

Planning Statement

85 Baileys Lane, Halewood

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Introduction

This full planning application seeks the conversion of an Existing Barn and Farm House and the erection of two new buildings to provide 18 own front door apartments including access and other associated works at 85 Baileys Lane, Halewood.

The site provides an existing opportunity to provide a fully affordable (social rented) scheme in an established and well connected residential area of Halewood.

This planning statement demonstrates how the proposal will make appropriate use of the two retained buildings on the site which are locally recognised heritage assets and provides appropriate new development to complement the site and its contextual cues.

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Submission

This Planning Statement is submitted on behalf of the Applicant, FAS Developments, in support of a full planning application for residential development at 85 Baileys Lane, Halewood, L26 0UA [the site].

The description of the development is:

'The demolition of two existing out-buildings, the conversion of an existing barn and farmhouse and the erection of two new buildings to provide 18no. affordable dwellings including landscaping, access, parking and all associated works.'

This statement confirms that the proposal satisfies the key policy tests and summarises the technical reports for officers.

The Submission

This Planning Statement should be read in conjunction with the following documents:

- Application form and certificates
- Supporting plans prepared by DK Architects:
 - 1354-001-Site Location Plan
 - 1354-002-Existing Site Plan
 - 1354-003-Existing Site Levels
 - 1354-010-Proposed Site Plan
 - 1354-011-Proposed First Floor Site Plan
 - 1354-012-Proposed Site Plan - Roof
 - 1354-013-Floor Plans - Existing Barn
 - 1354-014-Ground Floor Plan - Stables
 - 1354-015-First Floor Plan - Stables
 - 1354-016-Floor Plans - Farm House
 - 1354-017-Ground Floor Plan - Barn 02
 - 1354-018-First Floor Plan - Barn 02
 - 1354-019-Proposed Site Key Plan
 - 1354-050-Existing Barn Elevations
 - 1354-051-Existing Farm House Elevations
 - 1354-103-Street Scenes
 - 1354-104-Proposed Barn 01 Elevations
 - 1354-105-Proposed Stables Elevation A B and C

- 1354-106-Proposed Stables Elevation D
 - 1354-107-Proposed Stables Elevation E F and G
 - 1354-108-Proposed Farm House Elevations
 - 1354-109-Proposed Barn 02 Elevations A and B
 - 1354-110-Proposed Barn 02 Elevations C and D
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- Landscaping Drawings prepared by Amenity Tree Care:
 - AT.25.12180.100 Softworks
 - AT.25.12180.101 Hardworks & Boundary Treatment
-
- Design and Access Statement prepared by DK Architects
 - Transport Statement prepared by Astute
 - Flood Risk Assessment & Drainage Strategy prepared by Sutcliffes
 - Phase 1 Preliminary Risk Assessment prepared by Sutcliffes
 - Tree Survey and Constraints Report prepared by Amenity Tree Care
 - Preliminary Roost Assessment prepared by Amenity Tree Care
 - Bat Emergence report prepared by Amenity Tree Care
 - Biodiversity Net Gain Assessment and Metric prepared by Amenity Tree Care
 - Affordable Housing Statement prepared by Onward
 - Heritage Statement prepared by Place and Context
 - Energy and Sustainability Assessment prepared by Steven Hunt Associates
 - Demolition Method Statement prepared by FAS Developments
 - Waste Methodology prepared by FAS Developments
 - Existing Building Survey prepared by Sutcliffes

Site

The Application Site is located in Halewood which is a town and parish South East of Liverpool City Centre within the administrative boundary of Knowsley Borough Council. The site itself sits centrally along Baileys Lane which leads directly onto the A562 towards Speke Boulevard.

Halewood is within the L25/26 post code area of Liverpool, bound by the suburbs of Netherley, Hunt's Cross and Woolton. The area comprises mostly residential uses, however there are some commercial units at Halewood Shopping Centre off Leathers Lane [only 0.6 miles from the application site]. A number of actively used community buildings are also in the area, such as the Halewood Leisure Centre and Halewood Women's Institute along Baileys Lane as well as Churches, Schools and Parks.

Residential properties in the area are a variety of styles and houstypes. Baileys Lane, where the application site sits features more modern dwellings including the recently completed Halewood Oaks housing estate on its eastern edge, contrasted by 1960/70s style dwellings to its western edge. Immediately opposite the site is a 1960s terrace positioned around a central courtyard.

The site itself comprises 4 vacant structures including; a 2 storey brick built farm house, 2 storey brick built barn [both of which are locally recognised heritage assets], single storey outbuilding and 2 storey mixed material barn to the rear corner of the site. In addition to the built structures, the site is primarily hardstanding with some areas of lawn outside of the existing farm house.

The rear of the site backs onto an area of open green space named Finch Woods which is currently an area of investment by Knowsley Council and will become a hub for biodiversity and access to the natural environment accessed off Baileys Lane.



Site Location Plan

Site Area	0.32ha
Flood Risk	One (low risk of flooding from all sources)
Ecological or Landscape designations	None
Heritage designations	The existing farmhouse and barn/shippon are acknowledged as undesignated heritage assets and are identified in the Merseyside Historic Environment Record as MME5991 and MME5992 respectively.
Public Rights of Way	None
Tree Preservation Areas	None

Site

Accessibility and Sustainability

Access to the site is off Baileys Lane in two locations; towards the north of the site and in front of the existing farmhouse. The site currently has space for four cars serving the farmhouse and associated outbuildings.

The Site is in a sustainable and accessible location due to its proximity to Halewood Train Station [0.6miles from the site] which provides hourly connections travelling into Liverpool City Centre. Hourly services travelling east are also provided towards, Warrington allowing for connections to the wider North West rail network. The nearest bus stop is c. 0.2 miles from the site providing regular bus services into Liverpool City Centre.

A wide variety of amenities and services, including schools, workplaces, leisure sports and retail units can be easily reached on foot.

Planning History

The former farmhouse has no diagnostic features remaining which can firmly provide a definitive date of construction, but it appears first on the OS map of 1849, although its construction date is likely to be earlier than this. It has been extended to the rear in two phases, with a single storey outrigger followed by a conservatory.

The site has undergone a previous pre-application submission in June 2023 by a different architect. The scheme did not retain the two non-designated heritage assets and proposed two blocks of apartments. The response from Knowsley Local Authority highlighted a number of planning issues which were considered “high risk”. These included; Highways, Design and Layout and Heritage issues. These included; Highways, Design and Layout and Heritage issues.

A pre-application process was followed with DK Architects in August 2024 with a layout based around the retention of the two locally listed buildings. The feedback was positive regarding the site layout and overall design intent including the change of approach for the site.

Engagement

An original layout was submitted for pre application advice in June 2023 by a different architects. The scheme did not retain the two non-designated heritage assets and proposed two blocks of apartments. The response from Knowsley Local Authority highlighted a number of planning issues which were considered “high risk”. These included; Highways, Design and Layout and Heritage issues. Moving forward, this pre-application advice was utilised to address all prior local authority concerns. Feedback included:

- New residential development is acceptable on the site in principle
- The scheme as submitted involving the loss of all of the existing heritage assets is considered to be unacceptable and would result in an objection on Heritage grounds. The large barn tucked away at the rear of the site is a more modern structure and its removal would likely not be controversial
- Visibility plays must be considered
- The ‘Ensuring a Choice of Travel’ SPD states that 1 bedroom dwellings shall be provided with 1 space and 2 bedroom dwellings should have 2 spaces. For apartments where parking is not allocated, KMBC usually apply a relaxation to 1.5 spaces per dwelling. A shortfall is shown
- Cycle storage should be provided at a rate of 1 space per dwelling
- The character of the eastern side of Bailey’s Lane comprises predominantly detached and semi-detached dwellings within generous plots. The proposal comprises a high density development of two blocks of two storey apartments which would not be in keeping with the site’s immediate surroundings
- The view from entering the site at the head of the cul de sac would be of a row of car parking spaces which is very poor in terms of visual amenity



Original pre-application plan - produced by previous architects

Engagement

This formal advice was scrutinised and used to inform the design development of the proposed scheme.

A formal meeting was held on the 8th August 2024 with the Local Authority based around a revised layout that retained the two locally listed buildings. A summary of the comments made during the meeting are summarised below:

- The change of approach was positively received including the preservation of the heritage assets
- The layout of the proposed development responds positively to the heritage assets and general setting of the site
- The proposed courtyard massing complements the semi-rural edge condition of the site
- The proposed single access to the centre of the site appears acceptable from a visibility perspective
- No on-street parking is acceptable along Baileys Lane therefore parking numbers are required to be proposed at the maximum
- Tree reports will be required due to the proximity of the mature trees close to the rear boundary
- A Biodiversity Net Gain Assessment will be required for the site and is necessary to validate the application

The scheme has evolved following the above discussions with Officers, Consultees and in response to technical surveys and reports.

Most notably the proposed layout to the north corner of the site has been redesigned following the Tree Survey to protect the large mature trees close to the rear boundary. Additionally the site access has been redesigned to include for only a central single vehicular access in response to the Highways consultant comments.

The evolution of the scheme is set out within the supporting Design & Access Statement prepared by DK Architects.



DKA pre-application plan - presented to Knowsley Council at the formal meeting on 08.08.2024

Proposal

The planning permission seeks permission for;

'The demolition of two existing out-buildings, the conversion of an existing barn and farmhouse and the erection of two new buildings to provide 18no. affordable dwellings including landscaping, access, parking and all associated works.'

Layout

The application proposes the renovation and reuse of the existing farmhouse and barn into 5 own front door apartments. An additional 13 own front door apartment are proposed in two 1 to 2 storey blocks that replicate an agricultural site massing. The main bulk of proposed development is positioned to the rear of the site/existing buildings to appear subservient to the heritage assets to preserve the street scene along Baileys Lane.

Two M4(3) units are provided on the ground floor with level access provided to both properties for wheelchair users. All remaining apartments will meet the Nationally Described Spaces Standards (NDSS).

Parking will be provided in two clear zones - a central courtyard and to the north of the site. Cycle parking is also provided around the site. The existing hedge along Baileys Lane will be retained and new tree planting is provided to retain and enhance the street scene.

Communal bin areas will be located across the site to be accessed externally, these will be located within the required 30m for resident use and a management strategy will be implemented to ensure acceptable distances are provided for refuse collectors.

Access and Parking

A new point of access will be provided central to the site, off Baileys Lane. The new access is situated between the two existing entry points to the site, these existing access points will be amended and provided for pedestrian use.

Access will allow direct access into the central parking area and also to the parking to the north of the site. This central access zone will be tarmac for robustness. Two 'vehicle free' access points are provided for pedestrians off Baileys Lane.

27no. parking spaces will be provided each with access to an EV charging port. A total of 28no. cycle spaces will be provided across the site above the advice provided in the formal pre application response.

Proposal

Design, Scale and Massing

The development proposes a maximum of 2 storey massing to respect the height of the existing units, reducing down to single storey to the southern boundary. Building heights vary in the sites immediate context, with most residential buildings to the north being 2 storey and a single bungalow situated to the south of the site. Consequently, the height and scale of the proposed new buildings reflect this contextual massing and to be respectful to the existing non designated heritage assets on the site.

Apartments are all own front door units of either 1 or 2 bedrooms, a combined living and dining area and separate bathroom. Apartment sizes are set out in Table 1 below with a comparison against NDSS requirements:

Unit No.	Type	No of Beds	Size (m2)	NDSS Requirement (m2)
1	-	1	69	58 [within existing barn]
2	-	2	61	61 [within existing barn]
3	-	2	92	70 [within existing barn]
4	M4(3)	2	61	70
5	-	1	52	51
6	-	2	64	61
7	-	1	58	51
8	-	1	51	51
9	-	1	57	51
10	M4(3)	1	56	51
11	-	1	60	58 [within existing farmhouse]
12	-	2	68	61 [within existing farmhouse]
13,15,16 &18	-	2	70	70
14 &17	-	1	58	58

Table 1: Unit Sizes

Table 1 illustrates that the apartments will all meet NDSS standards as a minimum requirement.

The proposed material palette is illustrated within the supporting elevation drawings and Design and Access Statement. Materials proposed comprise:

- Red multi brickwork with coloured mortar for the main facing brick
- Composite Windows
- Cedral Birkdale fibre cement roof tiles
- Fibre Cement Cladding to mimic Traditional Timber Barn
- Lindab Galvanised Steel Gutters

The above materials have been chosen to respect and harmonise with the existing buildings on the site, to be robust and require minimal maintenance and to weather gracefully over time. The building has been designed to be an attractive, contemporary addition that is sensitively integrated within the existing setting.

Housing Mix

The development proposes:

- 9 x 1 bed OFD apartments
- 9 x 2 bed OFD apartments

10% of the accommodation provided will be M4(3) compliant which equates to 2no M4(3) apartments

Proposal

Affordable Housing

Onward Homes is a registered provider of social housing that manages housing stock across North West. Onward Homes own and manage 28,773 homes across the North-West including 600 homes in Knowsley.

The development will comprise of 18 affordable homes all of which will be developed by FAS Developments Limited on behalf of Onward Homes. All properties will subsequently be let and managed by Onward Homes in line with the regulatory requirements of Homes England. The homes will deliver 100% affordable housing to be let as Social Rent tenure and will be offered for allocation through Property Pool Plus.

Energy Sustainability

The development has been designed to meet Part L of the Building Regulations by integrating sustainable design principles, prioritising a fabric first approach and incorporating, low carbon or renewable technologies. The development will achieve a high level of thermal performance, resulting in reduced energy consumption, improved resistance to conductive heat loss, and the ability to maintain consistent and comfortable indoor temperatures for future occupants.

The energy strategy specifically targets an EPC 'B' rating which meets the sustainability standard set by Onward. This will ensure that the proposed apartments are sustainable into the future.

Landscaping

A landscaping scheme has been drawn by Amenity Tree Care. The proposed landscaping is designed to be both attractive and sensitive to the existing site conditions.

The mature hedge along Baileys Lane is retained in its majority and additional planting is provided to give an attractive edge to the scheme.

Internally, the hardscaping of the proposed car parking will not be interspersed with planting to reduce the risk of damage. Shrub and ornamental grasses will bound the car parking area to provide visual enhancements.

Operation / Management Strategy

As a registered provider, Onward will retain ownership of the properties and will therefore be responsible for the repairs and maintenance throughout the lifetime of the development. Onward will manage rental income, tenancy matters and letting the properties at first and subsequent let ensuring all local letting policies are adhered to.

The maintenance of all shared garden areas and communal landscaped areas will be the responsibility of the contractor during the 12 months defects period and after this period Onward will fulfil this requirement.

For property repairs, any items identified as a defect during the first 12 months of occupation will be rectified by the contractor. After this period, any repairs will be the responsibility of Onward.

Proposal

Refuse / Waste Management Strategy

The proposed development has been designed to provide sufficient bins for the separation of general refuse, mixed recycling, pulpable recycling and food waste. The containers will be of an appropriate size. All bins within the store will be accessible and recycling facilities will be as easy to access as general refuse.

On bin collection days a member of the Site's management team will be responsible for placing the bins at designated collection area adjacent to Farnborough Road. Refuse vehicles will stop temporarily on Baileys Lane to empty the bins. Baileys Lane is of a sufficient width that it will not be blocked to other vehicles whilst the bins are emptied.

Once the bins are empty, they will be promptly returned to the designated bin stores by the Site's management team. Hygiene / cleaning of refuse bins is part of the Site's management strategy.

Policy Spotlight

In accordance with Section 70(2) of the 1990 Town and Country Planning Act and Section 38(6) of the 2004 Planning and Compulsory Purchase Act, the planning application must be determined in accordance with the adopted Core Strategy Local Plan unless material considerations indicate otherwise. Applications which accord with the Local Plan should be approved without delay.

The Core Strategy Local Plan replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Knowsley's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Knowsley must be decided in accordance with the Core Strategy Local Plan, saved UDP policies and other Local Development Documents.

Key Core Strategy policies for the proposal are:

Policy SD1: Sustainable Development
Policy CS2: Development Principles
Policy CS3: Housing Supply, Delivery and Distribution
Policy CS8: Green Infrastructure
Policy H5: Development within Primarily Residential Areas
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 CS22: Sustainable and Low Carbon Development
Policy CS24: Managing Flood Risk
Policy ENV4: Hazardous Substances

Key Considerations

Examination of the Site characteristics, the Core Strategy Local Plan and material considerations has led us to establish that housing mix, design and protection of residential amenity are the key considerations to be examined by this Statement to demonstrate acceptability in planning terms.

Assessment

Affordable Housing Provision

Core Strategy 'Policy CS18' 'Delivering Affordable Housing' states that all developments where 15 or more dwellings are proposed, affordable housing or equivalent financial contribution will be sought. The policy states that developers are expected to use a 10% target as a starting point for calculating affordable housing provision.

The application will provide 18 no. affordable apartments, equating to a 100% provision. The proposal will exceed the targets set out within Policy CS18 and this is a benefit of the proposal which should be given significant weight.

The proposal complies with Policy CS18.

Density

Core Strategy 'Policy CS3' 'Housing Supply, Delivery and Distribution' states that densities of a minimum of 30 dwellings per hectare will be required for all residential development in Knowsley.

The application will provide 18 units over a site area of 0.32ha delivering a density of 56 dwellings per Hectare.

It is considered that the proposal maximises the development potential of the Site, it makes efficient use of the land and existing structures that positively contribute to the site whilst being of an appropriate scale, massing and height for the character of the surrounding area.

The proposal complies with Policy CS3.

Design

Core Strategy 'Policy CS19' 'Design Quality and Accessibility in New Development' states that proposed development must respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment.

Paragraph 9.7 advises that good quality design helps to reduce crime and the fear of crime and thereby promote vibrant, safe and cohesive communities in which people will want to live. The requirements of Policy CS19 complement principles in 'Secured by Design'.

Paragraph 9.8 notes that the effective internal and external design of buildings, including orientation, layout of rooms, appropriate drainage, position of windows and use of appropriate materials can reduce the need for future maintenance and the burden of long term management.

The proposal would introduce high quality materials both for the building and areas of soft and hard landscaping. Materials and architectural detail will complement those already found within the site, whilst introducing a contemporary finish, enhancing the built environment and creating a well-designed place that is built to last.

Secured by Design principles are incorporated such as having clear differentiation between private parts of the proposal and the public street scene. High levels of natural surveillance will be provided by the scheme to both the public realm and the development's shared amenity space and parking areas.

'Policy CS20' 'Managing the Borough's Historic Environment' advises that development proposals in Knowsley should preserve or enhance the borough's historic and architectural assets. This aligns with advice provided during the pre-application.

This policy is implemented on this site to conserve and enhance the two locally recognised heritage assets on the site at 85 Baileys Lane.

'Policy CS20' positively regards the re-use of vacant and underused historic assets with favourable consideration provided for proposals which enable a use sympathetic to its conservation.

The proposed works comprise the retention and conversion of the original barn/shed and the farmhouse. Supplementing the retention of the existing buildings, it is proposed to provide a sinuous block to the south and east of the farmhouse, and a new block in the northern section of the site. The proposed new block consolidates and encloses the courtyard and forms a U-shaped plan form, which is a common farmstead type associated with the lowland Lancashire/Cheshire areas.

The proposal works with the grain of the historic buildings, echoing earlier layouts, and the new structures provide clear continuity with the historic buildings on the site, echoing their tone, texture and scale. The significance of the existing heritage assets is not harmed, and their setting, which has been much denuded over time, will be restored to a degree through the provision of the new structures.

The proposal does not detract from the strong relationship between the existing historic buildings, nor the historic importance of their association. Significance would remain if the proposal was implemented, and there is no harm to the asset. The proposal preserves the significance of the heritage assets, and is policy compliant.

Reference Heritage Statement, Place and Context

Technical

Highways Impact

'Policy CS2' of the Knowsley Local Plan Core Strategy seek to deliver sustainable communities and create healthy environments in Knowsley, in line with national policy. 'Policy CS2' indicates that the Council will support development in accessible locations that aim to reduce reliance on private cars, promote public transport, and encourage walking and cycling. This is achieved through the location of the site and its accessibility on foot, by bicycle and by public transport with the site located in an area with accessibility to a range of sustainable modes to a variety of useful destinations.

Access and Parking

As stated previously, the proposed access will be taken off Baileys Lane in between the two existing access points to the site which will be closed to vehicles in line with the development proposal. The new access will be a simple priority- controlled junction, which reflects the previous access arrangement.

Visibility splays of 2.4 metres x 43 metres in each direction, which based on Manual for Streets (MfS) Stopping Sight Distance guidance, is acceptable for a road subject to a 30mph speed limit. 3.8. The supporting Transport Statement demonstrates how a long wheelbase van (5.9m long) can enter and exit the site in a safe and appropriate manner.

Pedestrian and cycle access is possible via both the main vehicular access and at two other points along Baileys Lane which are 'vehicle free'.

Traffic Generation

The application is supported by a Transport Statement prepared by Astute Transport planning Consultants which sets out the anticipated trip rates for a development of 18 affordable apartments. The development can be expected to generate circa 3 two-way vehicle trips during the typical AM peak hour and 6 two-way vehicle trips during the typical PM hour.

The impact of the development on traffic generation is considered to have a lower impact on the operation of the existing highways network. The development proposal will have no material impact on the safe and efficient operation of the surrounding highway network.

Parking

Car parking standards are provided within the Knowsley Council 'Ensuring a Choice of Travel' Supplementary Planning Document (SPD) Appendix A for Residential (Use Class C3). Within the standards a maximum provision of 1 space per 1-bedroom dwelling and 2 spaces per 2 bedroom dwelling, amounting to 27 spaces.

The proposal will provide 27 no. parking spaces to comply with 'Policy CS7' of the Knowsley Local Plan and Appendix A of the Ensuring a Choice of Travel SPD.

Cycle parking has been provided based off pre-application advice from Knowsley Council requiring 1 space per dwelling.

A total of 28 cycle parking spaces will be provided across the site to exceed the requirements outlined in the pre-application response to provide additional communal and visitor spaces.

Technical

Highways Impact - Summary

As illustrated earlier in this Statement, the Site is in an accessible location with access to a range of sustainable travel methods. Safe access can be provided to the Site for all users. The proposal is not anticipated to generate significant additional trips to the detriment of the surrounding highways network. Parking spaces will be provided in accordance with the Council's standards and Cycle spaces provided in line with pre-application guidance provided by Knowsley Local Authority with separate access provided to ensure safe movement of these users. Sufficient space is provided internally within the Site for Vehicles to manoeuvre, with all servicing arrangements occurring on street.

The proposal accords with Policies CS2 and CS7 of the Knowsley Local Plan and Appendix A of the Ensuring a Choice of Travel SPD.

Reference - Transport Statement, Astute

Ecology

'Policy CS2' requires developments to maintain or enhance the quantity and quality of biodiversity and habitats, including potential impacts on nationally and internationally important sites for biodiversity.

The application is supported by a Preliminary Roost Assessment and Bat Survey prepared by Amenity Tree Care. The Bat Survey confirmed that the existing buildings on site at 85 Baileys Lane had no evidence of bats roosting in the building. As a result, no measures are required to mitigate the effects of development on bats and there is no requirement for an EPS license (derogation or low impact) from Natural England.

The proposal complies with 'Policy CS2'

Reference Preliminary Roost Assessment and Bat Survey, Amenity Tree Care

Biodiversity Net Gain

'Policy CS8' 'Green Infrastructure' requires new developments to protect, maintain and where possible enhance biodiversity and provide space for nature. Provide adequate mitigation and/or compensation for Green Infrastructure or biodiversity loss, in circumstances where harm resulting from the development is otherwise unavoidable.

The Local Plan was adopted in 2016, prior to the mandatory 10% biodiversity net gain requirement being brought into effect by Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). It is considered that this requirement supersedes Local Plan Policy CS8.

In accordance with the requirements of the Environment Act 2021 and associated secondary legislation, this application has been assessed against the statutory requirement to deliver a minimum 10% biodiversity net gain (BNG). The assessment follows the use of the DEFRA Biodiversity Metric (v4.0) and is supported by an Ecological Impact Assessment and associated BNG Report.

The baseline ecological condition of the site has been calculated, and the proposed residential development, which includes the reuse of heritage assets and associated land, results in a shortfall in the required BNG uplift.

On-site design enhancements — including native species planting and green infrastructure have been integrated into the layout, but the site is constrained due to:

- The presence and retention of existing heritage assets,
- Limited developable open space following best practice urban design,
- Existing site biodiversity being relatively low, but not fully offsettable on-site.

As a result, the proposal does not meet the full 10% BNG requirement on-site.

Technical

To ensure compliance with Policy CS8 (Green Infrastructure) and Policy CS2 (Development Principles) of the Knowsley Local Plan Core Strategy, and in line with national planning policy (NPPF para 186), the applicant proposes to deliver the residual BNG requirement off-site

A copy of the BNG Calculation and Habitat Plan is appended to this application, and we invite early engagement with the Council to agree on suitable delivery routes for off-site units in line with statutory requirements

Reference – Biodiversity Assessment, Biodiversity Net Gain Metric Calculation, Amenity Tree

Flood Risk

'Policy CS25' 'Managing Flood Risk' directs development away from sites at the greater risk of flooding, towards sites with little or no risk of flooding.

The application is supported by a Flood Risk & Drainage Strategy, prepared by Sutcliffe. The strategy confirms that the Site is entirely in Flood Zone 1 for river and sea flooding. There is a low risk of surface water flooding occurring within the Site boundary. The surface water flood risk is shown occurring to the front of the site to the west. The flooding is constrained to around the existing building and only occurs for the 0.1% AEP event. The site can be considered at low risk of sewer flooding. There is no risk of flooding from infrastructure or groundwater.

Surface water flood risk can be mitigated through careful consideration of finished floor levels and implementation of a SUDS drainage scheme that helps to manage runoff from the development.

The development will not increase the risk of flooding off site and is in accordance with 'Policy CS25'.

Reference – Flood Risk & Drainage Strategy, Sutcliffe

Technical

Drainage

Local Plan 'Policy CS24' 'Managing Flood Risk' requires all developments to minimise surface water run-off, including through Sustainable Urban Drainage Systems (SuDS) and appropriate use of Green Infrastructure.

The application is supported by a Flood Risk & Drainage Strategy, prepared by Sutcliffe. The development site is considered to have a brownfield land classification as it falls within an area with existing hardstanding area and buildings which will be renovated as part of the development, these are assumed to have existing drainage networks serving them.

A review of the area surrounding the site and correspondence with United Utilities have confirmed that there is a culverted watercourses along Bailey's Lane which they have requested for us to explore a connection to.

Attenuation is provided in the form of a cellular tank and permeable paving prior to controlling discharge to the existing culverted watercourse via a vortex control.

The surface water discharge rate is controlled in line with the requirements of the Statutory Undertaker and the LLFA.

The anticipated connection point is to the west of the site into the 300mm combined sewer within Baileys Lane at an unrestricted rate as advised by United Utilities.

The proposal accords with 'Policy CS24'

Reference – Flood Risk & Drainage Strategy, Sutcliffe

Contaminated Land

'Policy ENV5' states that new development will not be permitted if there is existing contamination on the site which could, as a result of the proposed development, place the occupiers or users of the development, ecological systems, the water environment or surrounding land uses at unacceptable risk. Where there is evidence that a site may be unacceptably affected by contamination, proposals shall be accompanied by a site investigation report and schedule of remedial measures.

The application is supported by a Phase I Preliminary Risk Assessment (PRA) prepared by Sutcliffe. The assessment did not consider that there are any identifiable significant environmental issues regarding the Site.

The site is irregular in shape and is bordered by residential properties, woodland and commercial properties. The site currently consists of a developed piece of land. The development history of the site has not identified a significant source of environmental concern, and information contained within the environmental database has not highlighted any major concerns.

The site is deemed to be Class 3 – Low Risk.

Reference - Phase I Preliminary Risk Assessment, Sutcliffe

Technical

Structural

There are no standards or Policies in the Knowsley Core Strategy relating to the Structural Stability for reuse of existing buildings. However, a structural survey has been conducted by Sutcliffe for the conversion of an Agricultural Building.

The building shows no signs of significant structural defects and appears to exhibit overall structural stability.

The building will be capable of functioning as dwellings and converted without significant alteration or rebuilding works.

Reference – Structural Survey, Sutcliffe

Energy Sustainability

'Policy CS22' ' Sustainable and Low Carbon Development' requires new development to meet high standards of sustainable design and construction and minimise carbon emissions. Avoid the creation of adverse local climate conditions by using natural systems to avoid internal overheating and excessive heat generation. Limit energy use by incorporating high standards of insulation, heat retention, natural ventilation and passive solar techniques. Supplying energy efficiently and incorporating decentralised energy systems, using renewable and low carbon energy where feasible; Managing flood risk, including through the use of Sustainable Drainage Systems (SuDS) and flood resilient design for infrastructure and property.

The application is supported by an Energy Statement prepared by Steven A. Hunt & Associates. As stated previously, the development seeks to achieve an EPC 'B' energy rating, incorporating a fabric first approach to construction and implementing renewable energy strategies in through the provision of a solar PVs array where required.

The development will be consistent with Part L and Part S of the Building Regulations, with 1 EV charging vehicle provided for every 2 car parking spaces.

Whilst the development will not be net-zero, this is largely due to the tenure of the proposed housing which would be difficult to secure financially in its current form with additional energy reduction strategies.

It is considered that the proposal broadly accords with the requirements of Policies SD1 and CS22.

Reference - Energy Statement, Steven A. Hunt & Associates

Conclusion

The proposal has taken into consideration the Site context and the surrounding areas. Several benefits will be delivered.

- Retains and makes use of the existing non designated heritage assets on the site.
- 100% provision of affordable housing contributing towards the Council's annual need figure for affordable housing
- Provision of 1 and 2 bed apartments
- Provision of an energy efficient EPC-B rated development
- Reduced utility bills
- Temporary job creating during the construction phase and direct financial benefits to local supply chains
- Visual enhancements to the site

This statement demonstrates that the proposal is compliant with the relevant Local Plan policies. Technical issues are summarised with reference to the full reports and assessments submitted with the application to confirm that the proposal meets all levels of planning policy requirements.

In conclusion, the proposal accords with the Local Plan and all material consideration and residential development is entirely appropriate in this location.

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