

PLANNING AND HERITAGE
STATEMENT FOR GATES AT
WOODCROFT WAY, PRESCOT.
JUNE 2026

Prepared by



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	Name	Position
Written By	ED	Planner
Checked & Approved By	KD	Managing Director

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1.0 INTRODUCTION

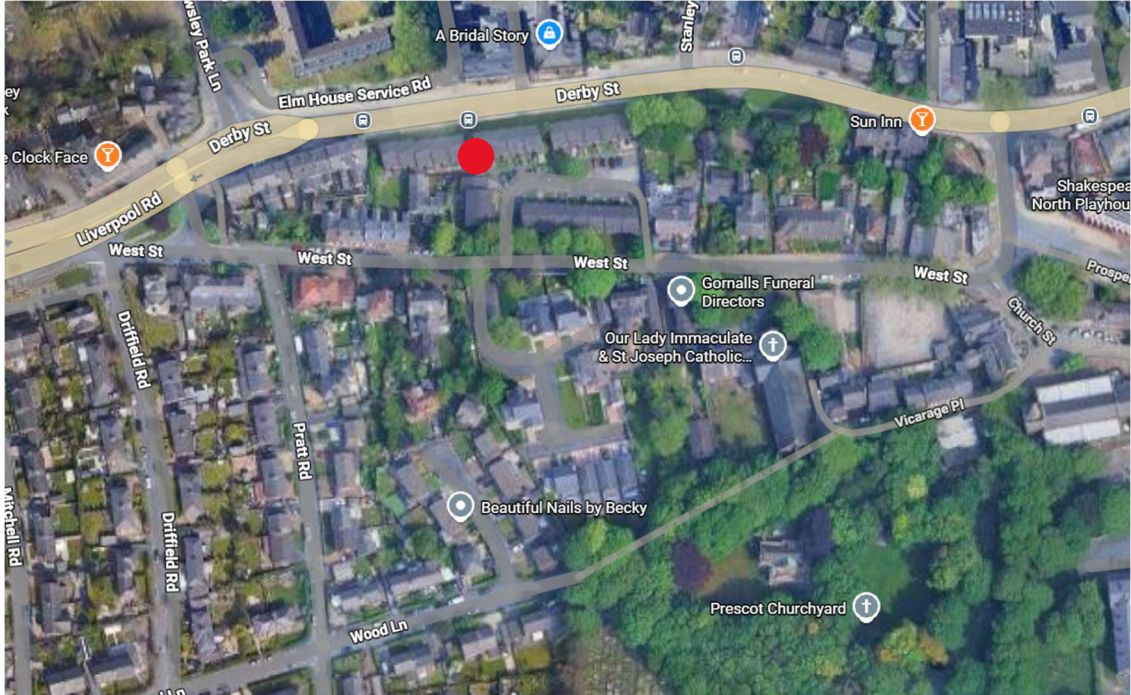
- 1.1 Greyside Planning have been instructed by the applications Hamlets Roads Limited to apply for planning permission for the installation of electrically operated vehicular access gates and a pedestrian gate across the existing site entrance of Woodcroft Way, which is accessed from West Street, Prescott.
- 1.2 The introduction of the proposed access gates was included in a previously refused application (Reference number: 25/00022/FUL), where there were no objections to the gates and so the site owner wishes to apply for these within a standalone application.

- 1.3 The application is supported by the following

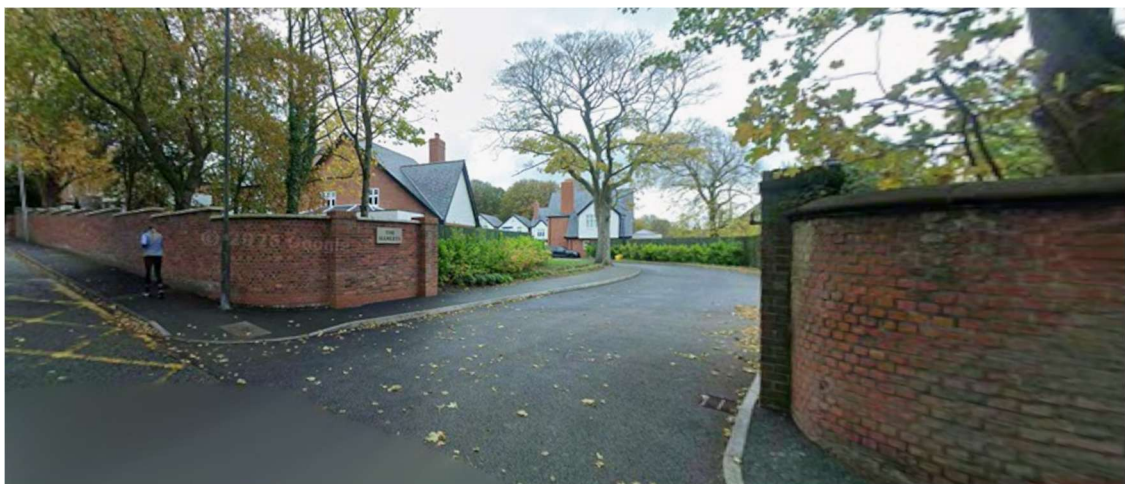
REPORT TITLE	PREPARED BY
Application Form	Greyside Planning
Planning & Heritage Statement	Greyside Planning
Plans and Drawings	Paul Neal Architects

2.0 THE SITE AND SURROUNDING AREA

- 2.1 This application relates to the entrance of Woodcroft Way a private road that provides access from West Street to seven detached dwellings arranged in a cul-de-sac. The location identified below.



Application site location (Google Maps)



Street view of application site (Google Maps)

- 2.2 The application site is located between 9 and 11 West Street and is located within the Prescott Town Centre Conservation Area.

3.0 PLANNING HISTORY

- 3.1 A summary of the relevant planning applications to this proposal findings is detailed below:

Application Number	Address	Description of Development	Date and Decision
18/00785/FUL	Land At Woodcroft West Street Prescott Knowsley L34 1LF	Demolition of a 2-storey building, timber-clad building, reception building and prefabricated office building, conversion of a Victorian building to form 1 no. five-bed dwelling and erection of 7 no. two-storey dwellings, together with vehicular/pedestrian accesses, landscaping and associated works.	29 Jun 2020 - Granted
22/00556/FUL	Land At Woodcroft West Street Prescott Knowsley L34 1LF	Application to vary condition no.4 attached to planning permission to allow for replacement windows in Woodcroft, plot 1, to be retained as opposed to the retention of original windows.	19 Dec 2022 - Granted
25/00022/FUL	1-8 Woodcroft Way	Change of use from 8no. dwellings to children's care homes and associated facilities for up to a maximum of 12 children, including teaching/recreational rooms, offices and staff rooms in plot 1, together with installation of 2.4m high electrical metal gates at site entrance and retention of 2.4m high timber fence along western site boundary.	25 June 2025 – Refused

- 3.2 The introduction of the proposed access gates was included in a previously refused application (Reference number: 25/00022/FUL), The gates were however an incidental part of the scope of works and there was no objection or reason for refusal relating to the proposed gates.

4.0 PROPOSED DEVELOPMENT

- 4.1 Planning permission is sought for the installation of electrically operated vehicular access gates and a separate pedestrian gate at the existing site entrance from West Street. The proposed gates would be constructed from simple black vertical steel bars and would utilise the existing red-brown brick gate piers at the site entrance.
- 4.2 The design of the gates is deliberately simple and visually permeable, reflecting the traditional metal gate treatments commonly found within historic residential settings.
- 4.3 The proposed gates would be located at the existing access point and would not alter the layout, scale or spatial relationship of development within the site. The gates would be positioned within the site entrance and set back a minimum of 5 metres from the nearside edge of the highway boundary, as confirmed on the submitted plans.
- 4.4 The proposed development would not result in an unacceptable impact on highway safety or have a severe impact on the operation of the highway network in terms of safety and capacity.

5.0 PLANNING CONTEXT

- 5.1 This section of the report sets out the relevant national and local planning policies. For the reasons set out in Section 6 it is considered that the proposal has considered and taken account of all the relevant policies
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that when determining a planning application, the decision maker must make their determination following the development plan unless material considerations indicate otherwise.

Relevant Planning Policy

- 5.3 The following documents are relevant to this application:
- The Knowsley Local Plan Core Strategy 2016
- 5.4 Other considerations in the determination of the planning application include (but are not limited to), the National Planning Policy Framework (NPPF) and approved Supplementary Planning Documents and Guidance.

Knowsley Local Plan Core Strategy

- 5.5 The relevant policies for this application are as follows:
- Policy CS20 Managing the Borough's Historic Environment
 - Policy CS7 Transport Networks
 - Policy SD1 Sustainable Development
 - Policy CS14 Principal Regeneration Area – Prescott Town Centre
 - Policy CS19 Design Quality and Accessibility in New Development
 - Policy CS3 Housing Supply, Delivery and Distribution
- 5.6 Policy CS20 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.
- 5.7 Policy CS19 states that: To enhance the local distinctiveness, identity and accessibility of places, new development within Knowsley 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.

National Planning Policy Framework

- 5.8 Paragraph 116 of the NPPF states that: 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, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 5.9 The NPPF states in paragraph 208 that: Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- .
- 5.10 Paragraph 215 states that: where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use.

Listed Buildings and Conservation Areas Act 1990

- 5.11 Legislation under the Listed Buildings and Conservation Areas Act 1990 under section 66 states that in considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
- 5.12 Under section 72 of the Act, LPAs should, in coming to decisions, consider the principal Act, which states that land in a conservation area should have special attention paid to the desirability of preserving or enhancing the character and appearance of that area

6.0 PLANNING & HERITAGE ASSESSMENT

Design

- 6.1 The proposed gates will be set back from the adopted highway by 5m and will be comparable in design to the form of entrance gates historically associated with the site, with previous gates visible on historic imagery.
- 6.2 The gates and their fixings will be black and will utilise the existing red brown brick gateposts.
- 6.3 The simple open-bar metal design ensures that views into and out of the site remain largely unobstructed and allows the existing brick gate piers and boundary treatment to remain visually prominent.
- 6.4 The height of the gates has been designed to take account of the height of the existing piers and kerb lines to ensure that they present a uniform horizontal line

Heritage Impact

- 6.5 The location site is in the Prescott Town Centre Conservation area which includes a number of listed and historically significant buildings such as Woodcroft House which is located within the cul-de-sac.
- 6.6 Taking account of the proposed design and setting of the gates, it is not considered that the proposed gates will be a prominent feature on the immediate street scene especially as gates are a feature of the area and are present on other properties along West Street
- 6.7 The introduction of the proposed gates will not impact on the setting of the houses within Woodcroftway including Woodcroft House. It is also considered given the location and design of the gates there is no impact on the setting or views of any of any listed building including the nearby listed Church of Our Lady Immaculate
- 6.8 It is considered that enclosing the entrance with the sympathetically designed gates will enhance the character and appearance of the Prescott Town Centre Conservation Area.
- 6.9 The design and location of the gates is identical to those considered as part of planning application 25/00022/FUL. The Heritage Officers comments in relation to the gates was *“Overall the introduction of the gates will cause no harm to the character and appearance of the Prescott Town Centre Conservation Area”*

Highways

- 6.10 The proposal has been designed to use to the established vehicular and pedestrian access arrangements to the site, with the existing access point remaining unchanged. The development would cause no alterations to the adopted highway.

- 6.11 The proposed development would not impact on highway safety or impact on the operation of the highway network in terms of capacity.
- 6.12 The gates would be positioned within the site entrance and set back a minimum of 5 metres from the nearside edge of the highway boundary, as confirmed on the submitted plans. This setback distance ensures that vehicles entering the site can pull clear of the public highway before the gates open, preventing obstruction of West Street and allowing vehicles to wait safely within the site boundary.
- 6.13 The provision of the gates therefore represents a minor alteration within the site entrance that maintains safe access arrangements while providing a controlled point of entry to the development. Accordingly, the proposal would not have a negative effect on highway safety. Or the free flow of traffic on West Street and is considered and would comply with adopted highway requirements.
- 6.14 When the gates were assessed as part of planning application 25/00022/FUL the local highway authorities' comments in relation to the proposed gates were "*there are no objections to the gates, subject to a condition requiring the proposed gates to be set back from the nearside edge of the carriageway by a minimum of 5m.*" The siting of the gates has been designed to comply with this highway requirement

7.0 CONCLUSION

- 7.1 In conclusion, the proposal is a modest and sympathetic alteration to the site entrance that has been designed to preserve the significance of nearby heritage assets and enhances the character and appearance of the Prescott Town Centre Conservation Area. The proposal preserves the character and setting of nearby heritage assets and, subject to planning balance considerations, accords with relevant adopted national and local heritage policy.
- 7.2 The vehicular and pedestrian access into the site from West Street would remain unchanged, and there would be no alterations or encroachment onto the adopted highway. The proposed development would not result in an unacceptable impact on highway safety or have a severe impact on the operation of the highway network in terms of safety and capacity
- 7.3 The proposed gates are identical in terms of design and location to those previously reviewed submitted as part of the planning application. 25/00022/FUL and as part of the assessment of that application it was confirmed by the relevant consultees that the proposal was acceptable in terms of the relevant adopted planning policies.