

<u>APPLICATION NO:</u>	24/00582/FUL	<u>CASE OFFICER:</u>	Lee Osborne
<u>WARD:</u>	Prescot South	<u>PARISH:</u>	Prescot Town Council
<u>LOCATION:</u>	Carrs Terrace, Cross Lane, Prescot		
<u>PROPOSAL:</u>	ERECTION OF THREE STOREY APARTMENT BLOCK CONSISTING OF 18 APARTMENTS TOGETHER WITH CAR PARK AND ASSOCIATED WORKS.		

Site Description

The site is quadrilateral in shape and located on the park / urban fringe adjacent the south-east entrance to Stadt Moers Park off Carrs Terrace. The site is allocated as "Urban Greenspace" on the Local Plan Policies Map. The site originally housed a scout hut but that was a significant time in the past and there are no remains of the scout hut, only the hardstanding associated with the facility. The site is fenced off from the main park area by palisade fencing. There are a significant number of trees adjacent the site and some within (windborne), and there is also a significant amount of foliage within and adjacent the site of differing types (hedging, shrubs etc).

The south-east boundary of the site is bounded by the rear gardens of houses at the end of Lancaster Avenue (17-20 Lancaster Avenue). The south-west boundary of the site is bounded by the park, with the north-west boundary of the site bounded by the park entrance / exit with land either side of that. To the north-east of the site is a vacant area of land on Carrs Terrace, opposite housing, on which spoiling has occurred. This adjacent land was formerly a part of a former petrol filling station.

It should be noted that the red line site boundary does not meet the adopted highway.

Proposal

The proposal is for the erection of a three storey block of flats comprising 18 one and two bedroom flats to the north-western half of the site, together with the construction of a car park for 18 cars to the south-eastern part of the site. Between the car park and the south-western boundary of the site a cycle store and refuse area is proposed. Planting is proposed in the south-eastern corner of the site.

The building would be flat roofed. The building would have a total width of approximately 31m and a depth of approximately 14.5m with a height of approximately 9.3m. The residential part of the ground floor would be in two parts linked by the entrance element of the building which would be stepped from the north and south elevations by 1.9m at ground floor but stepped in only on the north elevation at first floor and second floor level with flats above the ground floor entrance area on the south.

The building would be mostly of red multi facing brick with panel cladding across the third floor of the east and west elevations. This cladding would extend partially across

the third floor north and south elevations at either end, and would be bookended on these elevations by extensions of the brickwork (pier like) to the roof height. Between first and second floor windows on the central part of the north and south elevations would be plank cladding. This cladding would be to the side of the ground floor doors and beneath the windows on the ground floor and first floor at either end of the building. The cladding would be cement based to minimise maintenance requirements.

The ground floor flats would have private amenity space, with cycle storage for 2 cycles in each space. Adjacent the south-eastern end of the car park would be a larger cycle storage building for those flats without such private space, which would hold 14 cycles. The refuse bin area would be behind this cycle storage building by the boundary.

There is a sewer which runs beneath the site and the adjoining area of land. The building would be located on the north side of the site as there is a public sewer (and easement) that runs beneath the site to the south of the building, and which runs under the adjoining land. The northern row of parking bays would be over the sewer and part of the easement. The access would be from the end of Carrs Terrace, just before the park entrance.

Consultations

Highway Authority - Object due to only 1 parking space per flat being provide rather than the 1.5 space that an unallocated parking area would require. However, they note that the agent could probably provide robust justification to show that the car parking is sufficient.

Environmental Health - No objections but request conditions relating to noise control including for fixed plant, contaminated land investigation, Construction Environmental Management Plan, Construction Work hours; informatives given.

ESS- Object to the application. State that scheme should have greater consideration of how the visibility of the park can be maximised from Cross Lane. This area has historically generated anti-social behaviour issues in the locality. As a result the scheme should encourage a regeneration solution for the locality through a coherent design that encompasses both parcels of land and takes the frontage of the park into consideration. As submitted the design will leave the front parcel of land isolated and impact the visibility and accessibility of Stadt Moers Park. The lack of car parking spaces for the size of the development/quantity of properties would generate pressure on Carrs Terrace and park entrance accessibility moving forward.

Merseyside Environmental Advisory Service - No objections in principle but advise the following:

1. Without mitigation measures, that there will be likely significant effects on specified site. Advise Natural England is consulted on the outcome of the Appropriate Assessment prior to determination and any points which may arise should be addressed. Provided that the production and implementation of an information leaflet is secured by condition, to be included within sales information packs, there will be no adverse effect on the integrity of the European sites.
2. Ground Level Tree Assessment (GLTA) is required prior to determination. A GLTA assesses the trees on site for their suitability for roosting bats and the value of the habitats for foraging and commuting. Further surveys may be required as a result.

ESS - BNG - Advise that without the provision of an updated Biodiversity Metric and

associated information it is not certain that the Biodiversity gain condition is capable of being discharged given that the information submitted is currently inconsistent, therefore planning approval is not advised.

United Utilities Water Ltd - Note that there are elements of the drainage design that might not be suitable for United Utilities (UU) and will require resolution by the applicant. Give information and suggest conditions if drainage is not resolved during course of application. State that they will require evidence of the depth and condition of the sewer underneath shown car park along with the current bedding of the sewer, plus evidence that the current sewer is able to take the loading of the car park.

Merseyside Fire and Rescue Authority - No objections, informative provided.
Prescot Town Council - No Comments Received.

Representations

This application has been publicised by letters sent to 24 neighbours. It has also been advertised by Site Notice and a Press Notice.

There have been 14 objections received; the representations are summarised as follows: -

1. Parking on Carrs Terrace is already an issue with people parking up to visit the park and this would worsen the situation.
2. The author was originally told when moving in that houses would be built on the site which would be much more in keeping with the area than a large block of flats.
3. Loss of light as the author's property is directly opposite the site of the proposed flats.
4. The alley already has anti-social behaviour issues, and these would worsen with the presence of the flats and car park area.
5. There have been many new-builds in the area but no increase in amenities.
6. Where will family, friends and visitors park if the flats only have 1 parking space each?
7. HMO's have a high turnover and add to complexities within an area.
8. What was a nice, grassed area has been turned into a dump, it is an eyesore.
9. The building is inappropriate for the character of the area.
10. Bin stores will worsen the ongoing issue of rats in the area.
11. The proposal will make the roads/highways more dangerous.
12. 18 flats for letting will lead to a transient community with little emotional investment in the local community.

Planning History

13/00188/FUL - ERECTION OF 5 NO. 3 BEDROOM DWELLINGS TOGETHER WITH ASSOCIATED WORKS. Granted: 09.07.2013. (Adjacent site).

15/00751/FUL - DEMOLITION OF EXISTING BUILDING AND ERECTION OF 4NO TWO STOREY 3 BED DWELLINGS AND ASSOCIATED ACCESS. Granted: 21 August 2017.

Relevant Policy

Paragraph 11 of the National Planning Policy Framework (NPPF) states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date

development plan without delay; or where the development plan is absent, silent or out of date planning permission should be granted unless the application of policies in the NPPF that protect areas or assets of particular importance provides 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 NPPF taken as a whole.

Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

The development plan in Knowsley comprises the Saved Policies of the Replacement Unitary Development Plan, the Core Strategy Local Plan and the Joint Waste Local Plan. The following policies are relevant to the determination of this application.

KNOWSLEY LOCAL PLAN: CORE STRATEGY

CS2 - Development Principles
CS3 – Housing Supply, Delivery and Distribution
CS7 - Transport Networks
CS8 - Green Infrastructure
CS19 - Design Quality and Accessibility in New Development
CS21 - Greenspaces and Trees
CS24 - Managing Flood Risk
CS26 - Waste Management
CS27 - Planning and Paying for New Infrastructure

SAVED POLICIES - KNOWSLEY REPLACEMENT UNITARY DEVELOPMENT PLAN (ADOPTED JUNE 2006)

H5 - Development within Primarily Residential Areas
H7 - Provision. of Flats, Nursing and Residential Homes, Hostels, and Housing in Multiple Occupation (HMOS)
DQ4 - Trees and Development
ENV2 – Noise and Vibration
ENV5 – Contaminated Land

Article 35 Statement

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern with the proposal and discussing those with the applicant. However, the issues are so fundamental to the proposal that it has not been possible to negotiate a satisfactory way forward and due to the harm which has been clearly identified within the reason for the refusal, approval has not been possible.

Assessment

The site is allocated as “Urban Greenspace” on the Local Plan Policies Map and therefore this proposal for residential development would need to be assessed against Core Strategy policy CS21- Greenspace and Trees. Policy CS21 states that the loss of urban greenspace will not be permitted unless a surplus of greenspace

provision would be maintained. The Council's greenspace audit published in 2012 confirmed that the site was located within an area with a significant overall surplus of public open space due to the presence of the adjacent Stadt Moers Park, although there is a small shortfall in the provision of POS for children and young persons. The proposed development would not result in a deficient in green space provision within the area and as such the principle of the loss of urban greenspace would be in compliance with Policy CS21.

Notwithstanding the above, Policy CS21 also states that the benefits of a proposal should outweigh the loss of urban greenspace and development would be resisted if it harmed any special qualities of the greenspace in terms of visual or residential amenity, biodiversity or environmental benefits, historical, cultural or community value, recreation benefits or linkages between adjoining urban greenspaces. Whilst the site is derelict and neglected it has significant windborne and other planting within and is well shielded by trees and vegetation to the site perimeter. The site does attract anti-social behaviour and appropriate redevelopment, with corresponding park entrance improvements would improve the area. However it is considered that the proposed development of this site as a standalone development, with the adjoining site remaining undeveloped, and with no park entrance improvements would be detrimental to the visual amenity of the area by virtue of the size, scale and mass of the block of flats together with the design taken in the context of what would be a relatively isolated site on the park / urban edge. It can therefore be concluded that the development of this urban greenspace on the edge of the park and urban area with the scheme proposed is not acceptable and would conflict with Core Strategy Policy CS21.

Best Use of Land

Para.129 of the NPPF states inter alia:

Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability.
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Due to the sewer that crosses the site and the adjacent land, if the development proposed were to be built out, it is unlikely that the adjacent land on Carrs Terrace would ever be developed with residential development as the sewer could not be built over and diversion costs would be highly likely to make any such development of the land unviable. The application site and the land adjoining have always been looked at together when development has been considered which can be seen with the development plans for the 2015 planning application approval, with the 2013 planning approval for the land on Carrs Terrace.

A monolithic block 31m wide with a flat roof of 9m high on the edge of the park with vacant land, with spoil heaps on, does not accord with the prevailing character and setting of the area and would stifle regeneration by hamstringing the development of

the adjacent land. This would likely lead to Carrs Terrace continuing to be blighted by poor environmental quality, and a continued negative impact on a key entrance to the park. The proposal would not lead to a well designed attractive development but rather to an over-dominant, anomalous, incongruous and discordant development which does not account for the context of the site and its location.

The proposal therefore fails to comply with NPPF para.129 and Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy.

Design and Visual Amenity Considerations

It is noted that there would be a slight projection at one point, and the stairwell part would be recessed which would give some minor relief to what would otherwise have no relief on the elevations. Likewise it is acknowledged that there would be panel cladding to the third floor elevation, across the width on two elevations and to the ends of the other two elevations. However it is considered that in the context of the location and the area the building would be quite monolithic in appearance. Furthermore, it would not sit well within the edge of the park to the detriment of the visual amenity of the park and there would be no contextual link with the housing nearby on Carrs Terrace and Cross Lane.

Whilst the park fringe has trees to the edge, the size, scale and mass of the proposed block of flats would create a relatively isolated, large monolithic block on the edge of the park which would be out of character and over-dominant in the park landscape and would be incongruous and anomalous within the landscape. It is considered that the development would be visually jarring within the context of the site and surroundings on the park fringe, which would be discordant and strident and to the significant detriment of the visual amenities of local residents and park users, and the area in general.

Para.131 of the NPPF states that the creation of high quality, beautiful and sustainable places is fundamental to what the planning process should achieve. Good design is a key aspect of sustainable development. Para.139 goes on to state that development that is not well designed should be refused. Having regard to points raised above it is considered that the proposal would not respect the character of the park fringe locality or the end of Carrs Terrace and would have significant adverse impacts on the visual amenity of the park and locality as a result.

The development would need lights to the car park and to the entrance of the flats as well as to the building or the front of the building for residents or visitors arriving to the flats at night. This would light up this part of the urban / park fringe creating an anomalous feature in the night time urban / park fringe.

The application conflicts with NPPF para.131 and Policies CS2 and CS19 of the Core Strategy.

Highway Considerations

The proposal includes a car park of 18 spaces. This would provide parking on a 1 space/1 flat basis, with a number of flats proposed being 2 bedroomed. The Highways Engineer notes that according to the 'Ensuring a Choice of Travel' SPD, residential dwellings require 1 space per 1 bedroom dwelling and 2 spaces for 2 and 3 bedrooms dwellings. Where car parking is shared (not allocated) a lower rate of 1.5

spaces per dwelling is usually considered permissible. If the car park proposed the number of spaces required would therefore be 27 spaces within an unallocated car park.

With regards the parking numbers the agent states the following:

“Not providing the maximum level of parking does not mean there is a conflict with the SPD. The application is in a highly sustainable location. The application also relates to a 100% affordable housing scheme, where car ownership tends to be lower than typical market housing. The SPD also seeks to ensure that new car parking is provided “behind the building line at the side of buildings” and “have direct visibility from public areas or neighbouring properties”. Both of these objectives are achieved by the proposed design. We have engaged with Onward and Peter Rooney, our client has said the following “We built two apartment blocks last year with 100% parking in Runcorn and Seacombe and they are severely underoccupied when it comes to car users.”

The Council Highways Engineer notes that if the applicant wishes to pursue a lower car parking provision, a robust justification would be required which specifically references local car ownership rates. If this was considered satisfactory, 1 space per dwelling may be deemed acceptable. It should be noted however that Carrs Terrace has a number of existing houses, most of which only have a single off road car parking space and on-street parking also occurs by users of Stadt Moers Park. As such there is significant existing on-street parking pressure, particularly at certain times of the day when residents are home from work and visitors would be going to the park.

In terms of impact on the highway network Carrs Terrace and Cross Lane are part of the adopted highway and it is considered that the introduction of 18 flats to the area would not be detrimental to the highway network to a significant degree. The Highways Engineer has no objections in terms of impacts on the road network.

Neither the accessway or car park would be adopted by the Highway Authority.

It should be noted that the refuse collection vehicle (RCV) used in the swept path plot on the site layout plan is smaller than the Council vehicles used, which measure 11.2m. With that said, it is assumed that Waste Services would not permit the RCV to enter the private premises and therefore bin collection would take place from Carrs Terrace as per the existing collection arrangements.

The application currently fails to show compliance with Policies CS2 and CS7 of the Core Strategy with regards parking, although it is acknowledged that with sufficient information and robust justification the parking may be considered acceptable.

Residential Amenity Considerations

Some anti-social behaviour issues occur in the adjacent area within the park public area. The flats would be bound by 1.35m wall with 0.9m railings within the small amenity areas. Defensive planting would be installed in front of the wall. It is considered that the relative isolation of the proposed block of flats and lack of natural surveillance of the block together with the darkness at night would lead to the flats and car park being vulnerable to crime and anti-social behaviour (such as vandalism) regardless of defensive planting which would be detrimental to the residential amenities of the occupiers of the flats.

The amount, density and height of the trees that would be adjacent to the block of

flats would invariably lead to loss of light to the flats. This would lead to increasing pressures to severely lop, top and trim the trees or even to fell them to allow light to the flats. If allowed this would have severe adverse impacts to the landscape of the park / urban fringe to the significant detriment of the visual amenity, and if it were not allowed the loss of light would impact significantly on the residential amenities of the residents of the flats due to the lack of light to the flats caused by the trees blocking the light.

Only four of the flats would have any personal outside space, the 4 westernmost ground floor flats. The personal space for two of those flats would be around 16 sq.m and two of the flats would have space of around 37 sq. m. No other flats would have personal space. The scheme does not include any communal amenity space or outside clothes drying space. Whilst flats are usually required to have personal outside space of 20 sq.m it is considered that the proximity of Stadt Moers Park mitigates the need for this considerably. Although there should be a communal area for the outside drying of clothes, it is considered that this of its own is not a reason for refusal.

Potential noise associated with use of the car park and noise from fixed plant could impact on local residents. As such if planning permission were granted noise assessment and mitigation depending on the results would be required through planning condition.

If the application were approved a Construction Environmental Management Plan would be required to be submitted by way of a condition to minimise and mitigate construction impacts on local residents, such as dust protection measures, wheel washing facilities, contractor car parking, delivery traffic etc.

Ecology and BNG

The following national and international designated sites are accessible (by car and public transport) from near to the development site and Local Plan policy CS8 applies:

- Sefton Coast SAC;
- Ribble and Alt Estuaries SPA;
- Ribble and Alt Estuaries Ramsar site;
- Mersey Estuary SPA; and
- Mersey Estuary Ramsar site.

The proposal 18 net residential units will result in increased visits (recreational pressure) to these sites. This could result in effects on habitats and species for which these sites have been designated. The Council's consultant in an Appropriate Assessment report (AAR) concludes that, with subject to a requested condition, there would be no adverse effect upon the integrity of the sites. Natural England are advised to be consulted and advised of the AAR to see if they wish to comment. The requested condition is that an information leaflet with regards the site and how to mitigate effects of use on them is produced and included with any sales / rental information packs.

Existing trees on site may provide potential roost features for bats, and the consultant advised that a Ground Level Tree Assessment (GLTA) assessing the trees on site for their suitability for roosting bats and the value of the habitats for foraging and commuting was required prior to decision. If the GLTA categorises trees as having greater than low suitability further surveys would be required, such could be carried

out between May to September. A bat roost assessment was noted to be required but was not further requested as the application was not being requested.

The site would be cleared to accommodate the block of flats, car park and access but trees would be retained where possible. Trees along the north east boundary would be mostly retained to provide some screening. In addition trees adjacent the south east and south west boundaries of the site would be retained. An Arboricultural Survey, Impact Study and Method Statement has been submitted. To protect root protection areas of trees a 'no dig' surface is proposed adjacent a number of trees installed under supervision of an ecologist. 2 small groups of scrub trees are to be removed, sycamore and cherry, and a scrub goat willow is also to be removed together with a dead beech. Overall the development impact on the trees is considered acceptable.

The application overall would likely comply in terms of ecology with Policies CS2 and CS21 of the Core Strategy and Saved Policy DQ4 of the UDP.

BNG

Within the Biodiversity Net Gain Plan provided the total post development biodiversity value totalled 0.49 units with a 24.51% gain whereas in the metric there is a post development value of 0.47 units and a 19.85% gain. The Biodiversity Net Gain Plan also refers to the use of version 4.0 of the metric whereas the Statutory Metric has been supplied. The documents have not been updated to include the correct values and metric versions used. The BNG consultant has provided a list of information that should be provided prior to decision.

The applicant noted with regards this that they would seek advice from the consultants as they would not normally have to undertake all of that information prior to approval. The Council BNG consultant advises that without the provision of an updated Biodiversity metric and associated information it cannot be determined that the Biodiversity gain condition would be capable of being discharged given that the information submitted is currently inconsistent. The information was not further requested from the applicant as the application as a whole is not being supported.

Planning Obligations

On the application form it is noted that the flats would be for social, affordable or intermediate rent. In the D & A statement it notes that the application is for 100% affordable rented accommodation. No part of the application details the mechanism to ensure that the application would be 100% affordable rent or indeed ensure that any of the flats would be affordable. As such for due consideration of the application the flats should be considered for market value sale or rent, which ordinarily would require 2 units to be secured for affordable housing on the basis of 10% of the units. A S106 Agreement would be required if the application were supported for the provision of 2 units for affordable housing and for the continued provision of those in the event that the units fall within the right to buy provision if the application were supported

The proposed scheme is for 4 x 1 bedroomed flats and 14 x 2 bedroomed flats and is in SRA27 residential area. As such a maximum financial contribution towards Public Open Space projects and maintenance in SRA27 and appropriate to that SRA, of £30, 795.50 will be required and secured through a S106 legal agreement.

As there is no legal agreement in place it is necessary to refuse the application for its failure to comply with Policies CS15 and CS27 in the Core Strategy and the

Developer Contributions SPD for failing to provide the necessary infrastructure to mitigate the effects of the development. It is, however, acknowledged that this reason could be overcome were the landowner to sign a S106 agreement with the LPA.

Conclusion

The proposal for a block of flats and car park with access on the urban / park fringe raises considerable concerns and issues and would give rise to severe adverse impacts on the area for the reasons detailed above. As such the application conflicts with the NPPF and planning policies and is therefore recommended for refusal.

Recommendation

That Planning Permission be refused for the following reasons:

- 1) The proposed development by reason of its contextual isolation, size, mass, scale and layout would constitute an incongruous, anomalous and discordant feature to the landscape and park fringe which would have significant adverse detrimental impact to visual amenity. As such the proposal would be contrary to Policies CS2, CS19 and CS21 of the Knowsley Local Plan Core Strategy adopted January 2016.
- 2) Due to the relatively isolated nature of the site and the lack of natural surveillance of the dwellings the development would give rise to significant potential anti-social behaviour and crime issues together with a potential fear of crime. The proposal therefore fails to comply with Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016 and saved Policy DQ2 of the Knowsley Replacement Unitary Development Plan adopted June 2006.
- 3) The design of the block of flats is relatively bland and monolithic which together with the scale, mass and size of the building on the park / urban fringe would be out of character, overly dominant and incongruous with the area with significant adverse impacts on the visual amenity of the park and the landscape of the area. The application therefore fails to comply with Policies CS2 and CS2 of the Knowsley Local Plan Core Strategy adopted January 2016.
- 4) Due to the lack of provision of an updated Biodiversity metric and associated information it is uncertain that the statutory condition required to be attached to all appropriate planning permissions with regard Biodiversity gain is capable of being discharged given that the information submitted is currently inconsistent. Therefore the application fails to comply with Schedule 7A of the Environment Act 2021 and Town and Country Planning Act 1990 as amended, and Policies CS2, CS8, CS19 and CS21 of the Knowsley Local Plan Core Strategy and Saved Condition DQ4 of the Knowsley Replacement Unitary Development Plan adopted June 2006.
- 5) The development of the application site does not represent Best Use of Land as required by the NPPF in that it severely compromises the potential development of the adjoining site on Carrs Terrace and does not benefit positively the adjacent parkland, or the overall regeneration of the locality. As such the development is likely to lead to the area continuing to be blighted by poor environment quality on Carrs Terrace and have a negative

impact on a key entrance to the park. The proposal therefore fails to comply with NPPF para. 129 and Policies CS2 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2018.

- 6) The proposed development would lead to increased pressures to severely lop and top the trees that would be adjacent the site boundaries, or even to fell the trees as they would reduce significantly the natural light that the flats would experience which would impact on the residential amenities of the occupiers of the flats, leading to the noted significant pressures to trim back significantly or remove the trees completely. The application therefore fails to comply with Policies CS2, CS19 and CS21 of the Knowsley Local Plan Core Strategy adopted January 2016 and Saved Policy DQ4 of the Knowsley Unitary Development Plan adopted June 2006.
- 7) The proposed development would need a lighting scheme for the car park and leading to the entrance both from Carrs terrace and the car park. Such a scheme on the edge of the park would be conspicuous and anomalous to the detriment of the nocturnal nightscape of the park. Furthermore, such lighting could impact on nocturnal wildlife commuter and foraging routes, such as for bats. The application therefore fails to comply with Policies CS2, CS8 and CS19 of the Knowsley Local Plan Core Strategy adopted January 2016 and Saved Policy ENV2 of the Knowsley Replacement Unitary Development Plan June 2006.
- 8) The proposal has unallocated parking for 18 cars (1 space/flat) with 27 unallocated car parking spaces (1.5 spaces/flat) required for such a development. The 50% shortfall would lead to visitors to people residing at the flats parking on Carrs Terrace or other nearby residential roads to the detriment of highway safety and congestion on those roads and affecting the residential amenity of the residents of houses on those roads, with Carrs Terrace already experiencing parking pressures from people visiting and using the park. The application therefore fails to comply with Policies CS2 and CS7 of the Knowsley Local Plan Core Strategy adopted January 2016.
- 9) The proposed development does not provide affordable housing or a contribution for off site improvements to open space to mitigate its effects. The proposed development is therefore contrary to Policies CS15 and CS27 in the Core Strategy and the Developer Contributions SPD.

Signed Case Officer¹: **Lee Osborne**

Signed Authorising Officer²: **Jo Sheridan**

18/06/2025

Date: _____

¹ I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

² I confirm that I do not have a personal relationship with the applicant, agent or other interested parties; I also confirm that I do not have a financial interest in the site or the development proposed

Informatives

- 1 The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Mining Remediation Authority on 0345 762 6846 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: Mining Remediation Authority - GOV.UK

Standing Advice valid from 1st January 2025 until 31st December 2026

