies of the Knowsley Unitary Development Plan ('UDP') were deleted upon adoption of the Core Strategy, a number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy.

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

- Policy H5: Development Within Primarily Residential 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 DQ3: Gateway Sites and Corridors
- Policy DQ4: Trees and Development
- Policy ENV2: Noise and Vibration
- Policy ENV3: Light Pollution
- Policy ENV5: Contaminated Land

6.10 A summary of the above saved UDP policies is set out in the Policy Schedule contained at **Appendix 4**.

Other Material Considerations

6.11 There are a series of other planning policy guidance documents at a local and national level that are relevant to the determination of this application, including:

- National Planning Policy Framework (NPPF);
- Planning Practice Guidance (PPG);
- Supplementary Planning Documents (SPDs); and,
- KMBC's Evidence Base on Open Space.

The National Planning Policy Framework (2023)

6.12 The revised Framework was published in December 2023. The Framework sets out the Government's planning policies and guidance and how this is to be applied. The Framework is a material consideration in the determination of planning applications.

6.13 **Paragraph 8** states that sustainable development must meet three overarching objectives:

- **Economic** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **Social** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **Environment** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

6.14 **Paragraph 60** 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.

- 6.15 **Paragraph 103** states existing open space and playing fields should not be built on unless:
- a) An assessment has been undertaken which has clearly shown the open space, building or lands to be surplus to requirements; or
 - b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - c) The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.
- 6.16 **Paragraph 115** states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.17 **Paragraph 128** states that planning policies and decisions should support development that makes efficient use of land, taking into account:
- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) local market conditions and viability;
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
 - e) the importance of securing well-designed, attractive and healthy places.
- 6.18 **Paragraph 131** states the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

- 6.19 **Paragraph 136** states that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change.
- 6.20 **Paragraph 186** states that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Planning Practice Guidance (2014)

- 6.21 Planning Practice Guidance ('PPG') was introduced in March 2014. The PPG replaced a considerable amount of former guidance comprising Planning Policy Guidance Notes and Planning Policy Statements.

Supplementary Planning Documents

- 6.22 There are a number of SPDs that provide further guidance on the interpretation of adopted local policy. The relevant SPDs are detailed below.

Ensuring a Choice of Travel (2008)

- 6.23 The Ensuring a Choice of Travel SPD is intended to show how development can satisfy the requirements of accessibility policies contained within Knowsley's Development Plan. The main objective is to ensure a good choice of travel modes to all new development and assist developers in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles. This SPD includes the Council's parking standards. For C3 (Dwelling Houses) the maximum standard for 2- and 3-bedroom dwellings is 2 spaces and the maximum standard for 4+ bedroom dwellings is 3 spaces.

Design Quality in New Development (2016)

- 6.24 The Design Quality in New Development SPD identifies general design principles including the movement framework, promoting a positive image, placement of buildings, density and form, landscaping and public realm, sustainable design and built heritage and conservation.

Trees & Development (2016)

- 6.25 The Trees and Development SPD explains the Council's approach in relation to trees and development setting out guidance relating to promoting best practice for proposals incorporating trees and landscaping within new developments; development proposals

affecting existing trees, woodlands and other vegetation; requirements for detailed survey of all existing trees; and requirements for provision of replacement trees.

Developer Contributions SPD (2016)

- 6.26 The Developer Contributions SPD supplements the Core Strategy policies by providing detailed guidance on how developer contributions will operate in Knowsley. It provides key guidance in relation to highways and transport provision, flood risk mitigation, greenspace provision, decentralised energy, education provision, health, community and leisure facilities, public realm and design and affordable housing. The developer will be expected to work with infrastructure and utilities providers to ensure that development can be serviced, and these costs should be borne as part of the overall development costs.

Adding Social Value to Development: Employment and Skills (2018)

- 6.27 The Adding Social Value to Development: Employment and Skills SPD provides guidance on how the Council will implement the requirements of the Knowsley Local Plan by requesting that developers in the Borough prepare and implement a Social Value Strategy in a case where their scheme meets or exceeds a certain threshold. Social value is the additional economic, social and environmental benefits that can be created as part of a development.

New Residential Development (2018)

- 6.28 The New Residential Development SPD builds upon the Design Quality in New Development SPD to provide key expectations for new residential development in relation to integration with existing development, residential mix, accessibility and movement, layout, parking requirements, public realm and waste management, open space, crime, dwelling space and privacy and natural light. It is an update of the 2016 SPD to include an added requirement relating to electric vehicle charging points.

KMBC's Evidence Base – Open Space

Playing Pitch Assessment and Strategy (PPAS) (2012)

- 6.29 The Knowsley Playing Pitch Assessment and Strategy provides evidence relating to current and forecast needs regarding supply and demand for playing pitch sports, specifically: cricket, football, hockey, rugby league and rugby union. In assessing local needs, the Assessment takes account of quality, quantity and accessibility by using an eight stage methodology endorsed by Sport England.

Greenspace Audit (2012)

- 6.30 The Greenspace Audit was prepared to provide an overview of greenspace provision in Knowsley. It is intended to inform the Council's strategy as to which areas of public open space should be retained to meet public needs and where priorities for future investment should be. It also identifies areas of potential surplus of different types of greenspace that could be released to satisfy deficiencies in other types of public open space or help meet development needs in the Borough.

Playing Pitch Strategy Assessment Report (2021)

- 6.31 The Playing Pitch Strategy (PPS) Assessment Report for Knowsley presents a supply and demand assessment of playing pitches (football, cricket and hockey) in the area in accordance with Sport England's PPS Guidance.

Playing Pitch Strategy and Action Plan (2021)

- 6.32 The Playing Pitch Strategy and Action Plan builds upon the preceding Assessment Report. It provides a clear, strategic framework for the maintenance and improvement of all formal outdoor playing pitch and outdoor sport provision, with accompanying ancillary facilities up to 2028.
- 6.33 The following Chapter assesses the principle of the proposed development against the relevant policies of the Development Plan and other material considerations summarised in this Chapter.

7 PRINCIPLE OF DEVELOPMENT

- 7.1 This chapter of the SPS assesses the principle of residential development at the site in accordance with the relevant policies of the Development Plan and other material considerations summarised in Chapter 5.
- 7.2 In accordance with the Local Plan Policies Map (**Figure 1**), the majority of the application site is allocated as 'Urban Greenspace' with the remaining part of the site to the far north allocated as a 'Primarily Residential Area'. This part of the site is also within the 'Kirkby Town Centre Action Area'.

The Principle of Residential Development within a Primarily Residential Area

- 7.3 As shown by **Figure 1**, the northern part of the site (shown in orange) is located within a Primarily Residential Area and is surrounded by an existing residential area to the east and the town centre directly to the north. Saved Policy H5 states new development in primarily residential areas will be permitted provided the development would not have an unacceptable impact on neighbouring amenity or adversely affect the character or street scene of the area.
- 7.4 As demonstrated in the submitted Design and Access Statement, the proposed development has been carefully designed to ensure that dwellings are appropriately sited in accordance with the Council's required separation distances to protect the amenity of adjacent land uses and the design and layout has been informed by a detailed character analysis of the immediate and wider surroundings to ensure that its design is in-keeping with the character of the area and enhances the existing street scene. The principle of residential development on the northern part of the site designated as a Primarily Residential Area is therefore acceptable in accordance with Saved Policy H5 and Core Strategy Policies CS1 and CS10.

The Principle of Loss of Urban Greenspace

- 7.5 Figure 1 shows that the majority of the site is designated as 'Urban Greenspace'. The site was formerly occupied by the All Saints School and was used for outdoor sports associated directly with the former school use. It has not been in use since 2009 when the school closed and currently serves no public recreational function.
- 7.6 Outline planning permission (Ref: 10/00505/OUT) was granted by KMBC in June 2011 for the comprehensive redevelopment of the site (including further land to the north of Cherryfield Drive) for a major, mixed-use development including a foodstore, shops, food

and drink uses, commercial uses, leisure uses, a health centre and library and petrol filling station. In assessing this application, KMBC Officers attributed significant weight to the key regeneration benefits of the proposals. The committee report for application ref: 10/00505/OUT confirmed that the deficit in outdoor sports resulting from the redevelopment of the site would be offset by utilising existing surplus urban greenspace in the amenity greenspace typology in other locations to make good a deficit in outdoor sports. It is therefore important to note that KMBC Officers have historically accepted the loss of urban greenspace on the site.

7.7 Core Strategy Policy CS21 (2) states that 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:

- a) A surplus of provision for all types of greenspace would be maintained relative to local standards; or*
- 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; or*
- c) Appropriate mitigation is provided through replacement facilities of at least an equal quantity, quality and accessibility; or*
- 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*
- f) Alternatively only land incapable of forming a playing pitch or sporting facility is affected and its release accords with either clause a) or b).*

7.8 Paragraph 103 of the NPPF is also directly relevant and states that: "Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

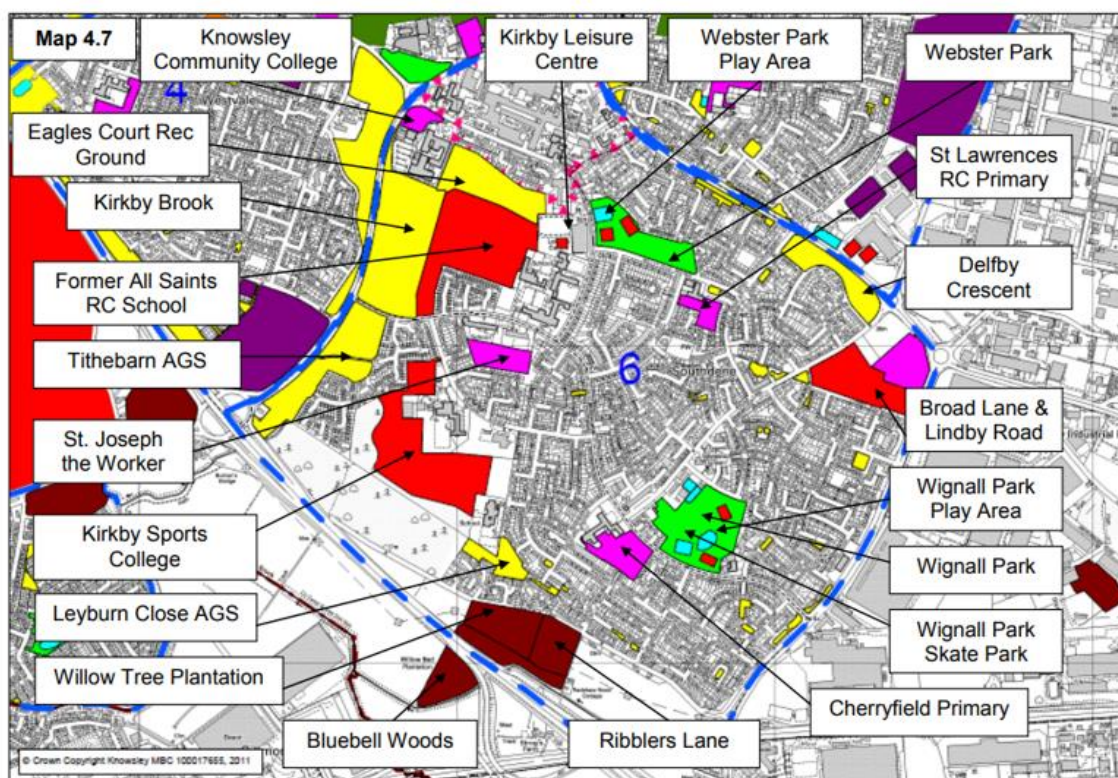
- a) An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location, or*

c) The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use”.

- 7.9 Whilst only one criteria of Policy CS21 needs to be met for the proposed development to accord with the policy, it is considered that the proposed development could accord with criteria a, c and e. An assessment of the proposed development against each of the relevant criteria in Policy CS21 (**a, c and e**) and Paragraph 103 (**a and b**) is set out in turn below.

Surplus of Greenspace Provision (Policy CS21, Criterion 2a and NPPF Paragraph 103a)

- 7.10 As shown on Map 4.7 below, Knowsley's Playing Pitch Assessment (2012) specifically identifies the site for 'outdoor sports provision' as the 'Former All Saints School' which was previously used for outdoor sports provision but confirms at paragraph 5.77 of the Playing Pitch Assessment that the land is now surplus to Knowsley and the community area requirements.
- 7.11 The site's 'outdoor sports' function was solely associated with its former school use and it has therefore served no formal recreational purpose since before 2009 when the school closed (circa 15 years ago). The site is currently in private ownership with no formal public access.



Typology	Amenity Greenspace	Parks & Gardens	Children & Young People	Allotments	Outdoor Sports
Colour	Yellow	Green	Cyan	Orange	Red

7.12 In addition to the site being specifically identified by the Council as surplus to requirements for outdoor sports, Table vi *Current Supply/Peak Demand Analysis Summary* of the Playing Pitch Assessment and Strategy (PPAS) shows no deficit for any sport in Kirkby overall – 4 sports (adult football, junior football, mini football and hockey) have a surplus and the other 3 sports (cricket, rugby league and rugby union) are neutral.

Sport	Community Area				Knowsley*
	Kirkby	Huyton	Prescot, Whiston & Cronton	Halewood	
Cricket	0	-1	+1	0	+1
Adult Football	+9	+8	+8	+5	+33
Junior Football	+1	+15	+7	-1	+23
Mini Football	+4	+4	+5	+6	+19
Hockey	+3	+4	+4	+2	+13
Rugby League	0	+1	-1	0	0
Rugby Union	0	0	0	0	0

* Knowsley total can differ as peak demand does not occur simultaneously between areas

7.13 Ultimately, the recommendation of the Council's Playing Pitch Assessment and Strategy (PPAS) is that a number of sites (including the application site) are excluded from the suggested hierarchy of provision as they are considered to be surplus to requirements for

outdoor sports provision following consideration of their ability to address any existing / future deficits in terms of supply / demand.

- 7.14 Criterion 2a) of Policy CS21 also relates to demonstrating a surplus in greenspace provision and states that development will only be permitted if *"a surplus of provision for all types of greenspace would be maintained relative to local standards"*.
- 7.15 In addition to the surplus of sports provision detailed above, KMBC's Greenspace Audit shows that overall Kirkby has a substantial surplus of greenspace equating to 110.51ha.
- 7.16 Table (i) *Overview of Quantitative Performance of Greenspace relative to SRA Standards* of the Greenspace Audit shows a large surplus of Parks and Gardens of 19.63 ha and a large surplus of Amenity Greenspace of 96.95 ha. It shows a small deficit in Provision for Children and Young People of -5.21 ha and Allotments of -0.86 ha.

Area	Typology	Surplus / Deficit (ha)
Knowsley	Parks & Gardens	146.50
	Amenity Greenspace	192.18
	Provision for Children & Young People	-18.58
	Allotments	-2.92
Kirkby	Parks & Gardens	19.63
	Amenity Greenspace	96.95
	Provision for Children & Young People	-5.21
	Allotments	-0.86
Huyton	Parks & Gardens	31.06
	Amenity Greenspace	62.37
	Provision for Children & Young People	-7.59
	Allotments	-0.46
Prescot, Whiston & Cronton Village	Parks & Gardens	59.46
	Amenity Greenspace	9.05
	Provision for Children & Young People	-3.93
	Allotments	-0.76
Halewood	Parks & Gardens	36.35
	Amenity Greenspace	17.27
	Provision for Children & Young People	-1.85
	Allotments	-0.83

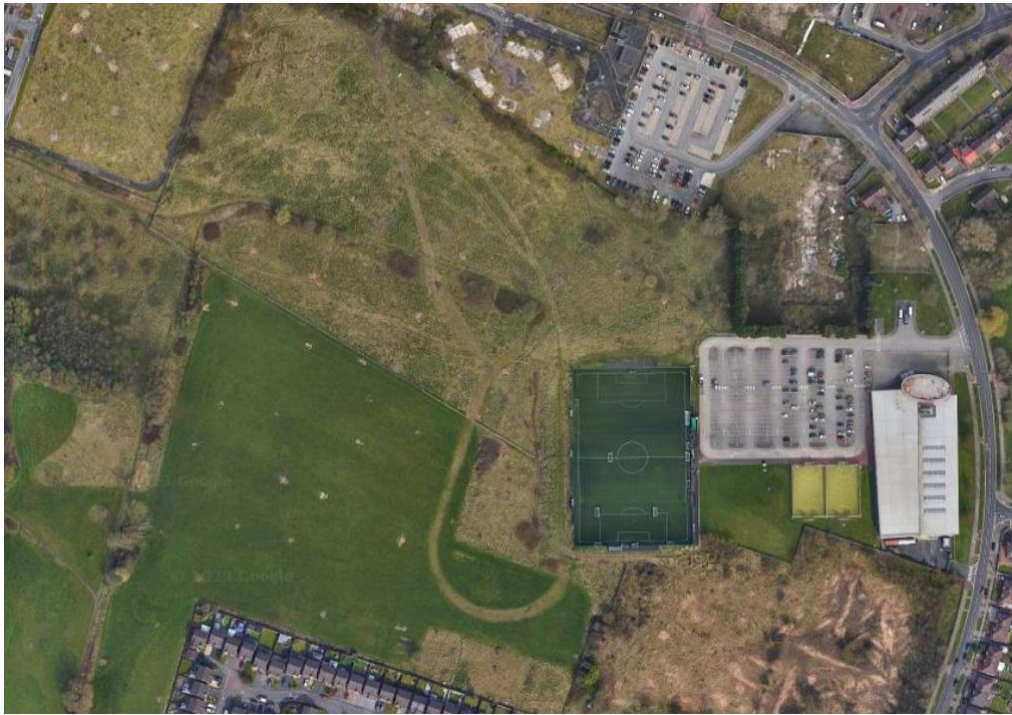
- 7.17 Whilst the proposed development will result in a loss of urban greenspace, there is a significant overall surplus of Amenity Greenspace and Parks and Gardens and therefore its loss will not negatively impact the overall supply of Amenity Greenspace and Parks and Gardens to meet local need.
- 7.18 In addition, through pre-application discussions with KMBC, it has been agreed that the Applicant will provide a financial contribution of circa £1.7 million towards the improvement of 2no. existing greenspaces adjacent to the site – Valley Park and Webster

Park which would deliver greenspace enhancements for Children and Young People and could also contribute towards other greenspace typologies. This figure significantly exceeds the Council's required contribution based on the number of new homes proposed (807) and therefore offers an additional benefit beyond the minimum requirement in order to mitigate the loss of urban greenspace.

- 7.19 In summary, KMBC's evidence base confirms that this site specifically is surplus to requirements for outdoor sports since this use was directly associated with its former school use. The site is in private ownership with limited access to the public. In addition, there is a very large surplus of Parks and Gardens and Amenity Greenspace overall in Kirkby and the development will offer a large financial contribution beyond the Council's minimum open space requirements which will contribute towards provision for Children and Young People and could also contribute towards other greenspace typologies. The proposals for residential development on the site would therefore accord with Criteria a) of NPPF Paragraph 103 and Core Strategy CS21 a).

Appropriate Mitigation through Replacement Facilities – (Policy CS21, Criterion 2c and NPPF Paragraph 103b)

- 7.20 Criteria 2c) of Policy CS21 states that development will only be permitted if "*appropriate mitigation is provided through replacement facilities of at least an equal quantity, quality and accessibility*".
- 7.21 Both the playing pitches and former running track on the site were associated directly with the former All Saints School and have not been used since before the closure of the school in 2009. These facilities have already been replaced under the Building Schools for Future Programme at the new All Saints High School on Roughwood Drive. In addition, a new 3G pitch has since been delivered as part of the adjacent leisure centre (Ref: 16/00109/KMBC1) which overlaps onto the area of the old track, as shown below.



7.22 In addition, and as described above, the proposed development will make a significant financial contribution of circa £1.7m towards greenspace improvements at Valley Park and Webster Park.

7.23 On the basis that the former playing pitches and track no longer exist on site, have not been formally used since before 2009, have no current formal recreational function and have been subsequently re-provided elsewhere in Kirkby at the new All Saints High School, the proposals accord with Policy CS21 Criterion 2c) and Criterion b) of NPPF Paragraph 103.

No evidence of future or continuing need for sports use (Policy CS21, Criterion 2e)

7.24 As outlined in the assessment against criterion 2a and 2c above, the site's allocation as urban greenspace was specifically relating to its former use for outdoor sports associated with All Saints High School. The school and its associated outdoor sports facilities have since been replaced in an alternative location in Kirkby and the application site is now a redundant, vacant site with no formal sports or recreational use. In addition, KMBC's own open space evidence base confirms that the site is surplus to requirement for outdoor sports and therefore there is no evidence of future or continuing need for sports use. The proposals therefore accord with Policy CS1 Criterion 2e).

Summary: The Principle of Loss of Urban Greenspace

- 7.25 It has been demonstrated above that whilst it is only necessary to meet **one** of the criteria, the proposed development meets criteria a), c) and e) of Policy CS21 (2) and both criteria a) and b) of Paragraph 103 of the NPPF.

Assessing the Planning Balance

- 7.26 In addition to meeting the exceptions in Part 2 of Policy CS21 detailed above, Part 3 of Policy CS21 states that:

"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:

a) Visual amenity;

b) Residential amenity;

c) Biodiversity and environmental benefits;

d) Historical, cultural or community value;

e) Recreational benefits; or

a) Physical and/or visual linkages between adjoining urban greenspaces."

Assessment of Harm

- 7.27 An assessment of the harm resulting from the proposals against each of the factors above is set out below.

Visual Amenity

- 7.28 This application is supported by a Landscape and Visual Appraisal, prepared by Golby and Luck which confirms that the development will not significantly harm any existing or potential special qualities of greenspace in the area in terms of visual amenity.

Residential Amenity

- 7.29 As demonstrated in the submitted Design and Access Statement, the site is in an urban location and is surrounded by existing built development including existing residential and town centre uses. The proposed development layout has been designed to reflect its context and the edges of the development, particularly where the proposed dwellings

interface with existing properties, have been sensitively designed to provide sufficient offset distances and ensure no adverse impacts in terms of residential amenity, privacy and overlooking. In relation to the existing greenspace, Valley Park, adjacent to the site, the dwellings facing onto Valley Park are well set back with tree planting and green buffers to protect both the amenity of residents and users of the park. Furthermore, the existing greenspace at Webster Park and the proposed development is bisected by Cherryfield Drive.

- 7.30 The development will therefore not significantly harm any existing or potential special qualities of greenspace in the area in terms of residential amenity.

Biodiversity and Environmental Benefits

- 7.31 The development will not significantly harm any existing or potential special qualities of greenspace in the area in terms of biodiversity. There are a number of environmental benefits of the development which are detailed in Chapter 2.

Historical, Cultural or Community Value

- 7.32 As demonstrated in the Heritage Assessment prepared by Turley, there are no designated heritage assets within or adjacent to the site. Any assets within the wider site context are well separated from the site by distance, intervening built form, infrastructure and vegetation.
- 7.33 The site currently has no community benefit as it is in private ownership and is not publicly accessible.
- 7.34 The development will therefore not significantly harm any existing or potential special qualities of greenspace in the area in terms of historic, cultural or community value.

Recreational benefits

- 7.35 The site is currently vacant, is in private ownership and offers no formal recreational use and therefore no recreational benefits. Conversely, the proposed development will offer a range of recreational benefits including improved pedestrian and cycle connectivity and improvements to existing adjacent greenspaces. The development will provide a significant contribution towards the improvement of existing greenspaces to improve recreational opportunities in the immediate vicinity.
- 7.36 The development will therefore not significantly harm any existing or potential special qualities of greenspace in the area in terms of recreational benefits.

Physical or Visual Linkages

- 7.37 The site is currently inaccessible and does not provide any formal public recreational use therefore offers no beneficial physical or visual linkages to adjacent greenspaces. Conversely, the proposed development will improve both physical and visual linkages to Valley Park and Webster Park.
- 7.38 The development will therefore not significantly harm any existing or potential special qualities of greenspace in the area in terms of physical or visual linkages.

Assessment of Benefits

- 7.39 Conversely, the proposed development will deliver significant economic, social and environmental benefits which should be afforded significant weight in the determination of this application and override the limited harm the development will create as assessed above. The suite of significant benefits that the development will deliver are set out in full in Section 2 of this SPS.

Summary of Planning Balance

- 7.40 In summary, the proposed development is a transformative regeneration scheme which will deliver a net benefit in terms of the economic, social and environmental objectives of sustainable development, in accordance with the NPPF. The harm resulting from the proposed development in relation to visual amenity, residential amenity, biodiversity and environmental benefits, historic, cultural or community value, recreational benefits, and physical/visual linkages has been assessed as limited and is outweighed by the suite of significant benefits that will be delivered by the development.

Overall Summary of Principle of Development

- 7.41 In summary the principle of the redevelopment of the site for residential use is acceptable because:
- 1) The principle of residential development on the northern part of the site designated as a Primarily Residential Area is acceptable. The site's prominent location directly adjacent to Kirkby Town Centre provides an opportunity to develop on an existing urban area in need of regeneration through the efficient use of a part brownfield site.
 - 2) The majority of the site's allocation as urban greenspace was specifically related to its former use for outdoor sports associated with All Saints High School. The school and its associated outdoor sports facilities have not been in use since

before 2009 (circa 15 years ago) and have since been replaced in an alternative location in Kirkby. The application site is now a redundant, vacant site with no formal sports or recreational use. KMBC have previously accepted the loss of greenspace on the site through the historic planning permission for a mixed-use development on the wider site.

- 3) KMBC's own evidence base confirms that this site is surplus to requirements for outdoor sports since this use was directly associated with its former school use. In addition, there is a very large overall surplus of Parks and Gardens and Amenity Greenspace overall in Kirkby and the development will offer a large financial contribution of £1.7 million which exceeds the Council's minimum open space requirements and will contribute towards provision for Children and Young People and other greenspace provision in Kirkby.
- 4) The harm resulting from the proposed development in relation to visual amenity, residential amenity, biodiversity and environmental benefits, historic, cultural or community value, recreational benefits, and physical/visual linkages has been assessed as limited and is outweighed by the suite of significant economic, social and environmental benefits set out in Section 2.
- 5) The principle of residential development and the loss of urban greenspace is therefore acceptable in accordance with Core Strategy Policies CS1, CS10 and CS21, saved UDP Policy H5 and NPPF Paragraph 103.

8 OTHER TECHNICAL CONSIDERATIONS

8.1 This Section of the SPS assess the planning application proposals in the context of the following environmental and technical considerations:

- Archaeology;
- Air Quality;
- Climate Change;
- Ground Conditions and Contaminated Land;
- Heritage;
- Noise and Vibration;
- Traffic and Transport;
- Flood Risk and Drainage;
- Trees;
- Lighting;
- Health Impact.

Archaeology

8.2 An Archaeological Desk Based Assessment has been prepared by Allen Archaeology to support the planning application. A summary of the findings is set out below.

8.3 Data was gathered from a range of sources including the Merseyside Historic Environment Record, Lancashire Archives, historic maps, online resources and through a site visit. The report identified negligible potential for activity of prehistoric or roman date within the proposed development site.

8.4 The focus of medieval activity would have most likely been in the area around the modern church as this was the historic core of the medieval town. The proposed development site is situated south of this area and was most likely a part of a medieval park. Due to this there is a low potential for early medieval and medieval settlement and agriculture within the proposed development site. No ridge and furrow earthworks were noted during the site visit or on LiDAR images.

- 8.5 Post-medieval evidence within the study area mainly consists of residential development and farm buildings identified from historical mapping. A barn was located within the site outline but has since been demolished and the area redeveloped. There is a negligible potential for archaeology of this period. Additionally, the northern and southeastern parts of the site underwent development in recent years, and this is likely to have impacted upon the archaeological potential in these areas.
- 8.6 The study area contains one Conservation Area, one Grade II* Listed building and 6 Grade II Listed buildings, all of these assets are located north of the proposed development site between 50m and 330m away. Significant foliage around the northern part of the site provides adequate screening to these historic assets. As a result, only the tower of the Grade II* Listed Church can be seen from the proposed development site. Therefore, no adverse effect on the setting or significance of these assets will occur as a result of the proposed development.
- 8.7 Overall, the Archaeological Desk Based Assessment identifies no archaeological constraints to the proposed development in accordance with Core Strategy Policy CS20.

Air Quality

- 8.8 An Air Quality Assessment ('AQA') has been prepared by AAL to support the planning application. A summary of the findings is set out below.
- 8.9 The site was not identified within an Air Quality Management Area ('AQMA') and results showed that the site's Air Quality Standard objectives were below the required levels for NO_x, NO₂, PM₁₀ and PM_{2.5}. The completed and operational development has the potential to effect local air quality if the traffic generated increases levels of NO_x, NO₂, PM₁₀ and PM_{2.5}.
- 8.10 To mitigate potential air quality effects the applicant intends to implement a travel plan to with the goal of reducing the level of private vehicle use and to encourage users to access the site via sustainable modes of transport. It is expected that the residual long term air quality effects of the proposed development are anticipated to be temporary, negligible and insignificant.
- 8.11 Overall, the AQA shows no significant effects to these levels are anticipated during the construction and operational phases of the development in relation to air quality and dust, in accordance with paragraphs Paragraph 8 of the NPPF and Core Strategy Policy CS8.

Climate Change

- 8.12 A Sustainability Statement & Energy Strategy has been prepared by Watt to support the planning application.
- 8.13 The Climate Change Assessment demonstrates that the proposed development will meet building requirements in terms of adaption to climate change in accordance with Core Strategy Policies SD1, CS17, CS22 and CS23.

Ground Conditions and Contaminated Land

- 8.14 A Phase I & II Geo environmental Site Assessment has been prepared by E3P to support the planning application. A summary of the findings is set out below.
- 8.15 The site comprises areas of maintained and unmaintained grassland; an area in the southeast where felling of mature and semi-mature trees occurred; and an active car park and hardstanding exists to the north. The site also borders Valley Hills, a historical landfill located southwest of the site.
- 8.16 During the construction and operational phases, the potential effects range from negligible to moderate adverse and including impacts on ground water and resources; impacts to off-site human receptors and construction worker's on-site; and future residential end users. To mitigate these impacts an extensive intrusive ground investigation exercise will be undertaken pre-commencement, with identified contaminated land dealt with and managed through a subsequent remediation strategy, CEMP and MMP. The implementation of these measures will ensure all residual effects will be negligible.
- 8.17 During the operational phase, the proposed development will implement a clean cover system and therefore any contamination would be remediated, leading to a minor beneficial effect on human health. The increased level of hardstanding will lead to an increase in surface water runoff; however, the SUDS strategy will restrict discharge rates and ensure this effect is reduced to negligible. Any ground gas will be identified and remediated through protection measures (if necessary), prior to the completion and occupation of the development. Therefore, the effects are considered to be negligible.
- 8.18 The ground conditions assessment demonstrates that no significant construction or operational phase effects are anticipated in relation to ground conditions, Therefore the proposed development is in accordance with Saved Policy ENV5 of the UDP.

Heritage

- 8.19 A Heritage Impact Assessment ('HIA') has been prepared by Turley to support the planning application. A summary of the findings is set out below.
- 8.20 The HIA identified no designated heritage assets with the site, nor any world heritage sites, scheduled monuments, conservation areas or listed buildings within the immediate vicinity of the site. Whilst seven designated heritage assets (Comprising six listed buildings & one conservation area) were identified within the site's wider context, the proposed development is not within the setting of any designations listed above. The site is separated from these assets by distance, intervening built form, infrastructure and vegetation.
- 8.21 Overall, the HIA anticipates no effects during the construction and operational phases of development to designated and non-designated built heritage assets, in accordance with Core Strategy Policies CS8, CS19 and CS20.

Noise and Vibration

- 8.22 A Noise Assessment has been prepared by Noise Consultants to support the planning application. A summary of the findings is set out below.
- 8.23 The results of the survey highlighted that whilst moderate and major adverse impacts were identified following an assessment of construction noise activity, these will be limited & temporary effects and will not be significant with appropriate mitigation methods. Similarly, any fixed plant and equipment that may be installed with the proposed development can be managed through suitably worded planning conditions. The assessment also identified that noise from operational road traffic noise has not had a significant affect.
- 8.24 Overall, the noise assessment demonstrates that no significant effects are anticipated during the construction and operational phases of the development in relation to noise and vibration, in accordance with Core Strategy Policy CS8 and Saved Policy ENV2 of the UDP.

Traffic and Transport

- 8.25 A Transport Assessment ('TA') has been prepared by MODE to support the planning application. A summary of the findings is set out below.

- 8.26 The TA established that the level of impact in terms of construction-generated traffic is negligible across all links anticipated to experience increases in construction traffic. A CEMP will be implemented during the construction phase to manage the movement of vehicles to and from the site. This mitigation will ensure all residential construction phase effects will be negligible.
- 8.27 During the operational phase of the proposed development, it is not anticipated that there will be a severe impact to the local highways network. It anticipated there will be a low impact upon the local highway network in terms of a slight increase in queues, delays and capacity. A Travel Plan will be implemented to encourage the use of sustainable modes of transport to access the site and mitigate vehicular entry to the site. In the long term, these effects are considered to be minor adverse or negligible.
- 8.28 Overall, no significant effects are anticipated during the construction and operational phases of the development in relation to traffic and transport, in accordance with paragraph 115 of the NPPF, Core Strategy Policies CS7, CS8 and CS19 and Saved Policies T5, T8 and T9 of the UDP.

Flood Risk and Drainage

- 8.29 A Flood Risk Assessment and Drainage Strategy has been prepared by Betts Hydro to support the planning application. A summary of the findings is set out below.
- 8.30 The nearest main river to site is Kirkby Brook located 53m to the west of the site. The risk to site from Kirkby Brook is understood to be low due to the proximity to site and the surrounding topography. In terms of other flood risk sources, the mapping identified some surface water flood risk onsite associated with areas of hardstanding, and low-lying depressions onsite. This surface water flood risk to site will be reduced and sustainably managed post-development, following the implementation of a sustainable surface water management regime and appropriate levels design.
- 8.31 Due to the relatively low flood risks identified, the proposed drainage strategy is to sustainably manage surface water run-off to ensure no increased flood risk results from the development. A separate sustainable drainage management strategy has been undertaken by Coopers. The proposed drainage strategy is to discharge surface water run-off from the site post-development to Kirkby Brook via two outfalls, one for each parcel given the scale and nature of the development proposed.
- 8.32 In accordance with the SuDS Manual (CIRIA) and the Non-Technical Standards for SuDS (March 2015) all sites should endeavour to achieve as close to pre-development

greenfield rates as is viable. Based on the site area, the pre-development greenfield rate (QBar) has been calculated by Coopers to be 137.5l/s (this equates to 6.0l/s/ha).

- 8.33 Coopers have however undertaken a more conservative approach and designed the surface water discharge rate to 90.0l/s, as per UU pre-development enquiry. In the northern parcel the discharge rate will be restricted to 30.0l/s, and in the southern parcel this will be restricted to 60.0l/s, flows conveyed by a network of swales to the point of outfall south-west of the site, as shown within Coopers sustainable drainage management strategy.
- 8.34 Overall, the Flood Risk Assessment and Drainage Management Strategy has demonstrated that the proposals are acceptable in flood risk and drainage terms in accordance with Core Strategy Policies CS8, CS22 and CS24.

Trees

- 8.35 An Arboricultural Impact Assessment and Method Statement has been prepared by SEED to support the planning application.
- 8.36 Overall, the impact on trees is acceptable in accordance with paragraph 136 of the NPPF, Core Strategy Policy CS21 and Saved Policy DQ4 of the UDP.

Lighting

- 8.37 A Lighting Impact Assessment has been prepared by Abacus to support the planning application. A summary of the findings is set out below.
- 8.38 When assessing the calculations for obtrusive light against the ILP Guidance for the reduction of obtrusive light, it can be confirmed that the light overspill from the existing adjacent sport pitch lighting and car park lighting to the properties on the proposed new build housing estate is acceptable.
- 8.39 Overall the lighting impacts of the proposed development in the context of the adjacent leisure centre are acceptable in accordance with Saved Policy ENV3 of the UDP.

Health Impact

- 8.40 A Health Impact Assessment (HIA) Report has been prepared by Enfusion to support the planning application. A summary of the findings is set out below.
- 8.41 The HIA aligns with the approach detailed in the Healthy Urban Development Unity (HUDU) toolkit, which sets out the HIA process and includes eleven determinants for health and

wellbeing relevant to development proposals. The national and local policy context was investigated to identify the key objectives for health and wellbeing in the Kirkby area. These included reducing health inequalities, improving mental health and wellbeing and reducing social isolation.

- 8.42 The current baseline conditions were explored, and it was found that there are still concerns for healthy life expectancies and deprivation in Kirkby. Additionally, other supporting technical studies have outlined any necessary mitigation measures and concluded that there would be no residual negative effects. Potential risks to the health and wellbeing of construction workers, residents and visitors were also identified and it has been ensured that any potential negative impacts have been avoided or minimised to insignificance.
- 8.43 The report identified that the design of the proposed development has been founded upon sustainability principles such that objectives for health housing, active travel, environmental quality and vibrant neighbourhoods are progressed.
- 8.44 Overall, the HIA Report found that the provision of good quality housing near to the Kirkby town centre that is strongly accessible, through sustainable transport modes and with good linkages to green infrastructure networks will have positive effects for the health and well-being of residents, in accordance with paragraphs 8 and 128 of the NPPF and Core Strategy Policy CS2 and CS19.

9 DRAFT SECTION 106 HEADS OF TERMS

9.1 It is proposed that the Section 106 Agreement will cover contributions towards the following:

- 10% affordable housing to be delivered on site;
- A circa £1.7 million financial contributions towards off-site greenspace improvements;
- Cherryfield Drive highways improvements.

9.2 Should any further contributions be sought, these will be discussed and agreed with KMBC Officers during the consultation period.

10 SUMMARY AND CONCLUSIONS

10.1 This SPS has been prepared by Asteer Planning on behalf of Barratt & David Wilson Homes (North West) in support of a full planning application at Land at Cherryfield Drive, Kirkby.

10.2 The description of development is as follows:

“Full planning application for demolition of existing buildings and erection of a residential development (Use Class C3) with associated access, landscaping, parking and infrastructure including reconfiguration of existing Cherryfield Drive car park and highways improvements to Cherryfield Drive”.

10.3 The site comprises 22.5 hectares in size and comprises part brownfield and part greenfield land. It was formerly occupied by several buildings which have now been demolished including a hotel and dwellings to the north of the site and the Knowsley College to the north-west.

10.4 The site is in a highly sustainable location immediately adjacent to Kirkby Town Centre, which has a significant range of facilities including a shopping centre, market, library and medical facilities. The town centre is also subject to significant investment proposals for up to 130,000 sq. ft. of new retail. Kirkby Leisure Centre is directly adjacent to the east of the site.

10.5 A detailed and iterative design consultation process has been undertaken with Officers and the scheme has been refined in response to feedback received from Officers, key stakeholders and local residents and businesses.

10.6 The proposed development of 807 dwellings has considered the site’s opportunities and constraints. The proposed development will also deliver a net benefit in terms of the social economic and environmental objectives of sustainable development, in accordance with the NPPF.

10.7 The loss of greenspace / outdoor sports provision on the site has been demonstrated to be acceptable. KMBC’s own open space evidence base confirms that the site is surplus to requirement for outdoor sports the development will offer a large financial contribution of circa £1.7 million towards greenspace improvements.

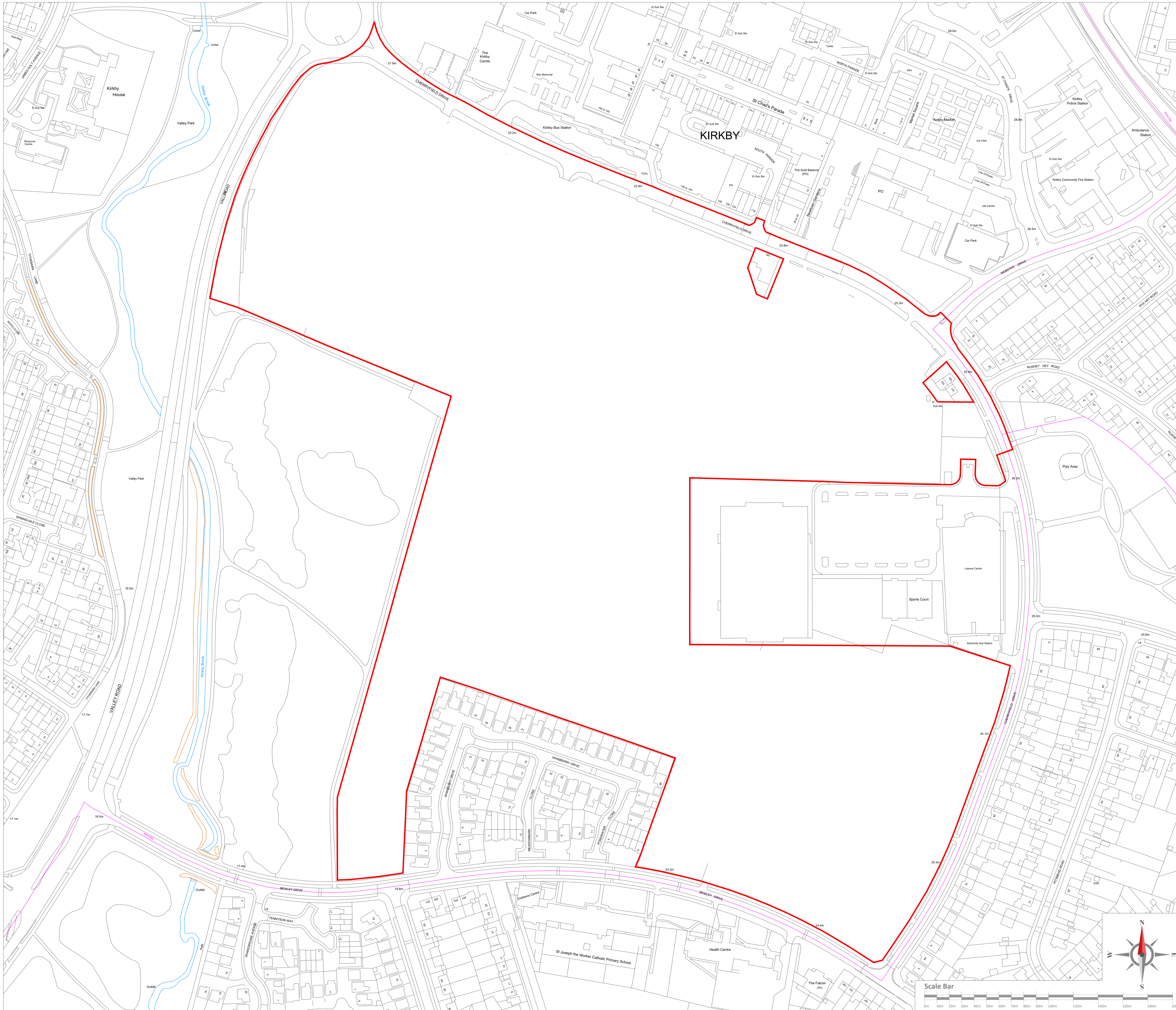
10.8 The scheme has been sensitively designed to ensure development responds positively to the character and appearance of the area. It has been demonstrated that the proposed development is acceptable in design terms, in respect of its appearance, layout, scale

landscaping and open space, housing mix, housing size and accessibility, affordable housing, access and parking and constitutes sustainable development, having regard to national and local planning guidance.

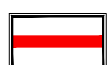
- 10.9 A suite of technical reports has been submitted in support of this planning application and the development is acceptable in relation to air quality; climate change; ground conditions and contaminated land; heritage; noise and vibration; transport; flood risk; trees; lighting and health impacts.
- 10.10 It is therefore requested that full planning permission is granted without delay.

APPENDIX 1 – SCHEDULE OF SUPPORTING DOCUMENTS

APPENDIX 2 – SITE LOCATION PLAN



Key:

 Application boundary

Rev	Amendment	Drops/Date



Barratt Homes (Manchester Division)
Adams House,
Towers Business Park,
Wilmslow Road,
Didsbury,
M20 2PH
Tel: 0161 872 0161
Fax: 0161 855 2828



BDW Homes (North West)
301 Bridgewater Place
2nd Floor
Warrington
Cheshire
WA3 3GF
TEL: 01925 846600

WHERE QUALITY LIVES

Project
**Cherryfield Dr
Kirkby**

Drawing Title
**Location Plan
DWH & Barratt**

Stages
For Comment

Scale
1:1000 @ A0

Date
09.02.24

Drawn By
JC

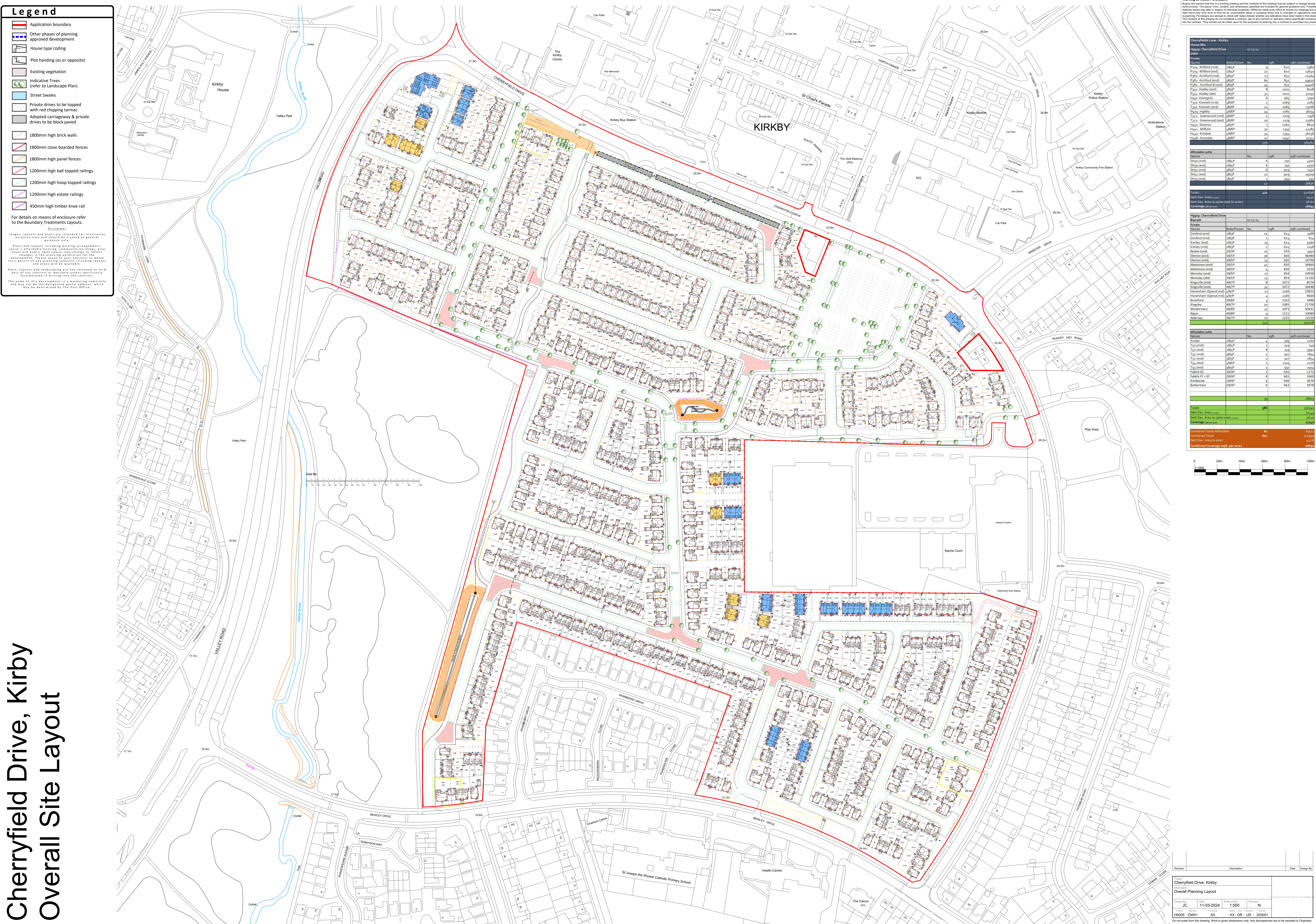
Drawing Ref
H9305-DWH-XX-XX-DR-JD-201001

Revision
P01



APPENDIX 3 – PROPOSED SITE PLAN

Cherryfield Drive, Kirby Overall Site Layout



APPENDIX 4 – POLICY SCHEDULE

Policy	Summary
The Knowsley Local Plan Core Strategy (2016)	
Policy SD1: Sustainable Development	states that development proposals will be considered in line with presumption in favour of sustainable development contained in the NPPF. Planning applications that accord with policies set out in the local plan will be approved without delay unless material considerations indicate otherwise.
Policy CS1: Spatial Strategy for Knowsley	sets out the overall spatial development strategy for Knowsley up to 2028. The policy summarises development priorities over the plan period that will be achieved by: 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. b) Maintenance of the existing settlement hierarchy, including the role of Huyton/Stockbridge Village, Kirkby, Prescott/Whiston and Halewood as larger suburban centres. c) Maximising Knowsley's contribution to the development of the Liverpool City Region and key sub-regional projects; d) An efficient and sustainable use of land and infrastructure, encouraging where possible the reclamation and reuse of previously developed land; and 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.
Policy CS2: Development Principles	establishes local principles which will underpin new development in Knowsley. These are as follows: • Principle 1: Promote sustainable economic development, tackle the causes of deprivation and disadvantage and narrow the gap between the richest and poorest neighbourhoods; • Principle 2: Reduce carbon emissions and adapt to the effects of climate change; • Principle 3: Reduce the need to travel and increase accessibility; • Principle 4: Recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place; and, • Principle 5: Make the most efficient use of available resources and infrastructure by prioritising locations consistent with the spatial strategy.
Policy CS3: Housing Supply, Delivery and Distribution	states that 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.

	Approximately 16% of these homes are to be provided within Kirkby. This policy also requires applications for new residential development to demonstrate how they contribute to the re-balancing of the housing market to better meet housing needs in Knowsley. Densities of a minimum of 30 dwellings per hectare will be required for residential development. Lower densities will only be acceptable where the nature of the location allows for this and it can be demonstrated that an identified local housing need will be met.
Policy CS6: Town Centres and Retail Strategy	states Kirkby, alongside Huyton and Prescot will enhance its role in shopping, leisure, health, residential, education, cultural, employment, service, and complementary evening/night-time uses.
Policy CS7: Transport Networks	states that 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 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 f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport
Policy CS8: Green Infrastructure	Relates to Knowsley's existing Green Infrastructure and its beneficial functions which will be protected, managed and/or enhanced, primarily to: a) Ensure more attractive and cleaner residential neighbourhoods; b) Sustain and promote biodiversity (including designated sites, priority habitats and protected and endangered species) in accordance with importance and contribution to ecological networks; c) Preserve the character and function of historic environments and valued landscapes; d) Mitigate the effects of climate change and flood risk; e) Mitigate air, water and noise pollution; f) Provide local opportunities for sport, recreation and allotments; and g) Provide sustainable transport linkages between residential neighbourhoods and easy access to employment and services.

	New development must be served by Green Infrastructure to meet the needs of residents and the local environment, in a manner which will: 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.
Policy CS10: Principal Regeneration Area - Kirkby Town Centre	states that comprehensive regeneration will be supported to enhance the viability and vitality of Kirkby Town Centre by: a) Encouraging a wider mix of town centre uses, services and facilities, including new comparison and convenience retail floorspace, key services, residential, employment uses, cultural and leisure facilities, and enhancements to the evening economy and existing market. b) Directing new retail development and other town centre uses toward the existing town centre, particularly in the primary shopping area comprising St.

	Chad's Parade and its immediate surroundings; and c) If necessary to create sufficient capacity for retail-led regeneration, designation of land to the south of Cherryfield Drive to permit expansion of the town centre and primary shopping area.
Policy CS15: Delivering Affordable Housing	states that for housing developments which have a capacity of 15 dwellings or more, a minimum provision of affordable housing of 10% will be sought on sites within the current urban area. 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); 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) The tenure of affordable housing provided will be informed by evidence regarding local housing needs; e) 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 f) The size and design of new affordable housing provided should comply with Policy CS17: Housing Sizes and Design Standards.
Policy CS17: Housing Sizes and Design Standards	states that 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. 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 the dwellings provided. All new residential development will be encouraged to comply with Building for Life standards; Lifetime Homes design criteria; and specific design and sustainability guidance in the Local Plan and relevant Supplementary Planning Documents.
Policy CS19: Design Quality and Accessibility in New Development	aims to enhances the local distinctiveness, identity, and accessibility of places through new development in Knowsley. Development will be expected to:

	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; b) Complement and enhance (where possible), existing landscape, topography, Green Infrastructure; and features of local importance and historic interest; c) Consider provision of landmark buildings and additional detailing at and adjacent to main gateways, movement corridors, town centres and strategic regeneration opportunities; 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; 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
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	g) Demonstrate community engagement during the design phase of major development proposals.
Policy CS20: Managing the Borough's Historic Environment	states that development proposals in Knowsley should preserve or enhance the borough's historic and architectural assets, including Listed Buildings, Conservation Areas, Historic Parks and Gardens and archaeological remains, together with other local areas, buildings and structures of historic importance.
Policy CS21: Greenspaces and Trees	states that 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: a) A surplus of provision for all types of greenspace would be maintained relative to local standards; 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; c) Appropriate mitigation is provided through replacement facilities of at least an equal quantity, quality and accessibility; 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 f) alternatively only land incapable of forming a playing pitch or sporting

	facility is affected and its release accords with either clause a) or b)
Policy CS22: Sustainable and Low Carbon Development	states new development will be required to meet high standards of sustainable design and construction and minimise carbon emissions. This should be achieved by: 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; 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.
Policy CS24: Managing Flood Risk	states that new development that may cause an unacceptable risk of flooding on the site or elsewhere will not be permitted. New development should preferably be located in areas of low probability of flooding. 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).
Policy CS26 Waste Management	states 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: • 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; • Encourage the sustainable transport of waste and promote use of site waste management plans.
Policy CS27: Planning and Paying for New Infrastructure	states that new development will be required to support, where appropriate: a) Safeguarding of existing infrastructure; b) Maintenance and improvement of existing infrastructure;

	c) Replacement of inadequate infrastructure; and d) Provision of new infrastructure.
The Saved Policies of the Knowsley Unitary Development Plan (2006)	
Policy H5: Development Within Primarily Residential Areas	states new development in primarily residential areas will be permitted provided the development would not have an unacceptable impact on neighbouring amenity or adversely affect the character or street scene of the area.
Policy T5: Location of Major Traffic Generating New Development	states major developments should be located within a safe and convenient walking distance of public transport facilities defined as being no more than 400m from a bus stop and 800m from a railway station or Merseytram stop.
Policy T7: New Development and Walking & Cycling Routes	states new development should preserve and where possible enhance the walking & cycling network in order to provide access to green corridors and the countryside as well as encouraging physical activity.
Policy T8: Transport Assessments	states that proposals that would generate a material increase in traffic or overload any part of the network will require a Transport Assessment to ensure necessary mitigation measures are undertaken.
Policy T9: Travel Plans	states major traffic generating development will require the submission and implementation of a travel plan to be as sustainable and innovative as possible, whilst providing inclusive access for all.
Policy T10: Access for the Less Mobile	requires all new development proposals to have adequate access for less mobile or those who have sensory impairments. This shall be achieved through meeting lifetime design standards for homes and inclusive design

	standards for all other buildings in accordance with the Disability Discrimination Act 1995.
Policy DQ2: Security in the Built Environment	states new development should be designed to provide good levels of personal and property security in relation to: • High visibility of all public highways, footpaths, cycle routes, and car parking areas • Avoid creating 'hiding spaces' in the design of buildings and landscaping areas • Install gates and fencing to prevent inappropriate access • Good levels of natural surveillance from buildings themselves • Avoidance of 'dead frontages' in the form of fencing and walls • Large developments should include a mixture of uses and dwellings to maximise surveillance throughout the day and night
Policy DQ3: Gateway Sites and Corridors	states that new development should seek to enhance the visual appearance of road and rail routes within Knowsley. Where possible, the council will use its land use planning powers to promote environmental enhancements which are close to or visible from key routes.
Policy DQ4: Trees and Development	states 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.
Policy ENV2: Noise and Vibration	states where development is permitted, conditions may be attached to permission that

	require effective noise insulation or other mitigation measures to be carried out to prevent an unacceptable increase in noise or vibration levels.
Policy ENV3: Light Pollution	states where development requires external lighting, it must satisfy the following criteria: • The lighting scheme proposed is the minimum required for security and working purposes to undertake the task • There would be no unacceptable impact on visual amenity in the surrounding area • The scheme will not have an unacceptable effect on road safety • The scheme will not harm wildlife; and • There will be no unacceptable loss of residential amenity.
Policy ENV5: Contaminated Land	states where there is evidence that a site may be unacceptably affected by contamination, proposals shall be accompanied by a site investigation report and a schedule of remedial measures. Where remedial measures are necessary, a verification report must be submitted before the development is brought into use.