

**PLANNING STATEMENT
PROPOSED DEVELOPMENT
of
18 No. 2 Bed Apartments
Aspinall Street
Prescot L34 5QQ**



4188N20H
29.09.2021

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1.0 INTRODUCTION

- 1.1 This Planning Statement has been prepared by Owen Ellis Architects on behalf of the applicant Remstone Limited
- 1.2 The description of the development for which planning is being sought is;

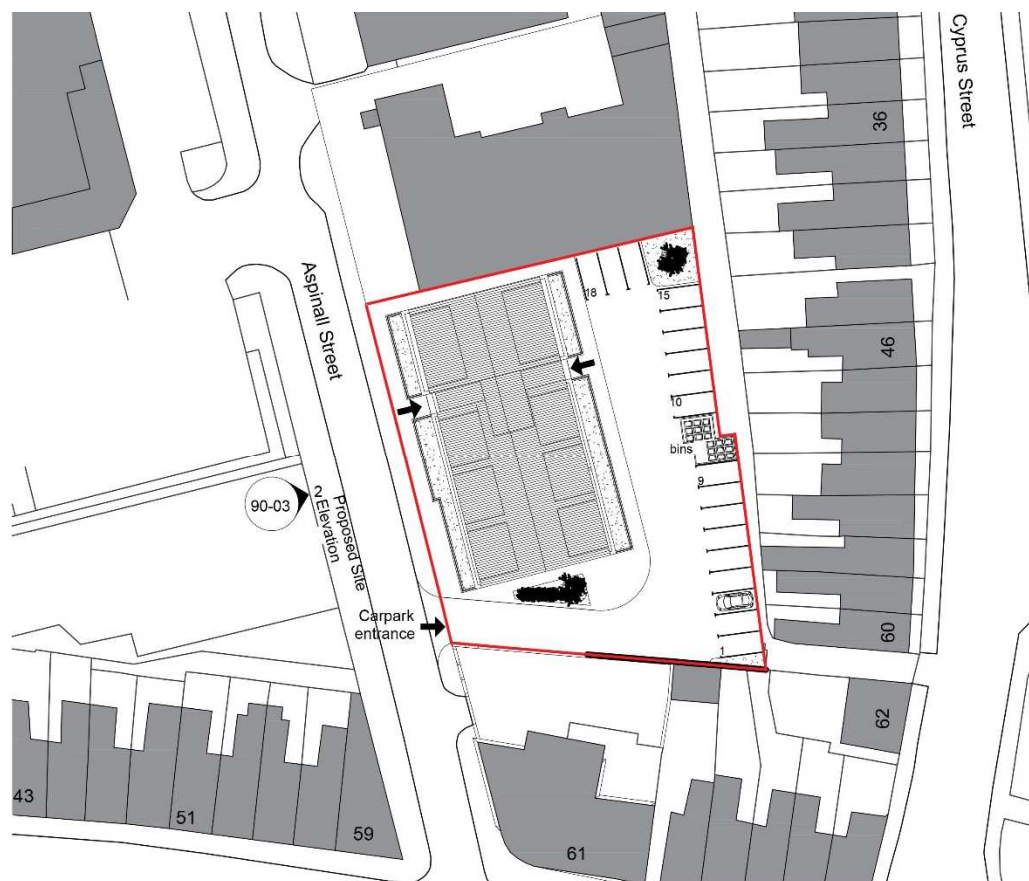
“18 No. 2 bed apartments with associated car parking and landscaping”
- 1.3 The purpose of this statement is to assess the proposed development in the context of the Development Plan and any relevant material planning considerations.

2.0 SITE CONTEXT

2.1 Site Location

The site lies within the administrative area of Knowsley Metropolitan Borough Council.

2.2 The site fronts onto Aspinall Street in the town centre of Prescot and comprises 1,586m² of previously developed land.



Location Plan

- 2.3 The site is currently occupied by two redundant buildings which form Eccleston House, a centre for small businesses. The northern building is a flat roofed 1960's construction of poor quality, the southern building is more substantial and of brick construction.
- 2.4 There is a single tree to the front elevation and a margin of grass, the remainder of the site is given over to hardstanding.
- 2.5 The site fronts onto Aspinall Street, to the rear it shares a boundary with c.1900 terraced housing, to the south the rear of a c.1900's public house (now an Indian Restaurant) and to the north with the Royal Mail sorting office.
- 2.6 There is a fall on the site from north to south of approximately 4m in line with the slope of Aspinall Street.
- 2.7 The sites is not in a Conservation Area and none of the buildings are listed.
- 2.8 There are no public rights of way across the site.

3.0 PLANNING HISTORY

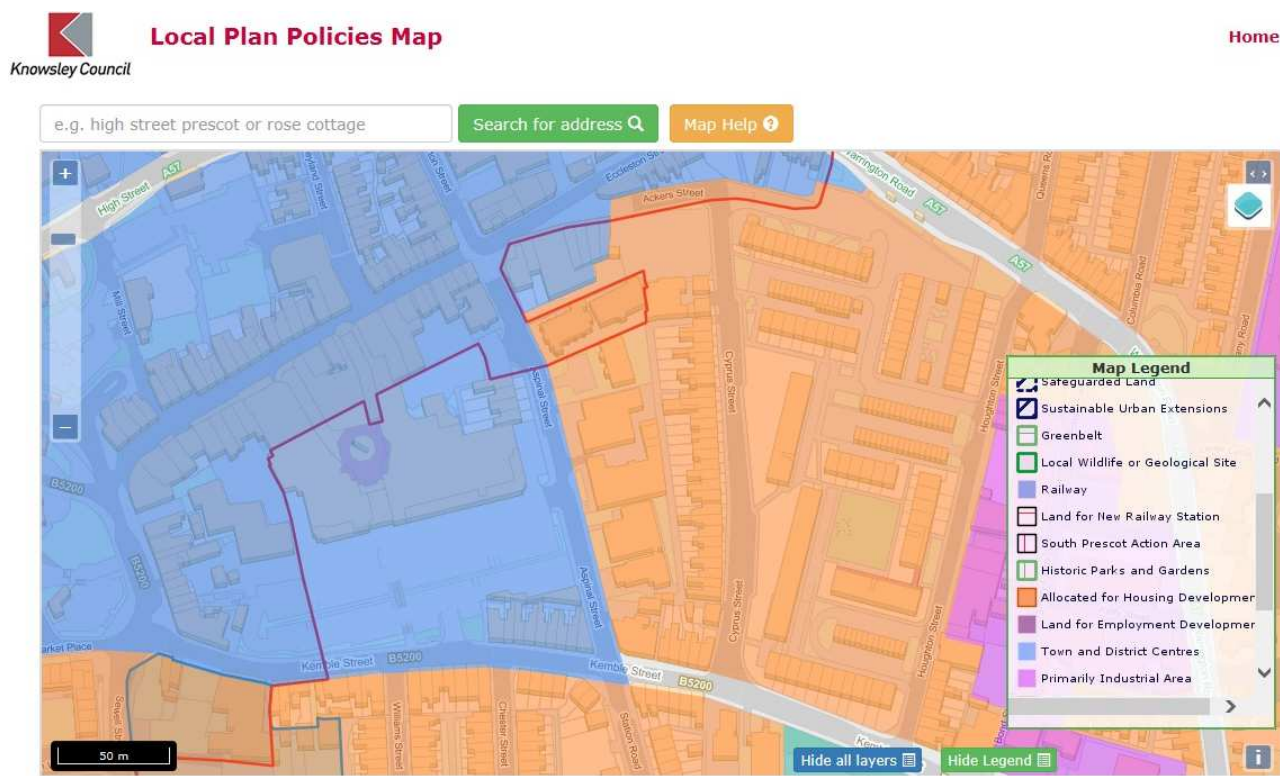
- 3.1 There is no planning history associated with the site that has any bearings on the proposals.

4.0 PROPOSED DEVELOPMENT

- 4.1 It is intended that the two buildings currently occupying the site are demolished.
- 4.2 The development comprises 18 No. 2 bed apartments for use by Torus Housing Association at affordable rents.
- 4.3 A separate Housing Statement has been submitted demonstrating the need and Torus' intentions.
- 4.4 The submitted Design and Access Statement covers;
- Scale, Massing and Layouts
 - Appearance and Materials
 - Landscaping
 - Accessibility

5.0 PLANNING POLICY CONTEXT

5.1 Knowsley Plan Policies Map



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Design & Technology by KMBC IT Division

Local Plan Policies Extract

- The Site falls within an area allocated for Housing Development.
- It is on the edge of the Town Centre District.
- It is 70m away from the Conservation Area boundary with three 'plots' or significant buildings between it and the site.
- Directly opposite is an open air car park serving Prescott Shopping Centre

5.2 Prescott Town Centre Masterplan (SPD 2016 – 28)

5.2.1 The land at the rear of Aspinall Street is highlighted as a key opportunity site in the above document.

5.2.2 The site opportunities are further detailed in paragraph 5.30 CAA2 – land at Aspinall Street

CAA2 - Land at Aspinall Street

5.30 Land to the east of Aspinall Street, facing the rear of the Prescott Shopping Centre, currently comprises a number of buildings including a postal depot and the small Prescott Business Centre. The existing accommodation is of low quality with a limited life span and this site therefore provides opportunities to introduce new residential accommodation in the heart of the town centre.

Figure 5.16 Location Plan - Land at Aspinall



Right: View of Land at Aspinall Street from South



Figure 5.17 - Indicative Plan - Land at Aspinall Street

Preferred Uses and Key Design Principles

1. New residential development creating a strong frontage to Aspinall Street.
2. Buildings set an appropriate distance from existing residential dwellings to Cyprus Street to protect amenity.
3. Car parking concealed to the rear of the new buildings.

Prescot Town Centre Masterplan Extract

5.2.3 It is clear from Knowsley's Appraisal that;

- There is no objection to the demolition of the existing structures
- New residential accommodation in the heart of the town centre is the preferred option
- The new development should create a strong frontage to Aspinall Street
- Car parking should be to the rear
- Interface distances to the rear of properties in Cyprus Street will need to be respected.

5.3.1 **National Planning Policy Framework (NPPF)**

The NPPF is a material consideration in planning decisions. The NPPF sets out the Government's approach to sustainable development and core planning principles. Paragraph 8 sets out the three overarching objectives to sustainable development, namely economic, social and environmental objectives. The presumption in favour of sustainable development is at the heart of the NPPF.

5.3.2. Within the NPPF, paragraph 11 requires development proposals which accord with an up-to-date development plan to be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determination area out-of-date, planning permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or
- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

5.3.3 Section 4 of the NPPF requires Local Planning Authorities to approach decision-making in a positive and creative way, working proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

5.3.4 Paragraph 56 of the NPPF sets out those instances where Planning Obligations may be sought, consistent with Regulation 122(2) of the Community Infrastructure Levy Regulations 2010. Paragraph 57 goes on to acknowledge that there will be instances where financial viability can impact on development. In such instances, a Viability Assessment may be needed, and the weight to be given to such an Assessment is a matter for the decision-maker.

5.3.5 Section 5 of the NPPF sets out the Government's objective of significantly boosting the supply of homes, ensuring that a sufficient amount and variety of land can come forward where it is needed to meet the needs of groups with specific housing requirements.

5.3.6 Paragraph 73 of the NPPF, under the Section titled 'Maintaining Supply and Delivery,' requires Local Planning Authorities to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five-year supply of housing land against their housing requirement as set out in adopted strategic policies. An appropriate buffer should be applied to the supply of either 5%, 10% or 20%. The supply should be maintained by way of Local Planning Authorities monitoring progress in relation to the building out of sites which have planning permission.

5.3.7 Section 8 of the NPPF focuses on the delivery and creation of healthy and safe communities. This includes promoting social interaction, safe and accessible neighbourhoods, and access to open space and recreation to support healthy lifestyles. Paragraph 97 seeks to protect 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.

- 5.3.8 Section 9 of the NPPF focuses on sustainable modes of transport, with significant new development focused towards locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. Maximum parking standards should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres. Paragraph 109 is clear 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 would be severe. In this context, development proposals should give priority first to pedestrian and cycle movements, and second (so far as possible) to high-quality public transport.
- 5.3.9 Section 11 of the NPPF covers the effective use of land. Decisions should also promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
- 5.3.10 Paragraph 120 requires Local Planning Authorities to take a positive approach to applications for alternative uses of land which is currently allocated for a particular use but where there is no reasonable prospect of an application coming forward for the use allocation in the Plan. Alternative applications should be supported where the proposed use would contribute to meeting an unmet need for development in the area. Furthermore, paragraph 123 states that planning policies and decisions should avoid homes being built at low densities, ensuring that development proposals make optimal use of the potential of each site.
- 5.3.11 Section 12 of the NPPF focuses on the development of well-designed places. The creation of high quality buildings and places is seen as fundamental to what the planning and development process should achieve. Good design has an important role to play in sustainable development, creating better places in which to live and work and to make development acceptable to communities. Planning permission should not be granted for poor design that fails to take the opportunities which are available for improving the character and quality of an area and the way it functions.
- 5.3.12 Section 14 of the NPPF covers matters relating to flooding and climate change. In respect of flooding, new development should be steered to areas at the lowest risk of flooding. Paragraph 165 sets out the need for major developments to incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.
- 5.3.13 Section 15 of the NPPF deals with matters relating to the conservation and enhancement of the natural environment. This includes protecting valued landscapes, sites of biodiversity or geological value, and soils. Development proposals should minimise impacts on and provide net gains for biodiversity.
- 5.3.14 Annex 2: Glossary of the NPPF sets out the definition of affordable housing. This now includes Affordable Housing for Rent, Starter Homes, Discounted Market Sales Housing, and Other Routes to Affordable Home Ownership (including Shared Ownership).

6.0 SUPPLEMENTARY PLANNING DOCUMENT – NEW RESIDENTIAL DEVELOPMENT (September 2018)

6.1 In order to demonstrate what the development complies (where appropriate) with the Supplementary Planning Document New Residential Development document each key expectation is extracted and a responding commentary offered.

6.2 Key Expectations – Integration with existing development

B.1: New residential 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) *Incorporate a gradual step up or down to neighbouring buildings where differences in height occurs, with lower buildings positioned around the edges of developments if surrounding buildings are lower.*
- c) *Provide adequate areas for parking, soft landscaping, bin storage etc.*
- d) *Avoid cramming where development is of high density, with floor areas of individual units complying with any current national or local minimum standards to ensure adequate living conditions.*

The site sits within an established part of Prescott Town Centre, layout options are therefore limited, nonetheless the proposal.

- Address the street providing a 'lively' frontage
- In scale and form is similar to the surrounding terraced streets
- The building block aligns with the existing road
- Steps in height to address the fall in Aspinall Street
- Incorporates rear parking in an overlooked area along with amenity space and bin storage
- Is of high density but does not 'cram' the site.

6.3 Key Expectations – Residential mix

B.2: New residential development should:

- a) *Include an appropriate mix of housing tenure, type and size to support the rebalancing of the housing market, to better meet housing needs and demands arising in Knowsley and promote social diversity/community integration.*
- b) *Where required, provide on-site affordable housing provision in accordance with Policy CS15 that is fully integrated with and not distinguishable from market housing.*
 - The development will be acquired on completion by Torus Housing Association who have provided as a separate document, a Supporting Statement identifying the need for such accommodation.
 - All 100% of the units will fall within the definition of affordable rent and help to fill the shortfall of apartments and smaller affordable homes. The latest Housing Needs Assessment across the borough of Knowsley identifies a total annual net shortfall of 243 units.

6.4 Key Expectations – Mixed use development and access to local services

B.3: Proposals for larger new residential developments should:

- a) *Integrate effectively with existing development and link to existing shopping and service provision.*
- b) *Include community and ancillary services such as health and education facilities or small-scale retail where necessary to support the scale of development and address local needs, and compliant with the sequential test in policy CS4.*
- The site sits within Prescott Town Centre and is therefore within easy walking access of Prescott Shopping Centre, the High Street and all existing services and facilities. The site and size of development is not sufficient to warrant or support the inclusion of community or ancillary services.

6.5 Key Expectations – Accessibility and movement

B.4: New residential development should:

- a) *Connect into existing roads and footpaths, with linked streets to allow more flexibility and change in the future; cul-de-sacs should generally be avoided except as a limited part of a linked layout.*
- b) *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 to and through the site.*
- c) *Incorporate layouts with priority for pedestrians, especially people with disabilities/emergency vehicles/cyclists/horse riders and public transport users.*
- d) *Where vehicle traffic volume is high, create appropriate crossings to encourage safe and easy pedestrian movement.*
- e) *Slow traffic on residential networks utilising the design of buildings and spaces (a flexible grid based on local context is a good model for an appropriate network; physical traffic calming measures and signage should be secondary)*
- f) *Discourage through traffic (except buses) from residential roads by using carefully designed connected layouts. Routes which are for through traffic should be clearly defined.*
- g) *Ensure roads should lead to somewhere, be simple and clear, providing choice for residents and visitors, with positive social interaction to engender a sense of community/ownership of place/natural surveillance.*
- h) *Maximise connections to spread impact of traffic rather than concentrating it as far as practical.*
- i) *Ensure that any bus stops are well located, overlooked and provided with appropriate facilities.*
- j) *Consider traffic-free housing schemes where appropriate, provided there is a firm management arrangement to ensure continuity.*
- The site layout clearly addresses Aspinall Street which provides the only point of access to the site for both pedestrians and vehicles.

- Access from the public realm to the pedestrian entrance is simple and straightforward offering the opportunity to not use vehicular transports whenever possible.
- Access to public transport is within 500m of the site.

6.6 Key Expectations – Residential layout

B.5: Proposals for new residential development should:

- Design and position buildings to provide a sense of place, with any focal points such as squares and green spaces being overlooked by front elevations where possible, and views of new and existing landmarks preserved.*
 - Ensure dwellings interact with public realm and private back gardens, with main facades presenting onto highways.*
 - Provide attractive and useful connections between places designed to follow natural desire lines, to encourage pedestrians rather than car use.*
 - Have a clear hierarchy of street types with differing characteristics that reflect their importance, to help people find their way around.*
 - Ensure public accesses have good natural surveillance, and avoid public access around the rear of properties where possible.*
 - Avoid high blank boundary treatments to public areas and ambiguous, indefensible spaces.*
 - Provide adequate amenity for existing occupiers having regard to any relevant spacing guidelines set out in the Householder Development SPD.*
 - Recognise environmental limits and minimise negative impact upon on-site constraints such as flood risk, land quality, mining legacy, water quality, etc.*
- The positioning of the block of apartments ensures interaction with the public realm as it follows the layout of the surrounding streets achieving good natural surveillance.
 - The apartments are traditionally arranged and of adequate size.
 - Interface distances exceed the established criteria for overlooking.

6.7 Key Expectations – Car parking requirements

B.6: New residential development will be expected to:

- Provide parking ideally in locations behind the building line at the side of buildings, or where this is not possible divided into small parcels screened by landscaping and surrounding buildings.*
 - Ensure any communal residential parking courts typically have no more than 10 spaces, and have direct visibility from public areas and/or neighbouring properties.*
 - Ensure rear parking areas are only accessible to residents, with full details of how these areas will be kept secure provided as part of the development proposal.*
- All parking is at the rear of the building and are directly visible from the apartments and neighbouring properties.
 - It is not intended that the car parking entrance is barriered as this creates issues of maintenance and vandalism, the proximity of the spaces to the apartments should ensure it is 'self policing'.

6.8 Key expectations – Electric Vehicle Charging Points

B.6.A: Proposals for new residential development will be expected to incorporate charging points for electric vehicles:

- a) *Every new dwelling built with one or more dedicated parking spaces should be provided with one outdoor, weatherproof electric vehicle charging point readily accessible from one of the dedicated parking spaces – i.e. one electric vehicle charging point per dwelling should be provided.*
- b) *Where communal car parking is provided, electric vehicle charging points should be provided at a rate of at least one for every two communal parking bays.*
- c) *All electric vehicle charging points should be clearly marked as such, and their purpose should be explained to new occupants within their home welcome pack or other travel planning advice.*
- d) *Compliance with these requirements will be secured by a planning condition.*
 - The provision of 18 No. parking places has been agreed with Torus Housing Association and is based on their experience of car ownership at other city centre schemes. A justification and analysis is included in the Design and Access Statement.
 - In consultation with Torus it has been agreed that 3 of the 18 spaces will have EV charging points, again this reflects take up of such facilities on other schemes.

6.9 Key Expectations – Design of public realm and waste management

B.7: New residential development will be expected to:

- a) *Ensure the design of any public realm is compatible with service provision*
 - b) *Minimise waste, promote the use of reclaimed and recycled materials and facilitate the collection and recycling of waste*
 - c) *Consider the recycling of waste as part of the design, and provide full details clearly indicating any provisions to be made for recycling. Storage areas should be located out of public view in a convenient location and with sufficient space to house all current and proposed recycling bins.*
- Refer to drawing 4188/SK13
 - Waste facilities will be provided on accordance with Knowsley Council's Waste and Recycling Collection Policies (version 2)
 - As individual bins would be unworkable the following will be provided;
 - 4 No. 1100 litre communal bins for residual waste
 - 2 No. 1100 litre communal bins for recycling
 - No green/garden waste provision as garden areas will be managed by Torus.

6.10 Key Expectations – Integration of public open space

B.8: Public open space to be provided as part of new residential development should:

- a) *Have a clear function and not be purely 'left over' space.*
- b) *Ensure adequate natural surveillance and a secure environment that provides for the access needs of all users, including less mobile people.*
- c) *Integrate with the intrinsic landscape characteristics of the wider development whilst reinforcing and enhancing existing features of its setting and surrounding landscape.*
- d) *Be designed in a manner which considers planting provision at the outset, and co-ordinates with infrastructure, services and general building form.*
- e) *Take account of soil types, microclimate, water, and anticipated level of maintenance required.*
- f) *Plant native species wherever possible, as these contribute to local ecology.*
- g) *Connect open space networks with landscape elements, providing green corridor links to other sites and wider landscape.*
- h) *Soften boundaries adjacent to open land with planting belts – this may need a local reduction in dwelling density and specific building forms with enlarged gardens: alternatively arrange for off-site planting and its future management*
- i) *Ensure that suitable management arrangements are in place for the long term maintenance of open space.*

- The nature of the sites provides limited opportunities for open space however;
- A 'green' border to the streetscape will be provided by native hedge planting.
- 4 No. new trees will be planted based on the native species detailed in 'We Know Services' Arboricultural Impact Assessment ref 21/00068/AIA
- The development necessitates the removal of one tree – see report referred to above.

6.11 Key Expectations – Minimising opportunities for crime

B.9: Proposals for new residential development should:

- a) *Ensure dwellings are securely designed, front onto the street, provide main entrance doors to properties from communal spaces and place windows in positions which enjoy good levels of natural surveillance.*
- b) *Avoid public footpaths and cycle ways which are segregated, and ensure roads and footpaths are direct and overlooked.*
- c) *Ensure that all public highways, footpaths and cycle routes, and car parking areas are highly visible (including at night) and have good levels of natural surveillance from nearby properties.*
- d) *Ensure that public and private spaces are clearly defined to provide defensible spaces, avoiding isolated private gardens and public spaces.*
- e) *Where residential curtilages adjoin public spaces (i.e. public footpaths, cycle ways, public open space, etc), use of walls and/or railings will be required to provide robust and durable boundary treatments. Fencing in such locations will not be supported.*

- The site layout provides a high degree of natural surveillance.
- Public and private spaces are clearly defined by perimeter fences ensuring there is no access to ground floor windows.
- The scheme will be submitted for a 'Secured-by-Design' Approval as part of Torus's requirements.

6.12 Key Expectations – Dwelling space

B.10: New residential development will be expected to:

- a) Demonstrate that dwellings will accommodate the furniture, access and amenity space required, including appropriately located private garden space.*
 - b) Demonstrate how the construction of the building will allow for the internal reorganisation of rooms or the extension of the dwelling.*
 - c) Be designed for flexible uses throughout their lifetime.*
- All apartments will be 2 bed / 3 person accommodation.
 - The layouts allow for future adaptation ie. bathroom accessible from both the common hallway and main bedroom.
 - It is not anticipated that these units will be rented to tenants with significant mobility issues as there will be no lift provision to the upper floors.

6.13 Key Expectations – Privacy and natural light

B.11: Proposals for new residential development should:

- a) Achieve and maintain adequate levels of privacy and outlook for occupants of the new housing and existing residents surrounding the site.*
 - b) Consider the position and orientation of habitable rooms, and location of their doors and windows to maintain privacy and minimise overlooking.*
 - c) Orientate habitable rooms to maximise their outlook and view, and overlook roads and paths where possible.*
 - d) Consider the orientation and design of buildings to maximise sufficient daylight and sunlight.*
 - e) Demonstrate compliance with minimum thresholds contained within Appendix 4.*
- The apartments are arranged so that all habitable rooms have good access to natural light through full height windows allowing light to penetrate deep into the floor plan.
 - Overlooking distances exceed standard distances ie. in excess of 21m for habitable room to habitable room. The distance at the rear ranges from 25 – 40m. The Aspinall Street elevation faces an open car park and presents no overlooking issues.
 - The scheme is orientated North / South so both elevations will benefit from morning or afternoon sun as they essentially face east and west.

6.14 Key Expectations – Energy and sustainability

B.12: New residential development will be expected to:

- a) *Comply with current Building Regulations by limiting energy use through incorporating high standards of insulation, heat retention, natural ventilation and passive solar techniques, and encouraged to achieve energy efficiency beyond mandatory requirements in accordance with Code for Sustainable Homes*
- b) *Demonstrate the incorporation of on-site renewable energy generation and low carbon energy where feasible, or alternatively provide contributions through the Council's Community Energy Fund/allowable solutions to reduce energy use.*
- c) *Use remaining fossil and other fuels cleanly and efficiently where opportunities exist through Combined Heat and Power (CHP) and District Heating systems or equivalent, where available.*
- d) *Use sustainable materials from local sources where possible and where appropriate recycle construction waste.*

- The scheme will be submitted for a Full Plans Building Regulation Process and Approval.
- Heating systems have at this point not been agreed with Torus.
- Demolition material will where possible be crushed on site and re-used as hardcore etc.

6.15 Key Expectations – Water and biodiversity

B.13: New development will be expected to:

- a) *Make the most effective and sustainable use of water, aggregates and other resources.*
- b) *Manage flood risk, including through the use of SuDS and flood resilient design.*
- c) *Ensure sustainable drainage systems are an integral part of the design of new development, with streams, ponds or lakes proposed as part of SuDS appropriately sited to enhance the layout, and landscaped to complement the development.*
- d) *Consider the implications of the proposal for biodiversity and 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.*

- A full SuDS drainage proposal has been prepared by SWH Engineers and submitted as part of the application. It relies on reducing outflow via a hydrobrake and attenuation tank sited under the hard standing at the rear.
- Aspinall Street has a combined sewer system.

7.0 SUPPLEMENTARY PLANNING DOCUMENT – ENSURING A CHOICE OF TRAVEL

7.1 In order to demonstrate compliance with the Choice of Travel Document the relevant points have been extracted below and commentary offered to demonstrate a response. All paragraph references refer to the numbering in the document.

7.2 Paragraph 3.1 Determining the Size of the Development.

- In accordance with Table 1 the scheme of 18 No. residential units falls in the 'Medium' 10 – 50 unit category

7.3 In accordance with Figure 1 a 'Medium' development requires:

- Apply Parking Standards
- Design and Access Statement (see separate document)
- Minimum Accessibility Standards
- Transport Assessments and Transport Statements
- Travel Plan
- Air Quality Assessment

Each point is addressed below.

7.4 Policy T6 Parking Standards

- The parking standards within SPD New Residential Developments for a Town Centre location require 1.5 spaces for 2 / 3 bedroom units.
- The development of 18 No. 2 bed flats therefore would require 27 spaces however Torus have offered evidence from other schemes (see Design and Access Statement) that car ownership in affordable schemes is much lower and a provision of 1 space per flat would be adequate.
- Paragraph 4.5 of the SPD confirms that standards should vary depending on the location of the site. I.e. those in urban areas with good access to transport, facilities on foot etc.
- The 18 No. spaces provided include 3 No. EV charging spaces and 2 No. disabled spaces.
- Cycle stands to secure 10 No. cycles will be provided.
- The apartments provide a good degree of visual supervision of parking areas

7.5 Minimum Accessibility Standard Assessment

- Policy T1 – An Integrated Transport System. The location of the site within an established town centre and the fact that it fronts onto Aspinall Street provide excellent connectivity to the existing road and transport network. It is within easy walking distance of Prescott Shopping Centre, High Street and Cables Shopping Park.
- Policy T6 – see paragraph 7.4
- Policy T7 – there is no scope within the scheme for enhanced walking and cycling networks, as before it has good connections with the existing road network.
- Policy T10 – 2 No. disabled spaces are provided with good proximity and access to the rear entrance. Lifetime Home standards will be met where possible but is not a requirement for the end user (Torus).
- The scheme falls within 'Medium' category, therefore a completed assessment scoring system is attached in the Appendix, the following minimum scores have been met:

Medium / Town Centre Scheme (C3)

- Walking Score – Minimum 2
- Cycling Score – Minimum 3
- Public Transport – Minimum 5
- Vehicle / Access Parking – Minimum 3

7.6 Policy T8 – Transport Assessments

In accordance with T8 guidance Transport Assessments are only required for 'Major' Developments. Table 2 Size threshold for Transport Assessments or Transport Statements states the trigger is C3 dwelling houses of 50 units and over.

As assessment is therefore not required.

7.7 T9 Travel Plan

Paragraph 7.7 confirms that a Travel Plan is not required for any scheme of less than 50 units (Table 3).

A plan is therefore not required for this scheme.

7.8 Air Quality Assessments

The scheme does not give rise to significant traffic related impacts on air quality in accordance with the criteria in Paragraph 8.3, therefore an Air Quality Assessment is not required.

8.0 SUPPLEMENTARY PLANNING DOCUMENT – DESIGN QUALITY IN NEW DEVELOPMENT

8.1 A significant portion of this policy overlaps with the requirement for a Design and Access Statement which is provided as a stand alone document. The responses below are therefore brief to avoid unnecessary repetition and the two documents need to be read together.

8.2 Responses below are limited to the General Principles A1 – A14.

8.3 A1 Movement Framework

- The proposal integrates effectively with existing development as it is a Town Centre ‘infill’ site with good access to shopping and services.
- The need to travel is greatly decreased by the sites location.
- It links via Aspinall Street with the existing road and footpath network.

8.4 A2 Positive Image

- The design responds positively to the streetscape adding active facades in place of the existing single storey buildings.
- Access to the building will be from Aspinall Street bringing increased activity.
- The design responds positively to the fall in Aspinall Street running north south by stepping the blocks around a central staircase.
- The three storey building steps back at the top level by using the roof space to accommodate that storey.
- The scheme provides a new landscaped strip along the road with native hedge planting and two new trees.

8.5 A3 Placing Buildings

- The primary entrance is from Aspinall Street.
- Parking is at the rear so it does not dominate the street scene.
- A hedged and fenced boundary at the front clearly marks the distinction between private and public space.

8.6 A4 Mixing Uses

- The development is too small for a mixed development and responds to Torus’s requirement for smaller apartments.
- The design provides good surveillance of both Aspinall Street and the rear parking area.

8.7 A5 Density and Form

- The form and density of the proposal responds well to the position of surrounding buildings and the overall heights of them. The proposal is three storey but appears smaller in height because of the use of the slope and accommodating the top floor within the roof.

8.8 A6 Landscaping and Public Realm

- The site offers little scope for public realm however new landscaping to the front and rear have been incorporated.
- An existing tree needs to be removed but new native trees will be planted to compensate (4 No.) See arboricultural report).

8.9 A7 Sustainability in Design

- The development will fully meet the requirements of the Building Regulations.
- The proposals will include flood resilient design (See SWH Engineers Report and Drainage Proposal).
- Details of waste and recycling facilities have been submitted. A screened bin store will be incorporated with communal collection of waste.

8.10 A8 Designing Out Crime

- The proposal ensures good natural surveillance.
- All flats will have control of access to the building via video intercom.
- The proposals will meet Secure-by-Design Standards.

8.11 A9 Designing Out Crime in Town Centres

- Good natural surveillance
- Increase of human activity

8.12 A10 Designing Out Crime in Open Spaces

- There are no public open spaces associated with this development.

8.13 A11 Designing Out Crime in Public Transport Facilities

- Not applicable

8.14 A12 Integration of Public Art

- Not applicable

8.15 A13 Built Heritage and Conservation

- The site is not in or adjacent to a Conservation Area.
- The proposal will be predominantly of red brick to reflect its Town Centre location.

8.16 A14 Design Assessment

- The scheme has been developed to sit within the existing relatively low rise surrounding buildings.
- It reinforces the street scene.
- It makes use of the topography by following the fall in Aspinall Street.
- The overall size has been broken up by the central entrance point and staircase as well as the step in height of the entrance.

9.0 CONCLUSION

9.1 The proposal reflects the Prescot Town Centre Masterplan Document 2016-28 prepared by Knowsley Council which identifies this site in Aspinall Street as a development opportunity. It suggests a scheme very similar to the proposal that:

- Creates a strong frontage to Aspinall Street
- Respects the interface distance with existing dwellings in Cypress Street
- Car parking concealed at the rear.

9.2 The location falls within Knowsley Councils UDP Plan for residential use.

9.3 The development will add to the sustainability of the town centre facilities.

9.4 The development is sustainable because it;

- Reduces reliance on car usage
- Is within easy access of facilities
- Is within easy access of bus and rail transport

9.5 It adds 18 No. affordable homes of appropriate size to Knowsley's housing stock.

APPENDIX

Accessibility Assessment Form

Access on foot			Points	Score	Justification for Scoring
Location	<u>Residential Development:</u> Is the site within 800m of a district or local centre (see Accessibility Maps) OR <u>Non-residential development:</u> Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	Town Centre Location
		No	0		
Internal layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1	Access from front door direct to pavement
		No	0		
External layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formal crossing where there is heavy traffic; security concerns, e.g. lack of lighting	Yes	-1	1	No barriers
		No	1		
	Total Score			4	
	Minimum score required			2	

Comments or action needed to correct any shortfall

B Accessibility Assessment System

Access by Cycle			Points	Score	Justification for Scoring
Location	<u>Residential Development:</u> Is the site within 1500m of a district or local centre (see Accessibility Maps) Or <u>Non-residential development:</u> Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	Town Centre Location
		No	0		
Internal layout	Does 'circulation' and access inside the site reflect appropriate and direct cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes	1	1	Direct access To Aspinall Street
		No	0		
External Access	Is the development within 400m of an existing or proposed designated cycle route and/ or proposes to create a link to a cycle route, or develop a route.	Yes	1	1	Direct access To Aspinall Street
		No	-1		
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1	1	Direct access To Aspinall Street
		No	0		
	Total Score			5	
	Minimum score required			3	
Comments or action needed to correct any shortfall					

Accessibility Assessment System B

Access by Public Transport			Points	Score	Justification for Scoring
Location and access to public transport	Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station?	Yes	2	2	Both within Prescribed Distance
		No	0		
	Are there barriers on direct pedestrian routes to bus or tram stops or rail stations e.g. a lack of dropped kerbs, footpaths less than 2m wide, a lack of formal crossings and / or bus stop infrastructure.	Yes	0	1	No barrier
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	2	
	Medium (two or three bus or tram services or trains an hour)		1		
	Low (less than two bus or tram services or trains an hour)		0		
Other	The proposal contributes to bus priority measures serving the site	Yes	1	1	Development too small to qualify
		No	0		
	The proposal contributes to bus stops, bus interchange, tram facilities or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	Yes	1	0	Development too small to qualify
		No	0		
	The proposal contributes to an existing or new supported bus service	Yes	1	0	Development too small to qualify
		No	0		
	Total Score			5	
	Minimum score required			5	
Comments or action needed to correct any shortfall					

B Accessibility Assessment System

Parking			Points	Score	Justification for Scoring
Parking	The off-street parking provided is as advised in Section 4 for that development type	Yes	1	0	City Centre
		No	0		
	The off street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development).	Yes	2	2	
		No	0		
	For development in controlled parking zones:				
	Is the proposal for a car free development?	Yes	1	0	
		No	0		
	Does it supports the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)	Yes	1	1	
No		0			
	Total Score			3	
	Minimum score required			3	
Comments or action needed to correct any shortfall.					