

Planning Statement

Caddick Developments

**Land at Ormskirk Road and Knowsley
Lane, Knowsley**

Signing off sheet

Client:	Caddick Developments
Project:	Land at Ormskirk Road and Knowsley Lane, Knowsley
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Final

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Appendices

Appendix 1 – EIA Screening Opinion Request Decision

Appendix 2 – Knowsley Council pre-application response

1. Introduction

1.1. This Planning Statement has been prepared by NJL Consulting on behalf of Caddick Developments in support of an detail planning application for up to 14,641sq.m (157,500sq. ft) (gross) of market facing commercial development space (E(g), B2 and B8 Uses) on south of Knowsley Business Park.

1.2. Planning permission is sought for:

‘THE PROPOSED CONSTRUCTION OF NEW BUILDINGS (UNITS) FOR GENERAL EMPLOYMENT USE (USE CLASSES E(G)(III), B2, B8, AND ANCILLARY E(G)(I)) INCLUDING SERVICE YARD, LOADING BAYS, AND STAFF AND VISITOR CAR PARKING, WITH APPROXIMATELY 203 PARKING SPACES TO BE PROVIDED INCLUDING ACCESSIBLE PARKING SPACES AND ELECTRIC VEHICLE CHARGING POINTS; CYCLE PARKING INFRASTRUCTURE; DRAINAGE INFRASTRUCTURE; LANDSCAPING; IMPROVEMENTS TO PUBLIC RIGHTS OF WAY LINKING ORMSKIRK ROAD AND KNOWSLEY LANE, INCLUDING DIVERSION OF THE PUBLIC RIGHT OF WAY, ALONG WITH OTHER PEDESTRIAN ACCESSIBILITY WORKS.’

1.3. The application proposals have been subject to Environmental Impact Assessment ‘Screening’ as required by the Town & Country Planning (Environmental Impact Assessment) Regulations 2017. A Screening Opinion was received by Knowsley Council on 10th May 2022 confirming that the proposed development did not constitute EIA development.

1.4. The application is supported by a suite of comprehensive technical documents, the scope and extent of which have been agreed with Knowsley Council in advance of submitting the application. These include:

Document	Author
Planning Statement	NJL Consulting
Design and Access Statement	Fletcher Rae
Transport Assessment	Prime Transport Planning
Travel Plan	Prime Transport Planning
Noise Impact Assessment	Apex Acoustics
Air Quality Assessment	SLR
Flood Risk Assessment	JBA Consulting
Drainage Strategy (ref 5570-JPG-SW-XX-DR-D-1401)	JPG
Drainage Maintenance and Management Plan	JPG

PROFORMA 1: SUDS	JPG
Daylight and Sunlight Assessment	GIA
External Lighting Planning Statement	CWC
External Lighting Strategy (ref 2553-EX-6301)	CWC
Sustainability Statement	Element Sustainability
BREEAM Pre-Assessment Checklist	Hydrock
Arboricultural Impact Assessment	Urban Green
Preliminary Ecological Appraisal	Urban Green
Landscape & Visual Appraisal	Urban Green
Biodiversity Net Gain – Design Stage Assessment	Urban Green
Biodiversity Enhancement and Management Plan	Urban Green
Habitat Regulations Assessment	Urban Green
Breeding Bird Survey	Urban Green
Wintering Bird Survey	Whitfield Ecological Services

1.5. A full pack of application drawings and plans are also submitted as follows:

Title	Plan Ref	Prepared by
Site Location Plan	19011-FRA-AV-XX-DR-A-90-0001	Fletcher Rae
Existing Site Plan	19011-FRA-AV-XX-DR-A-90-0002	Fletcher Rae
Proposed Site Plan	19011-FRA-AV-XX-DR-A-90-1001	Fletcher Rae
Proposed Site Constraints Plan	19011-FRA-AV-XX-DR-A-90-1002	Fletcher Rae
Proposed Site Sections 1	19011-FRA-AV-XX-DR-A-90-1003	Fletcher Rae
Proposed Site Sections 2	19011-FRA-AV-XX-DR-A-90-1004	Fletcher Rae
Proposed Cycle Shelters	19011-FRA-AV-XX-DR-A-90-1005	Fletcher Rae
Proposed Waste Compound Enclosure	19011-FRA-AV-XX-DR-A-90-1006	Fletcher Rae
Proposed Substation Enclosure	19011-FRA-AV-XX-DR-A-90-1007	Fletcher Rae
Typical External Fencing Details	19011-FRA-AV-XX-DR-A-90-1008	Fletcher Rae
Proposed Condenser Compound	19011-FRA-AV-XX-DR-A-90-1009	Fletcher Rae
Unit 1 - Proposed Ground Floor GA Plan	19011-FRA-V1-00-DR-A-20-0001	Fletcher Rae

Unit 1 - Proposed Office GA Plan	19011-FRA-V1-ZZ-DR-A-20-0002	Fletcher Rae
Unit 1 - Proposed Roof Plan	19011-FRA-V1-R1-DR-A-20-0003	Fletcher Rae
Unit 1 - Proposed GA Elevations	19011-FRA-V1-XX-DR-A-20-0004	Fletcher Rae
Unit 2 - Proposed Ground Floor GA Plan	19011-FRA-V2-00-DR-A-20-0001	Fletcher Rae
Unit 2 - Proposed Office GA Plans	19011-FRA-V2-ZZ-DR-A-20-0002	Fletcher Rae
Unit 2 - Proposed Roof Plan	19011-FRA-V2-R1-DR-A-20-0003	Fletcher Rae
Unit 2 - Proposed GA Elevations	19011-FRA-V2-XX-DR-A-20-0004	Fletcher Rae
Unit 2 - Typical Sections	19011-FRA-V2-XX-DR-A-20-0005	Fletcher Rae
Unit 3 - Proposed Ground Floor GA Plan	19011-FRA-V3-00-DR-A-20-0001	Fletcher Rae
Unit 3 - Proposed Office GA Plans	19011-FRA-V3-ZZ-DR-A-20-0002	Fletcher Rae
Unit 3 - Proposed Roof Plan	19011-FRA-V3-R1-DR-A-20-0003	Fletcher Rae
Unit 3 - Proposed GA Elevations	19011-FRA-V3-XX-DR-A-20-0004	Fletcher Rae
Unit 3 - Typical Sections	19011-FRA-V3-XX-DR-A-20-0005	Fletcher Rae
General Arrangement Plan	UG-45-LAN-GA-DRW-01-P04	Urban Green
Hard Landscape Sheet 1/4	UG-45-LAN-HL-DRW-02-P04	Urban Green
Hard Landscape Sheet 2/4	UG-45-LAN-HL-DRW-03-P04	Urban Green
Hard Landscape Sheet 3/4	UG-45-LAN-HL-DRW-04-P04	Urban Green
Hard Landscape Sheet 4/4	UG-45-LAN-HL-DRW-05-P04	Urban Green
Landscape Supporting Notes	UG-45-LAN-LSN-DRW-10-P01	Urban Green
Landscape Masterplan	UG-45-LAN-MP-01-P04	Urban Green
Soft Landscape Sheet 1/4	UG-45-LAN-SL-DRW-06-P04	Urban Green
Soft Landscape Sheet 2/4	UG-45-LAN-SL-DRW-07-P04	Urban Green
Soft Landscape Sheet 3/4	UG-45-LAN-SL-DRW-08-P04	Urban Green
Soft Landscape Sheet 4/4	UG-45-LAN-SL-DRW-09-P04	Urban Green

2. The site and surrounding area

The Site

- 2.1. Land at Ormskirk Road is a 6.77ha, broadly 'triangular shaped' non-Green Belt site, allocated in the Knowsley Core Strategy for employment uses (Core Strategy Site SUE1(b): East of Knowsley Industrial and Business Parks, Kirby).



Fig 1 - Site Location Plan

- 2.2. The general site boundaries are largely formed of the East Lancashire Road (to the north), Ormskirk Road (to the west and south west) and Knowsley Lane (to the east and south east).
- 2.3. The main development area is largely comprised of managed arable farmland bound by low hedgerow. There is an existing area of woodland in the north, and this area also includes a small land drain (which drains only the site itself with no wider catchment and surveys show no flowing water). A public right of way crosses the site running approximately north/south from Ormskirk Road to Knowsley Lane.
- 2.4. The wider land (i.e., the site and land within the boundaries of the aforementioned roads) is largely greenfield, aside from two residential properties to the north east (90m

from the main development area) and a farmhouse with adjoining commercial uses in broadly the centre of the site. A further residential property is to the east, beyond Knowsley Lane.

- 2.5. There are two main vehicular access points; Knowsley Lane to the south east which provides direct access onto East Lancashire Road (A580). The second access point off Ormskirk Road to the south west also links back to A580 and provides wider access to M57 and strategic road network via B5194.

Statutory Designations

- 2.6. There are no statutory designations within the site, and no trees are protected. There are no listed buildings or Conservation Areas within the site nor the immediate area.
- 2.7. A review of the Flood Risk to the area via the Environment Agency's flood risk map has determined that the entirety of the site is within Flood Zone 1; land assessed as having the lowest probability of flooding.
- 2.8. The site is of low ecological value. There are no ecological or environmental protections or designations which cover the site, nor are such designations close by. For example. The nearest Special Areas of Conservation ('SAC'), Special Protection Areas ('SPA') Site of Special Scientific Interest ('SSSI') and Ramsar sites are over 12km from the site (at the River Mersey) and are separated from the site by existing commercial and industrial development and the Liverpool urban area. The site is not within any defined SSSI Impact Zones and does not contain functionally linked habitat. A Knowsley Local Wildlife Site ('LWS') is approximately 1km to the south and is separated from the site by local highways and farmland.

Surrounding area

- 2.9. The wider setting is that of the regionally significant Knowsley Business Park that establishes the commercial location and industrial uses of the area. Knowsley Business Park is located to the south west, west and north west, approximately 2.4km from the site, with land to the north (beyond East Lancashire Road) also being allocated for employment uses.
- 2.10. Beyond the immediate site boundaries; land to the north east (beyond the East Lancashire Road), east, and to the south is Green Belt with Knowsley village beyond, approximately 1.3km from the site.

- 2.11. This site is in a highly sustainable location within walking distance of public transport links. Two adjacent bus stops on Ormskirk Road provide frequent services to Knowsley Industrial Park along with other towns and settlements in the area such as Liverpool city centre and surrounding residential suburbs, Kirby, Huyton and St Helens.
- 2.12. The site is also within walking and cycling distance of residential areas and other employment. A dedicated cycle trail that runs along East Lancashire Road, to the north of the site, provides connection to further local service centres.
- 2.13. Amenities and services available to the site are varied and proximate. Knowsley Village local centre acts as a key service centre and there are restaurants, coffee shops and other facilities adjacent to the site which have recently been developed to support the amenity provision of business park occupants and users.

Planning history

- 2.14. The Council's online database indicates that the application site has not been subject to any planning applications.
- 2.15. An EIA Screening Opinion Request (ref: 22/00230/SO) was submitted by the applicant for this proposed development validated 7th April 2022. On 10th May 2022, it was confirmed by the LPA that the proposed development did not constitute EIA Development and an Environmental Statement was not therefore required.
- 2.16. A copy of this decision is included at **Appendix 1**.

3. Commercial context

Why this site

- 3.1. The North West employment market performs consistently well, typified by low vacancy rates despite a reasonable supply of new accommodation (albeit supply still not meeting demand). However, even before the pandemic there was a growing issue of lack of new good quality accommodation where occupiers could improve efficiencies and productivity, in part due to the supply being quickly absorbed by new and expanding occupiers. The pandemic has exacerbated supply issues, and the need for new space has risen dramatically due to:
- Acceleration of the move away from bricks and mortar retailing to online retailing driving the demand for more warehouse space – this is a structural change and is here to stay and will only continue in importance.
 - Change from just in time logistics to just in case logistics – distribution companies are not running 'Lean' systems but are ensuring there is additional product in warehouses which is capable of being sold by their clients if needed should demand unexpectedly peak.
 - On-shoring of manufacturing to shorten supply chains and reduce the risk of major business interruption in the event of a major crises.
 - Bringing multi functions under one roof – sales, production, distribution – which drives efficiencies and reduces costs.
- 3.2. As development land is scarce and demand is increasing, occupiers seek larger buildings with increased heights capable of tiered storage which can operate more efficiently than a lower unit with a far larger floorspace. This has benefits in terms of efficiency of buildings and floorspace and means a smaller development footprint is needed than would be the case with a lower building height. However, it means new development must respond to these demands.
- 3.3. This site is extremely well placed to capture potential occupiers from the market seeking much needed new accommodation to expand within the area, as well as demand from good quality new occupiers from much farther afield who would relocate to Knowsley. This is in part due to the site's position close to the heart of the

national motorway network, adjacency to existing business and industry, and proximity to a potential large and local workforce.

- 3.4. However, major occupiers are very fleet of foot and will locate to an available site provided it meets their operational criteria. This means major occupiers will not wait for a site to become available if there is an alternative in a neighbouring authority or sub-region which meets requirements. In this context, planning permission is a key step in demonstrating to these occupiers that the site is deliverable in a timely fashion.

Market Requirements

- 3.5. The total floorspace proposed by the application scheme and its configuration has been carefully determined. Caddick anticipate demand across the spectrum of occupiers and a key strength of the site is its ability to accommodate a wide variety of needs. The proximity to the residential areas is also a major attraction for occupiers seeking to employ local people in a sustainable way.
- 3.6. Specialist agency input has been provided to Caddick by Knight Frank who have an in depth understanding of the local and wider sub regional market for multi-let and larger unit format industrial floorspace.
- 3.7. Knight Frank have undertaken a full analysis of the Knowsley submarket outlining the availability of stock and upcoming developments to appreciate the immediate and future supply of floorspace to the market.
- 3.8. That analysis has shown that principally there is a large range of similar stock on Knowsley Industrial Estate providing for smaller area floorspace requirements predominantly up to 10,000sq.ft.
- 3.9. The majority of new build developments in the pipeline or recently completed will also in the main cater for trade and multi-let schemes for smaller floorspace needs. The units proposed range between 2,600sq. ft to 18,000sq.ft at established industrial locations in Knowsley, Speke, Aintree and Prescott.
- 3.10. Mid box and logistics demand forms a key part of the Liverpool market and it was this sizeband of units between 10,000sq. ft to 100,000sq.ft that saw the largest share of take up over the five years to Q1 2021 with larger units in this range seeing the largest share of take up in the 12 months to Q1 2021.

- 3.11. The market advice is therefore strongly in favour of bringing forward a scheme that falls within 20,000sq. ft and 100,000sq.ft size band. This would capture the largest share of occupier enquiries and have the ability to capture those enquiries from further afield that were not originally considering Knowsley as a first-choice location.
- 3.12. Overall, these larger units will be most resilient and if speculatively developed, are the type of units which would be most likely to succeed.

Caddick Developments

- 3.13. Caddick is an industry leading contractor and developer with a proven track record, specialising in the acquisition, development, construction, and management of major schemes across the UK. Their proven track record of delivery, including bringing forward early infrastructure makes Caddick an ideal developer for key sites such as this.
- 3.14. With the expertise of taking a site from acquisition through planning, the identification of delivery partners and occupiers to the physical delivery of development, Caddick are renowned for their ability to deliver the requirements of major investors and occupiers. This ensures the site will be progressed with the full intention of realising development at the earliest possible opportunity.
- 3.15. Caddick's strength lies in the quality of projects, huge wealth of experience and track record for delivering. The Caddick Group has a development pipeline with a GDV of more than £4bn and a workforce of over 400 people across the UK. Their wide spectrum of developments ranges from large-scale industrial and office projects through to major mixed-use urban regeneration, city-centre and out of town schemes. This broad spectrum of developments demonstrates Caddick's deliverability credentials.
- 3.16. Caddick have the financial strength, track record and expertise to drive forward such schemes, often in partnership with institutional investors and occupiers, resulting in the delivery of high-quality projects nationally across all sectors of the property industry. They are fully experienced in assessing market needs and ensuring that projects reflect the market demand within an area.
- 3.17. There are considerable engineering and technical challenges in bringing this site forward but as a business this is how Caddick compete; they use in-house knowledge and expertise to unlock difficult but well-located sites.
- 3.18. This site has been allocated for a number of years without development being realised. Caddick has acquired the site and is committed to delivering a high-quality market

facing scheme without further delay which has fully and robustly respected the site-specific constraints affecting development in the evolution of a proposed scheme.

- 3.19. The proposed commercial uses are a key part of the local, regional, and UK economy as a generator of employment and output as well as an enabler of economic activity across a range of sectors. The development responds to this economic context and delivers a responsible scheme which is designed around existing features on the site.

4. Proposed development



Fig 2 - Site Masterplan

4.1. The detailed planning application is submitted for a development which will deliver:

- Construction of 3no. new buildings (units) for general employment use (Use Classes E(g)(iii), B2, B8, and ancillary E(g)(i)) measuring a total floorspace of 14,641.m / 157,500sq. ft GIA;
- Unit ridge heights of 12.5m to 15m;
- All buildings built to **BREEAM Excellent** standard;
- Use of air source heat pumps and 10% of useable roof area will incorporate PV panels
- Biodiversity Net Gain of **37.71%** Area Units and **270.55%** Linear Units achieved;
- Vehicular access point and cycle/footpath improvements provided to Ormskirk Road

- Service yard, loading bays, and staff and visitor car parking, with approximately 203 parking spaces to be provided including accessible parking spaces and electric vehicle charging points;
- Internal and external cycle parking and storage infrastructure;
- Drainage infrastructure, including sustainable drainage features and culverting of a section of an existing land drain;
- Planting and landscaping within the site and along the site boundary, including tree planting to offset as far as possible the loss of poor-quality trees in the northern area of the site, along with biodiversity suitable planting
- Enhanced boundary planting and acoustic mitigation where the site adjoins more sensitive uses such as residential properties; and
- Improvements to a currently uninviting and largely inaccessible public rights of way linking Ormskirk Road and Knowsley Lane, including diversion of the public right of way, along with other pedestrian accessibility works.

Scale, quantum, and layout

4.2. The scale and quantum of the development is set out in the following table.

Building	Use class(es)	Floorspace (gross) (sqft)	Building ridge heights (m)	Parking		
				Car	Cycle	M'cycle
1	E(g) B2 & B8	73,500	15m	93	31	7
2	E(g) B2 & B8	31,500	12.5m	43	16	3
3	E(g) B2 & B8	52,500	12.5m	67	24	5
Total		157,500		203	71	15

4.3. The proposed layout has been designed around the existing site features, known site constraints, and adjacent uses which have been at the forefront of shaping the development proposals. For example, the site contains several utilities easements, a public right of way, a large area of unprotected trees, and adjacent residential uses.

4.4. The proposed building heights are required to meet minimum market expectations and operational requirements for potential tenants but are scaled such to minimise adverse effects on neighbours (with proposed ridge heights of 12.5m-15m. The building ridges are set back into the building so as to reduce perception of scale from neighbouring areas.

- 4.5. Service yards have been designed to accommodate requisite turning cycles for HGV's and are enclosed with 2.4m Paladin fencing for security with the service yard of Unit 2 subject of 2-2.5m acoustic fencing to minimise noise disruption to local residents.
- 4.6. Parking levels for individual units have been carefully considered by Caddick given their experience and detailed knowledge of occupant's requirements as they are one of the largest multi-unit industrial property developers in the UK. The overall level of car parking is within the published local standards and each unit will also benefit from 10% of EV charging points, motorcycle parking and internal/external cycle storage.

Design and materials

- 4.7. The design philosophy of the proposed scheme makes appropriate and efficient use of contemporary materials with high quality detailing to benchmark modern industrial and logistics standards. The objective is to provide high quality facilities which would attract high quality users and employment opportunities to the development.
- 4.8. Unit 2 is a single span portal framed structure whilst Units 1 & 3 incorporate twin span solutions. A continuous low parapet is proposed to all elevations. This, together with the hipped roof profile will screen the roof structure from the streetscape to provide a clean 'box' aesthetic.
- 4.9. The roof colour selection has been chosen to seamlessly blend into the with the surrounding town and landscape. A horizontal emphasis has been developed with the use of 3 complementary cladding shades running across the facades of each Unit.
- 4.10. A darker band of cladding is proposed to the lower portion of the elevation to visually ground the Units. Above the office accommodation a lighter band is proposed, the final and highest band will be the lightest shade. This approach aims to reduce the perceived height of the units.
- 4.11. Office entrance corners are enhanced further with the use of wrap around full height curtain walling and projecting canopies to add translucency and further define the point of entry. The overall appearance takes full consideration of the site setting and form, colour and textures help to create a sense of individuality and identity.

Access and public rights of way

- 4.12. Access is proposed from Ormskirk Road, with the location of the access agreed with the highway authority. Pre-application discussions confirmed access from Ormskirk

Road was strongly favoured, and it was requested the access be designed to accommodate potential local authority led road widening of Ormskirk Road. The proposed access arrangements are designed with this in mind.

- 4.13. The access design accommodates a deceleration lane to turn left into the site from Ormskirk Road, along with a shared cycle and footway along Ormskirk Road. These items have been included following pre-application discussions with Knowsley Council.
- 4.14. The access from Ormskirk Road acts as a spine road to the development in turn serving the individual units to their self-contained car parks and service yards. The design and layout of the internal road has been subject to vehicle tracking and the principles agreed with Knowsley Council as highway authority. The highways design also allows for safe pedestrian and cycle access to each unit.
- 4.15. The proposed layout also provides for a realigned public right of way, and will divert and improve the route to make, what is currently an inaccessible and unmarked route, available to the public and attractive to use.

Landscaping Masterplan - trees and ecology

- 4.16. The landscape masterplan submitted for approval with this planning application is detailed on plan ref: UG_45_LAN_GA_DRW_01 P01).
- 4.17. The application proposals will require the part removal of one woodland of moderate quality (W35) and part of one hedge of low quality (H49). The majority removal of 'moderate quality' woodland (W35) is necessary to accommodate the construction of Building 3. This woodland comprises mainly of sycamore which appears to be lapsed coppice (previously coppiced and left beyond the previous rotation). Its loss will lead to a having a moderate localised impact in the short term.
- 4.18. Approximately 50m of hedgerow H49 is required for the construction of the new vehicular access from Ormskirk Road. Remaining trees and hedges can be retained and protected during construction in accordance with current best practice.
- 4.19. The finalised landscape plan and overarching strategy has been prepared to replace as many trees as possible as well as ensuring the enrichment of site ecological value demonstrated by the achievement of **37.71%** biodiversity net gain. This is achieved through:
 - the creation of managed grasslands in areas of greater pedestrian usage;

- enhancement of areas of native scrub in the west of the site;
- creation of ornamental shrub planting throughout the development;
- creation of a wet meadow around the proposed SUDS basin;
- creation of a species rich neutral grassland incorporating wildflower species;
- planting of 159 trees through the site and around the perimeter including field maple, alder, silver birch, beech and wild cherry trees.

4.20. Character areas of the final landscape plan include:

- **Spine road:** An avenue of ornamental street trees will line the main spine road in the site, to guide the journey and highlight this key access route. Native hedges are proposed beneath these trees, to clearly define the edge of the pavements and provide ecological benefits. The road and pavements will be surfaced with black tarmac.
- **Car parking & service yards:** The service yards will be surfaced with black tarmac, and parking bays in the site will be paved with dark grey block paving. Ornamental groundcover and shrub planting will create visual appeal around these areas, with some areas of amenity grass to provide useable space. Bulb planting will add seasonal colour in the spring, and feature ornamental trees, including multistem specimens, will create additional interest.
- **Open spaces:** Ecological habitat areas are proposed in the open spaces surrounding the built development. These include a seasonal wetland area with wet meadow and marginal plants, perennial wildflower meadows, native woodland with understory, and open scrub habitat.
- **Boundary Areas:** The site boundaries will be treated to reflect the site surroundings and blend the development into the landscape. This includes lines of native trees and hedgerow to screen the development at the east boundary, and along Ormskirk Road to mirror the boundary treatment opposite. To the north boundary, existing scrub and trees will be retained.



Fig 3 – Landscape Masterplan

- 4.21. Overall, the scheme represents a full and considered landscape solution to sit alongside the proposed built form and operational areas of the development. There are significant areas of easements required within the site and so the scheme has sought to maximise the replacement of trees and creation of habitats as well as organising planting in areas that can be subject of re-planting.

5. Consultation and Engagement

- 5.1. The application site comprises land which is allocated for development within the adopted Knowsley Local Plan: Core Strategy. Accordingly, consideration of the principle of developing the site has been widely consulted and subject to significant scrutiny through the preparation, submission, examination and adoption of the plan.
- 5.2. The site was previously Green Belt but through the Regulation 18 and 19 Stages of the plan preparation full consultation took place on the principle and justification from release from the Green Belt. Furthermore, the site was subject of individual and combined scrutiny with other parcels proposed as Sustainable Urban Extensions or Safeguarded Land.
- 5.3. To promote early and ongoing engagement on the specific application proposed by Caddick, consultation at the pre-application stage has taken place with:
 - Adjacent and local and property owners
 - Ward Councillors
 - Knowsley Council Planning Department
 - Knowsley Council Transportation and Traffic Services
 - MEAS
- 5.4. Local engagement has taken place since 2019 and the formal pre-application process involving Council officers has been subject of a number of meetings and the applicant in receipt of written responses from meetings received September 2021 and March 2022.
- 5.5. Key issues which have been raised have been duly considered and subject of review through the evolution of final scheme proposals. Pre-application feedback received from the Council is included at **Appendix 2**.
- 5.6. A full Statement of Community Involvement has been prepared by Merrion and is submitted in support of this planning application.

6. Policy context

- 6.1. The Planning & Compulsory Purchase Act (2004) (section 38(6)) and Town & Country Planning Act (1990) (section 70(2)) require planning applications be determined in accordance with the relevant Development Plan unless material considerations indicate otherwise.
- 6.2. The Development Plan for Knowsley is formed of:
 - o Replacement Unitary Development Plan (2006) ('UDP'); and
 - o Knowsley Local Plan: Core Strategy (2016) ('CS').
- 6.3. The National Planning Policy Framework ('the Framework') and other locally adopted supplementary documents are material considerations.
- 6.4. Emerging policies can also be given weight, as set out in the Framework¹. In this instance, there is no emerging policy nor related emerging plan evidence which carries any weight in decision making.

Development Plan

- 6.5. The site is allocated, along with land north of the East Lancashire Road, for employment uses in CS **Policy SUE1(b) (Land East of Knowsley Industrial and Business Parks, Kirkby)**. The importance of the Knowsley Business Park and Knowsley Industrial Park to the economic growth of the borough is also reinforced in policy CS4 which focusses economic growth and development to Knowsley Industrial Park (including Knowsley Business Park).
- 6.6. The site allocated under SUE1 are then subject to detailed consideration under Policy SUE2 and other relevant policies.

¹ National Planning Policy Framework (2021) – paragraph 48

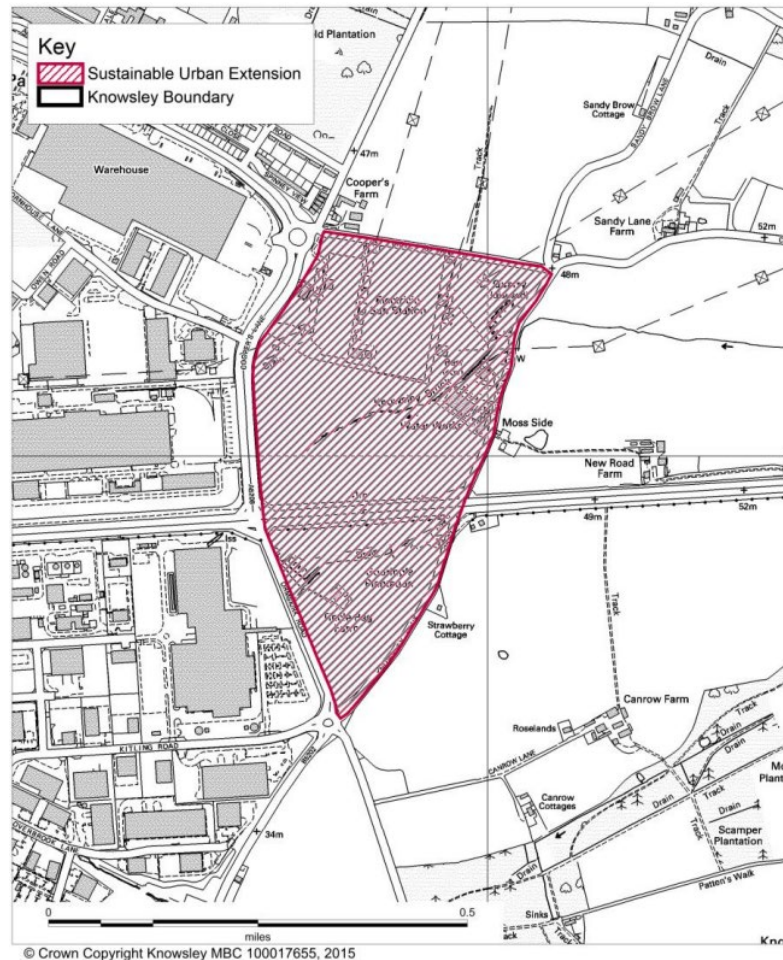


Fig 4 - Knowsley Core Strategy Extract - SUE1 (b): East of Knowsley Industrial and Business Parks

- 6.7. The evidence base underpinning the Core Strategy included the Knowsley and Sefton Green Belt Study (November 2012). The Study identified 'Land to the east of Knowsley Industrial and Business Parks' (area no. KG BS4) as having the greatest potential to support Knowsley in fulfilling its development requirements with the capacity to accommodate 7.31ha of employment space.
- 6.8. The assessment concluded that the proposed eastern boundary of SUE1 (b) following Knowsley Lane , Hewitts Lane and Mollys Lane is sufficient to contain development and prevent further encroachment into the Green Belt.
- 6.9. The *Knowsley Local Plan: Core Strategy Technical Report – Planning for Employment Growth (November 2012)* recognised that the Green Belt location east of Knowsley Industrial Park is most suitable for employment purposes, proximate to established employment areas that will be complementary to these uses when the existing range and choice of sites is exhausted.

6.10. Through the Examination of the draft Core Strategy, the Inspector probed matters of Green Belt release, appropriateness and timings. As part of Proposed Modifications the Council responded to Inspector's Questions and Interim Findings on proposed Sustainable Urban Extensions. The Council specified that all 9 proposed SUE's were to be released and none reserved both to address a shortfall in housing supply and to meet *'the need for early release of sites from the Green Belt to meet needs for high quality new business park and large scale distribution uses.*

6.11. Core Strategy **Policy SUE2** establishes development principles applicable to sustainable urban extensions, as follows:

(a) 'Deliver sustainable development;

(b) Demonstrate a comprehensive approach to the development of the relevant sustainable urban extension and to infrastructure provision, provision of an appropriate proportion of financial and/or 'in kind' contributions;

(c) Be of a high design quality which enhances local distinctiveness and identity and provides high levels of physical and visual integration and connectivity with adjacent urban development;

(d) Be carried out in accordance with the development principles and using any appropriate development assessment tools;

(e) Deliver development which will help meet to meet borough-wide and local needs;

(f) Include appropriate provision for public open space, walking and cycling routes as part of the Green Infrastructure network integrating with existing POS, recreational assets and areas of ecological value;

(g) Provide good transport linkages within the Sustainable Urban Extension and surrounding areas;

(h) Protect or enhance historic and architectural assets where appropriate;

(i) Address flood risk by locating development tin areas of low probability of flooding and including flood mitigation measures where necessary; and

(j) Provide a clearly defined edge to the developed area.'

6.12. These criteria relate to all 9 proposed Sustainable Urban Extensions which have a diverse locational context and vary in proposed use between residential and

employment uses. They are however a guiding list within an adopted site specific policy which are to be addressed in determining future planning applications.

6.13. Other relevant policies include:

- Knowsley UDP policies:
 - EC1: Strategy for Employment Land;
 - EC3: Primary Industrial Areas;
 - T1: An Integrated Transport System;
 - T5: Location of Major Traffic Generating New Development;
 - T6: Ensuring Choice of Travel to Serve New Developments;
 - T7: New Development & Walking and Cycling Routes;
 - T8: Transport Assessments;
 - T9: Travel Plans;
 - DQ1: Design Quality in New Development; and
- Knowsley Core Strategy policies
 - CS1: Spatial Strategy for Knowsley;
 - CS2: Development Principles;
 - CS4: Economy and Employment;
 - CS5: Green Belt;
 - CS7: Transport Networks;
 - CS8: Green Infrastructure;
 - CS9: Regeneration Area (Kirby);
 - CS11: Regeneration Area (Knowsley Industrial and Business Parks);
 - CS21: Greenspaces and Trees;
 - CS22: Sustainable and Low Carbon Development;
 - CS23: Renewable and Low Carbon Infrastructure;
 - CS24: Managing Flood Risk;
 - CS26: Waste Management; and
 - CS27: Planning and Paying for New Infrastructure.

National Planning Policy Framework

- 6.14. The Framework is, at its core, is concerned with delivering sustainable development (paragraphs 7-9) and this includes providing clear support for economic growth generating uses. The Framework is clear that planning policies and decisions should; help create the conditions in which businesses can invest, expand, and adapt², and recognise and address the specific locational requirements of different sectors³.
- 6.15. This sits within an overall presumption in favour of sustainable development⁴. It is relevant that this site does not fall within the category of restriction at Framework footnote 6, meaning the presumption in favour of sustainable development applies.

Employment

- 6.16. The Framework affords significant weight to the support of economic growth and productivity that incorporates both 'local businesses and wider development opportunities to capitalise on performance and potential' (Para. 81).
- 6.17. Paragraph 82 goes onto state that planning policies should: 'proactively encourage sustainable economic growth...identifying sites for local inward investment to match the local strategy'.
- 6.18. Paragraph 83 requires that planning policies and decisions should identify locational requirements of different sectors and accordingly make provision for storage and distribution operations at a variety of scales and in suitably accessible locations.

Design

- 6.19. The NPPF supports the creation of well-designed places, that shapes sustainable communities that warrants development being acceptable.
- 6.20. Paragraph 128 states that at the very earliest stage, '*all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences.*'

² National Planning Policy Framework – paragraph 81

³ National Planning Policy Framework – paragraph 82

⁴ National Planning Policy Framework – paragraph 11

- 6.21. Paragraph 130 details the minimum requirements planning policies and decisions should ensure, including: 'Developments that function well and add to the overall quality of the area, for the lifetime of the development;
- *'sympathetic to the local character and history, taking account of the local built environment;*
 - *visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - *establish or maintain a strong sense of place, using materiality and massing;*
 - *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development;*
 - *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.'*
- 6.22. Great weight is afforded to the inclusion of trees in the enhancing the quality of the urban environment, whilst aiding the mitigation of climate change. This is largely translated to the design of tree-lined streets, retention of trees and newly-planted trees within development.
- 6.23. Paragraph 134 recommends that significant weight should be given development which accords to local design and national guidance, which displays exemplary design that achieves and/or raises the standard of design.

Transport

- 6.24. Chapter 9 of the Framework promotes the maximisation of sustainable transport patterns and solutions within development proposals. Paragraph 110 states that when assessing applications, it must be ensured that:
- *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*

- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

6.25. All development that will generate significant amounts of movement will be required to submit either or both a transport statement and travel plan, whereby development should only be prevented or refused on *'highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe'* (Para. 11).

7. Principle of development

- 7.1. The planning system is 'plan-led' as established in the relevant Acts^{5&6}, which is reinforced by the Framework⁷. In the presumption in favour of sustainable development, application proposals should be approved that accord with an up-to-date development plan.

Policy SUE1

- 7.2. **Local Plan Policy SUE1** is relevant and up to date, and specifically allocates the site in its entirety for employment uses. Hence the principle of development for the specified use is wholly in accordance with the development plan.
- 7.3. Development will also deliver significant benefits which accord with other key development plan policies and key strategic documents such as the Strategic Economic Plan and draft Local Industrial Strategy which both recognise the importance of delivering economic development at Knowsley Business Park.
- 7.4. There is direct development plan support for employment uses on the site and this has significant and overriding weight in the determination of the planning application.
- 7.5. The development plan does not set specific guidance on the exact scale and form of development for the site but there is clearly an expectation that the employment uses will meet market requirements. Hence the LP recognises that development is needed.
- 7.6. Through the adoption process to the Core Strategy, the acute limitation in logistics and high-quality business park supply was specifically referenced as a factor in bringing forward this site and the other sustainable urban extensions.
- 7.7. Making best and efficient use of this well located and attractive Local Plan allocated site means the local planning authority does not then need to identify or allocate other sites in the area. Given the geographical make-up of Knowsley as an authority, it is likely that any new or additional sites would be located in the Green Belt. This is relevant given the likely short-term requirement for a plan review.

⁵ Planning & Compulsory Purchase Act (2004) – section 38(6)

⁶ Town & Country Planning Act (1990) – section 70(2)

⁷ National Planning Policy Framework – paragraph 11

- 7.8. If this site were delayed, or stymied by unnecessary planning controls, which meant it could not be developed in full, there would be a need for the local planning authority to potentially look to Green Belt sites for future development opportunities. There are therefore clear strategic planning benefits to supporting the expeditious delivery of site SUE 1 (b).
- 7.9. The development will bring construction related and operational phase economic benefits. In the first instance, planning permission would bring direct inward investment in Knowsley by Caddick an established and proven developer and manager of a wide range of commercial projects across the UK.
- 7.10. The proposals have an estimated **£13.5m** construction value across a 1-year build period. It is expected that up to 111 direct FTE construction roles will be required and a further 123 FTE supply chain positions to service the construction cycle for the project to support the investment activity.
- 7.11. Once completed and when the buildings are occupied and operational, it is envisaged that the three units could cater for **254 direct FTE positions** and **74 FTE supply chain jobs** supporting the occupying businesses. This will represent an annual GVA output of **£16m** benefitting the local economy.
- 7.12. These would be direct jobs created by the development and represents new roles which would be available. The proposed development provides an opportunity for these jobs to be created/retained within the area where the potential multiplier effects (i.e., the more people who are present in the local area during the working day the more money is spent in the centre and this, in turn supports existing jobs in shops and services, and so on) are much greater. Discussions have already taken place in relation to a Social Value Strategy which would ensure benefits are harnessed locally.
- 7.13. Additionally, a fully occupied development could deliver business rate revenues, payable to Knowsley Council, of approximately **£225,000 per annum**. For completeness, the Statement of Consultation provides full and robust details of the scheme's benefits following pre-application consultation.

Policy SUE2

- 7.14. Though the principle is acceptable, Policy SUE1 is to be read in conjunction with **Policy SUE2** which guides the relevant development principles to be adopted to the allocated sustainable extensions in consideration of specific application schemes.

7.15. Our case in addressing the set criteria are as follows:

(a) 'Deliver sustainable development;

7.16. The benefits of employment development in this location were fully established in the allocation of the site through the plan adoption. The specific character of the proposals accord with the published evidence base supporting the plan and supporting economic strategies.

7.17. There has been a delay in delivering development on this allocation site which have consequentially delayed the delivery of the benefits that can result from new employment development and growth. The application proposals will deliver 3 no. new units known to be of a scale and type attractive to known occupier requirements.

7.18. This gives the confidence required for Caddick to commence immediate construction on the development and as such this would provide an injection to the local construction industry and will contribute to significant economic growth in the local area and sub region upon occupation once development is complete which is currently forecasted as late 2023.

7.19. The logistics and industrial sector have a role to play in contributing to environmental sustainability. At the strategic level, the location of the site is the most logical in the borough to accommodate sustainable growth in the industrial sector as recognised through the adoption process of the Core Strategy.

7.20. Notwithstanding the locational qualities of the application site, Caddick are seeking to deliver 3 no. individual industrial building which will meet the BREEAM Excellent standard. This commitment is a development lifetime standard of built fabric and operational requirements ensuring systems are in place to promote sustainable built environments for the long term.

7.21. Caddick have also committed to the Council's Social Value Strategy requirements which will ensure that local community benefits are realised through the construction and operations at the site.

7.22. The proposals represent sustainable development and fully accords with this criterion.

(b) Demonstrate a comprehensive approach to the development of the relevant sustainable urban extension and to infrastructure provision, (including, subject to the requirements of Policy CS27: Planning and Paying for Infrastructure), provision of an appropriate proportion of financial and/or 'in kind' contributions;

- 7.23. Principally, we do not consider that this requirement is relevant to SUE 1 (b). SUE 1 (b) is comprised of two completely independent parcels of land with their own specific delivery issues. They are bisected by the A580 with limited physical and operations linkages.
- 7.24. Whilst not promoting the development of the SUE comprehensively through this application, the application will deliver a large and logical section of the SUE in a single development without creating the need for consideration of additional infrastructure provision (inter alia) which requires further consideration.
- 7.25. The application site represents the maximum area developable noting the existing houses at the northeast of the site adjoining Knowsley Lane as well as the existing water infrastructure at the north west of the site and the various known utility easements crossing the site.
- 7.26. Discussions have taken place with the local Highways Authority at the pre-application stage which has informed the local infrastructure improvements presented in this detailed planning application.
- 7.27. In conclusion, the proposals represent a comprehensive development delivering a strategically important level of employment floorspace. We therefore do not consider any weight should be given to a suggestion that there is a conflict with this element of the policy.

(c) Be of a high design quality which enhances local distinctiveness and identity and provides high levels of physical and visual integration and connectivity with adjacent urban development (see Policy CS19: Design Quality and Accessibility in New Development);

- 7.28. The site has been allocated purposefully to act as a natural extension to Knowsley Business Park. The proposed development will form a modern, high quality and environmentally sustainable addition to Knowsley Business Park and reinforce the reputation of the industrial area to accommodate modern business requirements within the wider market.
- 7.29. A considered materials palette has been used to soften the perception of the physical massing and buildings have been set back into the site away from the Green Belt boundary on the opposite side of Knowsley Lane.
- 7.30. Furthermore, a strong emphasis on perimeter landscaping and planting is incorporated to best respect the relationship with adjoining neighbouring Green Belt land.

(d) Be carried out in accordance with the development principles and using any appropriate development assessment tools as required by Policy CS2: Development Principles;

7.31. Policy CS2 sets out a variety of design principles to inform the design of new development within the Borough. The 5 principles relate to sustainable development, reduction of carbon emissions, reducing the need to travel, respecting the environment and making most efficient use of resources and infrastructure. The principles are at the heart of the design ethos for the scheme. The key points to note being:

- **Principle 1** - The proposals represent sustainable development (see (a) above) for full explanation;
- **Principle 2** - The application proposes BREEAM Excellent buildings and commitment to low carbon technologies and integration of technologies to reduce carbon emissions (EV charging points)
- **Principle 3** - The site location represents the most accessible location in the Borough for growth and integration of improved cycleways and provision of cycle lockers for example a commitment to promoting travel by alternative means to the private car
- **Principle 4** – The scheme maximises the efficient use of this allocated site but recognises the value of landscape, arboriculture and biodiversity by making firm commitments to retention, integration/enhancement and replacement where loss is unavoidable. The application is supported by a full suite of technical reports prepared by qualified experts which on the whole conclude that there would be no negative impacts from development that would and could not be appropriately mitigated;
- **Principle 5** – the application proposals will develop an allocated site for purposes as intended by the adopted policies of the plan and its spatial strategy. The application is supported by a Construction Environmental Management Plan which ensures the phasing of development is appropriate and the use of considerate construction practices are implemented.

(e) Deliver development (including the principal uses defined in Policy SUE1: Sustainable Urban Extensions) which will help to meet borough-wide and local needs;

- 7.32. Policy SUE1 allocates the site as site SUE 1 (b) for employment development. It has already been established that the basis for SUE1 (b) being released from the Green Belt was that it represents the most logical and accessible location for large scale employment growth. The acute shortage of sufficient industrial space is accelerating, and the proposals represent a clear and present opportunity to meet established needs in line with the adopted development plan.

(f) Include appropriate provision for public open space, walking and cycling routes as part of the Green Infrastructure network integrating with existing POS, recreational assets and areas of ecological value (see Policy CS8: Green Infrastructure and Policy CS21: Greenspaces and Trees);

- 7.33. The application site is not identified as forming part of Knowsley's existing Green Infrastructure, Strategic Green Link (as defined by Policy CS8) or Urban Greenspace / Local Green Space as defined by Policy CS21).
- 7.34. However, whilst not designated as such spaces Policy CS21 encourages new development to incorporate existing tree retention, woodland and vegetation and other habitat features. Should tree loss be unavoidable, adequate replacement planting, comprising two additional trees for every tree lost taking account of species and size. The approach to the finalised development scheme has fully respected this emphasis and has followed the correct process in devising a landscape and ecological strategy to support the built form of the industrial development.
- 7.35. Appropriate steps have been taken to survey existing habitats and woodland/trees to establish individual and group health and specimen value over an extensive period of time. The inherent site constraints caused by existing utility easements has also presented a further challenge to the final landscaping scheme given the restrictions in such areas not only of the development but also the type of planting permissible in these areas of the site.
- 7.36. However, as outlined in the explanation of the application proposals earlier within this statement, the finalised landscape plan and overarching strategy has been prepared to replace as many trees as possible as well as ensuring the enrichment of site ecological value demonstrated by the achievement of **37.71%** biodiversity net gain. This is achieved through:

- the creation of managed grasslands in areas of greater pedestrian usage;
- enhancement of areas of native scrub in the west of the site;
- creation of ornamental shrub planting throughout the development;
- creation of a wet meadow around the proposed SUDS basin;
- creation of a species rich neutral grassland incorporating wildflower species;
- planting of 205 trees of which 158 select standard trees, 44 avenue (heavy standard) trees and 3 multi-stem trees

7.37. We therefore conclude that the proposals should be supported in the context of the policy provisions of **Policy CS21**.

(g) Provide good transport linkages within the Sustainable Urban Extension and surrounding areas (see Policy CS7: Transport Networks);

7.38. An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local residential areas and local amenities on foot, by cycle and by public transport.

7.39. The site is within proximity of nearby residential areas and supporting facilities whereby it can be concluded that walking and cycling could be considered a realistic and viable method of travel for staff and visitors to the site.

7.40. Surrounding the site, there is a continuous existing footpath network which is of good quality with crossing points at key cross locations. A 3m wide shared cycle/footway is provided into the access of the site to integrate with this surrounding existing provision as best as possible.

7.41. The proposals therefore accord with Core Strategy Policy CS7 and consequently address this criteria of Policy SUE2.

(h) Protect or enhance historic and architectural assets where appropriate (see Policy CS20: Managing the Borough's Historic Environment);

7.42. Not applicable

(i) Address flood risk by locating development in areas of low probability of flooding and including flood mitigation measures where necessary (see Policy CS24: Flood Risk); and

- 7.43. The site is in Flood Zone 1, has a low probability of flooding, and is served by nearby sewer and drainage connections. A drainage strategy incorporating sustainable urban drainage systems (SuDS) has been prepared to manage any site run-off.
- 7.44. The proposals will remove a former land drain in order to create suitable developable areas. Site surveys and watercourse testing show the former land drain has no drainage function, and the site appears to drain to other watercourses. The proposed development would utilise sustainable drainage solutions which lead to existing watercourses (at an agreed rate) and hence even post-development the land drain would be redundant. Existing watercourses will be retained thereby providing flood risk and water resource benefits as well as ecological and biodiversity gains compared to the current condition of the site.
- 7.45. A full drainage strategy (see plan 5570-JPG-SW-XX-DR-1401) and Drainage Maintenance and Management Plan prepared by JPG support the planning application. The strategy proposes both an attenuation tank and basin with a commitment to manage post development flows and discharge rates.

(j) Provide a clearly defined edge to the developed area.'

- 7.46. The application site boundary aligns with the boundaries of the SUE and are defined by the existing highway network and Ormskirk Road and Knowsley Lane.

Summary and Conclusions

- 7.47. Policies SUE1 and SUE2 represent the most relevant development plan policies relating to the proposed development. The analysis within this section has identified the rationale behind the scale and character of the proposals and the economic benefits which can be attributed to this particular scheme both in the short and longer terms. These specific proposals in the context of the submitted evidence strongly respond to the purpose of Policy SUE1 to deliver strategic level employment generation.
- 7.48. Our analysis of the criteria of Policy SUE2 has also cross referred to other relevant policies of the adopted development plan which control or guide technical or design related principles which are to be considered in determining planning applications.
- 7.49. Through this analysis we have evidenced our case on design, landscaping / ecology, highways, flood risk and environmental sustainability. Overall, we have determined that the proposals accord with the most relevant policies of the development plan in this instance.

8. Technical Assessment

- 8.1. This section reviews the findings of each of the technical reports submitted with the application and explains how they address planning policy requirements. Supporting assessments have been prepared to appropriately reflect the scale and character of the development.
- 8.2. The outcome of the technical assessments is to identify the benefits and impacts as a result of the development. It demonstrates the robustness of the application in considering all relevant development factors and sets out where required and appropriate mitigation which is to be proposed to ensure acceptability of the application proposals.

Residential amenity

Scale and Proximity

- 8.3. Whilst the site is allocated for employment development, the design and configuration of a scheme must capably address the interrelationships with existing residential properties and demonstrate that there will be no adverse impact upon living conditions.
- 8.4. This is a principle that the design team have been fully cognisant of through the concept development stage to accommodate an industrial development scheme. Caddick have maintained an ongoing dialogue with residents (as set out in detail within the submitted SCI).
- 8.5. As Tingle Peg Farm will remain, the configuration, location and interface with the residential property has influenced layout and design of a final scheme as well as requiring the commissioning of specific supporting Daylight and Sunlight Assessments.
- 8.6. There are no published standards required for minimum distances between residential properties and industrial buildings. It is therefore required to consider the facts of any individual application in relation to standoff distances, overlooking and daylight/sunlight matters.
- 8.7. At the pre-application stage, officers confirmed they would be using the Council's published supplementary planning guidance in relation to new residential

development to consider overlooking distances. The SPG requires in the context of this development (accepting the SPG relates to new residential development:

- 22m distances between existing rear principal elevations and proposed principal elevations for two storey properties;
- 12m distances from principal elevation to gable; and
- Where proposed properties are higher than 2 storeys (including significant level changes), an extra 3 metres per floor should be added.

8.8. The key relevant distances are therefore between the front elevation of Tinkle Peg Farm and the rear elevations of Building 1, and the side elevation of Tinkle Peg Farm and the rear of Building 3. The relevant distances and proposed separation are shown in the following table, which demonstrates the separation distances are entirely appropriate and acceptable (noting the SPD relates to residential development).

Relevant existing elevation of Tinkle Peg Farm	Relevant proposed elevation	Required separation distances (as per SPD)			Proposed separation distance
		Minimum distance required	Additional distance required	Total required separation distance	
Front	Rear Building 1	22m	9m	31m	41.9m
Side (gable)	Rear Building 2	12m	9m	21m	25m

8.9. Whilst the applicant is accepting of the use of the SPG as a guide, it is important to note these distances are more related to ensuring privacy and avoid overlooking between neighbours, something which is not relevant as a sensitivity in this instance. Nonetheless as is shown significant exceedance of the minimum distances are afforded to protect residential amenity.

8.10. An additional issue in relation to protecting residential amenity relates to the building scale and impact upon sufficient daylight and sunlight penetration into an existing property.

8.11. To provide further reassurances on the matter, a Daylight & Sunlight Assessment has been prepared in accordance with Building Research Establishment Guidelines 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2011)' to assess the potential effects on the closest property at Tinkle Peg Farm.

- 8.12. The assessment concludes that with the proposed scale of development at the proposed stand-off distances proposed, Units 1 and 3 (as the closest buildings) will subtend a 25 degree angle and therefore will not impact the level of daylight received at the property.
- 8.13. The proposals include significant landscaping and planting to provide a strong visual screen between the development and nearby properties, and this screening will mature over time ensuring that there will be no lasting impact upon the localised residential amenity issues for Tinkle Peg Farm.
- 8.14. Caddick have held continuous engagement with the resident of Tinkle Peg Farm throughout the design development process over c. 18 months. Feedback received has been integrated into the final submission scheme which has included changes to the specification of acoustic fencing and further landscaping and planting.

Noise and Lighting

- 8.15. Given the proximity of sensitive receptors to major roads, road traffic is the dominant noise sources, with secondary noise from nearby industrial and commercial uses. Defra noise maps indicate road noise levels at existing properties close to the site are in the region of 65-70dBA (daytime) and 55-60dBA (night-time), this noise level falls slightly to 60-65dBA (daytime) and 55-60dBA (night-time) for those properties slightly further south of the East Lancashire Road.
- 8.16. Apex Acoustics have prepared a Noise Impact Assessment to determine impacts of the proposed development on relevant receptors and outline where appropriate, mitigation to ensure any effects are minimised. These receptors were identified as the three properties located within or adjacent the site. The scope of the assessment was agreed with the Council's Environmental Health department.
- 8.17. Noise from the construction phases can be managed through appropriate working techniques and controls on the hours of working, for example. These matters can be readily addressed through a construction phase management plan.
- 8.18. The intention is for the development to be capable of being fully operational for 24 hours a day throughout the year, as required by most modern occupiers. Clearly, within this 24-hour period there will be peak hours of working, likely weekday daytime which is less sensitive in terms of noise effects.
- 8.19. Existing trees and planting will be retained as far as possible along the more sensitive boundaries to properties on Knowsley Lane and at Tinkle Peg Farm (although it should

be noted the farm has an existing commercial operation). The development will include acoustic screening and barriers along these more sensitive boundaries. Potential noise impact from HGV movements, loading/unloading activities, noise breakout from units and vehicle movements in the car parks was calculated and rated in accordance with BS 4142 during daytime and nighttime hours.

- 8.20. The assessment concluded that there were no adverse impacts on noise sensitive receptors, subject to targeted mitigation. These measures included noise barriers along the southern boundary of Tingle Peg Farm and the new proposed access road and around the service yard of Building 2.

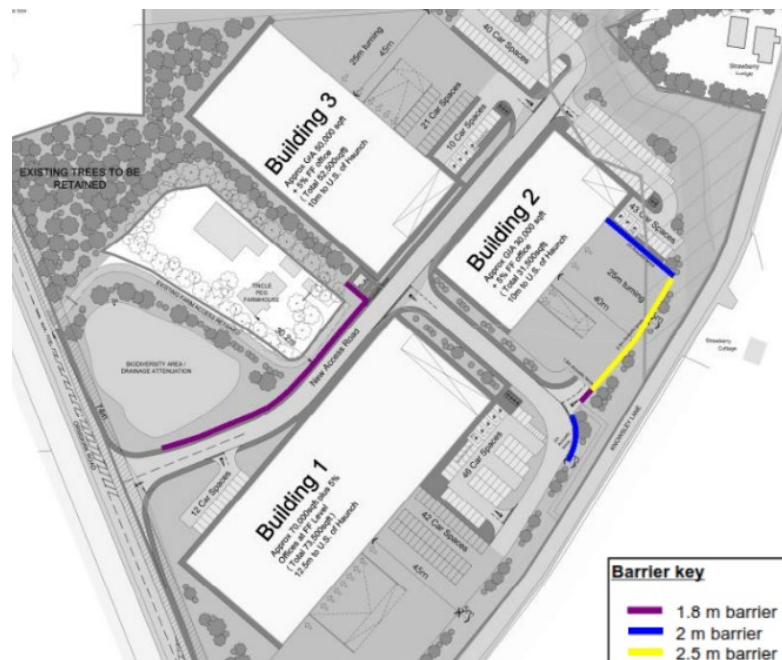


Fig 5 – Boundary Treatments Plan

- 8.21. With the implementation of these barriers to the specification required, the site is considered suitable for the proposed development and appropriate for 24-hour operation and it would not be necessary or appropriate to seek to restrict this activity.
- 8.22. The planning application is supported by an External Lighting Strategy and Plan (ref: 2553-EX-6301-P2). The proposed lighting strategy has been based on ensuring that there is maintained illuminance of areas subject to vehicle movements, operations and pedestrian movement without light pollution to surrounding areas and adjacent residences in the context of 24-hour operation.
- 8.23. The external lighting design has been carried out in accordance with the following standards:

- SLL Code for Lighting
- BS 12464-2:2014
- BS5489-1: 2020 Code of practice for the design of road lighting
- CIBSE guide LG6 – 2016 ILP Guidance Note 1 (reduction of obtrusive light)
- ILP Guidance Note 8 (Bats and artificial lighting) where relevant

- 8.24. The lighting scheme seeks to limit lighting pollution by preventing upward light pollution through optimal mounting heights and control of light distribution, and by utilising energy efficient LED lighting luminaires that limit glare through design.
- 8.25. The detailed lighting specification as detailed on plan 2553-EX-6301-P2 has been modelled taking into account the scheme for planting, boundary treatments and fencing. That modelling identifies no night time effects on adjacent properties as a result of light spillage.

Air Quality

- 8.26. SLR Consulting have prepared an assessment of potential air quality impacts from the proposed development. The assessment was carried out on the basis of a 100% Class B2 Use development which would represent a scenario which would be likely to lead to the most intensive use and therefore effects.
- 8.27. This considered potential dust impacts through the construction phase of the development as well as operational phase impacts resulting from trips to and from the site as a result of the occupation of the units.
- 8.28. During the construction phase, there was considered to be a potentially high risk of dust soiling effects on people and low risk of human health impacts. To mitigate the potential high-risk effects of dust soiling, mitigation measures are recommended to be followed through construction.
- 8.29. The applicant is satisfied to commit to a requirement for mitigation measures, which can be controlled within the content of a Construction Management Plan to be subject of a planning condition.

Environmental Sustainability

- 8.30. The application is supported by a Sustainability Statement prepared by Element Sustainability, alongside a BREEAM Pre-Assessment prepared by Hydrock, as required by the local validation checklist. These assessments have appraised the sustainability performance of the proposed scheme.
- 8.31. Core Strategy Policy 22, 'Sustainable and Low Carbon Development' requires developments to identify environmental sustainability credentials and demonstrate they adhere to BREEAM standards. Whilst adopted policy requires BREEAM Very Good to be achieved, the proposed development exceeds this and commits to achieving BREEAM Excellent reflective of Caddick's standard commitment to environmental sustainability.
- 8.32. Whilst the enclosed Sustainability Statement provides full and robust details of the fulfilment of this policy standard, incorporated measures can be summarised, as follows:
- Fabric-first approach that improves the efficiency of mechanical and electrical systems, including high performance thermal insulation and maximising solar control;
 - Water efficient design and equipment will be integrated to reduce water consumption of the development, this includes the use of 'A' rate appliances;
 - Site Waste Management Plan identifies opportunities for reduce waste generation and divert construction waste from landfill. Following this, the Operational Waste Strategy will focus on segregation of waste at the source to maximise recycling; and
 - Building materials will be meticulously selected to contribute towards making more efficient use of non-renewable resources, avoiding the use of toxic materials and materials with VOCs.
- 8.33. Overall, the quality of the design and landscaping will significantly improve the environmental quality of a site which currently detracts from its potential role as a key employment site in Knowsley.
- 8.34. In addition, renewable and low carbon technologies have been explored to determine they can be integrated feasibly into the proposed development in this instance. Air source heat pumps are to be incorporated and 10% of useable available roof area is to be used for the installation of PV panels.

Highways

- 8.35. Providing employment generating uses in a sustainable location within walking distance of nearby residential areas and bus routes is fundamentally more sustainable than the alternative of a development in a more peripheral location which could result in the need for unsustainable commuting. Such an approach is specifically supported by saved UDP Policy T5, 'Location of Major Traffic Generating New Development.'
- 8.36. A Transport Statement has been prepared by Prime Transport Planning which confirms the proposed development is entirely appropriate in highways terms and can be delivered without the need for any offsite highway improvements.
- 8.37. In terms of car parking provision, 203 car park spaces are proposed across the site, this is to be provided based on a 70:30 B8:B2 split previously agreed with KMBC Highways at the pre-application stage.
- 8.38. The proposed amount of car parking has been modelled on Class B8 / B2 Use for individual units which demonstrates that in this scenario sufficient car parking can be provided to meet KMBC's maximum parking standards. Therefore, the proposed parking strategy and overall numbers are considered appropriate for the context of the proposed development. Of the overall on-site parking provisions, 10% will provide electric vehicle charging facilities. Further to this, 12 accessible parking spaces and 34 cycle parking spaces will be provided in accordance with standards established within the 'Ensuring a Choice of Travel' SPD. The proposed parking provision is therefore wholly compliant with Policy CS7, 'Transport Networks.'
- 8.39. The assessment confirms that the proposed single access point off Ormskirk Road in the form of a priority-controlled junction with ghost island right turn arrangement and deceleration left turn lane is acceptable and had also been agreed with KMBC.
- 8.40. The Transport Statement confirms that the proposals will not have a severe impact on the surrounding transport and highway network. Therefore, the development is compliant with **Core Strategy Policies CS7, CS19, CS23 and UDP Policies T1-T9.**

Flood Risk and Drainage

- 8.41. A combined Flood Risk Assessment has been prepared by JBA Consulting as a result of the site being located within Flood Zone 1 and the application site being >1ha. The assessment was prepared following preliminary enquiries to Knowsley Council, the Lead

Local Flood Authority (LLFA), United Utilities (UU) and the Environment Agency (EA) requesting relevant flood risk and drainage information.

8.42. Following a review of all sources of flood risk information from the LLFA and EA the following conclusions / recommendations are made within the FRA:

- The supplied EA flood risk information, shows that the site is located within Flood Zone 1
- The proposed access and egress route to the site will be flood free;
- Surface water drainage for the new development will need to discharge at a rate of 16.59 l/s into the existing network of ditches on site which eventually joins Knowsley Brook.
- The connection to Knowsley Brook has been confirmed through a review of the EA culvert surveys and through a drainage dye test completed during a site walkover
- The proposed finished floor levels will be a minimum of 300mm above the surrounding ground levels as required.

8.43. Furthermore, the FRA as the development of the site will alter ground levels, it is recommended that the drainage design considers capture, collection, and routing of surface water around the existing drainage channels to prevent ponding of water. This is taken into account by the proposed Drainage Strategy (see plan 5570-JPG-SW-XX-DR-1401) and Drainage Maintenance and Management Plan prepared by JPG support the planning application. The strategy proposes both an attenuation tank and basin with a commitment to manage post development flows and discharge rates

Biodiversity and Ecology

Ecology

8.44. The site was subject to an Ecological survey in 2019, which was then repeated in May 2021. Habitats identified on site were considered to be of low quality and mostly widespread within the surrounding environment. Habitats found on site included species poor grassland, hedgerows, dense bramble scrub, and broadleaved woodland. The site was assessed to provide value for common amphibians, birds, bats, hedgehog, and badger due to the variety of habitats present within the site. Further surveys for breeding birds, wintering birds, and bats were conducted to assess the value

of the site for these features. Precautionary working methods were provided to reduce impacts to common amphibians, nesting birds, commuting bats, hedgehog, and badgers as a result of the development.

- 8.45. The site was assessed as having low value for commuting and foraging bats, and therefore three bat activity surveys were conducted on site between June and September 2021 and a static bat detector was deployed at the same time, following appropriate good practice guidance. Four species of bat in total were recorded using the site, although in low numbers throughout. Most bats were recorded using the vegetation around the periphery of the site, such as the hedgerows along the south western and south eastern border which is to be mostly retained within the development.
- 8.46. Two breeding bird surveys were conducted on site in May and June 2021. The site was assessed as being used mostly by common and widespread species, with notable species recorded using the site including dunnock, house sparrow, and song thrush. Mitigation measures including the provision of increased variety of nesting habitat within the landscape designs for the development will provide increase the value of the site towards nesting bird species.

Wintering Bird Survey

- 8.47. Wintering bird surveys were conducted between September 2021 and March 2022. The aim of these surveys is to determine which species are using the site and adjacent habitats during the wintering period and assess the importance of the site for these surveys.
- 8.48. No notable bird species were observed using the site, adjacent habitats or in passage over the site, and therefore the site has limited value as functionally linked land of the Ribble & Alt Estuaries SPA and Ramsar, and the Mersey Estuary SPA and Ramsar sites. Bird species identified during the survey utilising the site were all common and widespread and not of notable conservation concern.

Habitat Regulations Assessment

- 8.49. An assessment of the site and development was conducted to assess if a likely significant effect would occur as a result of the development on European designated

sites within the zone of impact of the site. A potential likely significant effect was identified through the loss of functionally linked land and a change in species distribution as a result of increased disturbance due to the development.

- 8.50. An Appropriate Assessment was conducted, and it was concluded that no significant effects will occur to the European Designated sites due to the low value of the site and surrounding habitats to wintering bird species and the level of suitable mitigation included within the development design that will not lead to significantly increased levels of disturbance over baseline levels.

Biodiversity

- 8.51. To ensure holistic development that makes a lasting positive change to the application site's biodiversity, the 'Good Practice Principles' as detailed in *Biodiversity Net Gain: Good Practice Principles for Development* (Baker, et al, 2019) have been followed:

- Following the 'Mitigation Hierarchy' by avoiding and minimising impacts and compensating for losses on and then off site
- Avoid irreplaceable habitats and losing biodiversity that cannot be offset elsewhere;
- Address risks including difficulty and time of habitat creation;
- Make a measurable net gain contribution calculated with the suitable metric;
- Achieve best outcome for biodiversity creating lasting long-term benefits that exceed current expectations

- 8.52. To inform the BNG study, a field survey was undertaken on 18th May 2021. Using the Biodiversity Metric 3.0, the habitat units of the planned enhanced and created habitats were calculated; the habitat units to be retained within the site development were calculated; and the habitat units that are anticipated to be lost in the site development were calculated.

Table 24: Post Development Biodiversity Net Gain Calculation

	On-site baseline	Habitat Unit Change				On-site post development	Net change in Biodiversity	
		Retained	Lost	Enhanced	Created		Habitat units	%
Area Units	15.86	-	-12.38	+3.48	+14.44	21.84	+5.98	+37.71%
Linear Units	2.57	2.24	-0.33	-	+7.28	9.52	+6.95	+270.55%
River Units	0.24	0.24	-	-	-	0.24	0.00	0.00%

- 8.53. The finalised landscape plan and overarching strategy has been prepared to replace as many trees as possible as well as ensuring the enrichment of site ecological value demonstrated by the achievement of **37.71%** biodiversity net gain. This is achieved through:
- the creation of managed grasslands in areas of greater pedestrian usage;
 - enhancement of areas of native scrub in the west of the site;
 - creation of ornamental shrub planting throughout the development;
 - creation of a wet meadow around the proposed SUDS basin;
 - creation of a species rich neutral grassland incorporating wildflower species;
 - planting of 205 trees of which 158 select standard trees, 44 avenue (heavy standard) trees and 3 multi-stem trees
- 8.54. As has been detailed in Section 7 in relation to adopting policy requirements of Policy SUE2, Policy CS8 and CS21, the applicant has followed the correct due process in setting a baseline and is proposing a strategy that evidences significant on-site net gain being achieved.

Trees and Woodland

- 8.55. There are no protected trees within the site subject of Tree Preservation Orders, however it is recognised that an area of woodland clearance at the northern edge of the site will be required in order to achieve a viable development without which would not permit the delivery of a scale of employment generating development.
- 8.56. The majority of trees proposed for removal are from 'moderate quality' B category semi mature copse woodland W35 which appears to be lapsed coppice of sycamore possibly planted alongside the easement. This woodland attracts a higher collective value than if surveyed as individual trees. Although the group is categorised as 'moderate quality' it is essentially a monoculture which has not seen any recent management to promote long term sustainability or biodiversity.
- 8.57. While the proposed development will result in the loss of approximately 100 to 150 woodland trees from within W35, the proposals make every effort to replant as many trees within the site as is feasibly possible. The total number of proposed trees is 205. Of these trees, 44 are heavy standard, 158 are select standard, and 3 are standard multi-stem trees.

- 8.58. The proposals also include 2746m² of woodland understory mix, which contains a mix of native shrubs and tree whips, to create a woodland structure that will mature into full height woodland with shrub underlayer. While large areas of the site are unsuitable for tree planting due to various easements, all other areas of the site are proposed to contain trees, including the area surrounding the proposed ecology pond, areas beside the existing and proposed roads and car parks, and areas adjacent to existing woodland. Where tree planting would typically be restricted near to the gas easement, efforts have been made to propose trees of appropriate species at the minimum possible distance from the gas main, to maximise the possible amount of tree planting along this boundary.
- 8.59. The scale of proposed development is required to ensure the allocation fulfils its purpose as a strategic allocation to contribute to economic growth in the Borough. The loss of areas of woodland and existing trees is therefore unavoidable. Critically, there is an extensive commitment to replanting in both quantitative and qualitative terms within the site and every opportunity to do so has been realised. The proposed strategy responds to the policy requirements of Policy CS21 providing adequate mitigation for the impacts of accommodating the proposed development.

Ground Conditions

- 8.60. A combined Desk Study & Ground Investigation Report has confirmed that the site is at low risk of contamination and no elevated or harmful levels of contaminants or associated material were identified. Ground gas protection measures will be implemented, as necessary.

Heritage and Archaeology

- 8.61. The site does not contain any designated heritage assets, nor are such assets located within the immediate vicinity of the site. The nearest heritage assets are Knowsley War Memorial (Grade II Listed), Knowsley Old Vicarage (Grade II Listed), and Church of St Mary (Grade II* Listed); all of which are situated in Knowsley village, are in excess of 650m from the site, and are separated from the site by existing development. The Grade II Listed Park & Garden associated with Knowsley Hall is some 350m to the south and is separated from the site by farmland and mature trees. The site is not within a Conservation Area.
- 8.62. An Archaeological Desk Based Report concludes the site has limited archaeological significance largely due to the previous removal of 1m of sand from the site, its

replacement with topsoil, and subsequent farming. Limited trial trenching is recommended, focusing on the area of a former 17th or 18th century farmhouse.

9. Summary and Conclusions

- 9.1. Land at Ormskirk Road and Knowsley Lane (adjacent Knowsley Business Park) is a strategic opportunity to contribute to the delivery of economic growth within the Borough. It is allocated for employment uses in the adopted Core Strategy, and this detailed planning application means development could be realised in the next 12 to 18 months, through a market facing development which responds to the unique site constraints.
- 9.2. Knowsley Business Park is one of the largest employment areas in Europe and the second largest of its kind in the North West, with approximately 800 businesses and over 15,000 employees, and contributes over £200 million per annum to the economy. It is strategically located on the M57 / A580 East Lancashire Road and is close to the M62.
- 9.3. Redevelopment of the site will deliver approximately 14,641sq.m / 157,500sq. ft (GIA) of market facing employment generating uses (principally Class E(g), B2 and B8 Uses), in line with the strategic ambition of the Knowsley Core Strategy as adopted in 2016 and which forms the adopted development plan in this instance.
- 9.4. The site is an identified Sustainable Urban Extension as defined by Policy SUE1. The site is one of 9 locations removed from the Green Belt for either residential or employment purposes. The site forms a natural extension to the Business Park and is a logical land release to support additional employment development within the Borough.
- 9.5. Policy SUE2 outlines specific criteria which are to inform the specific composition, scale or character of development at each of the defined extension locations.
- 9.6. The site is in a highly sustainable location close to existing residential areas benefiting from existing cycle network provision and is also within walking distance of public transport links such as local bus routes. Locating major development close to the potential working population is the very cornerstone of sustainable development not least as it reduces the need to travel and significantly boosts the potential to retain local jobs, investment, and growth.
- 9.7. Delivering much needed economic development on allocated sites such as this also reduces the pressure on other land, particularly existing Green Belt land, to meet the growing requirements for space. Indeed, this was the very basis for removing the site from the Green Belt through the adoption of the Core Strategy to ensure a plan led approach to growth.

- 9.8. However, the character, scale and type of development must also seek to respond to site specific issues as best as possible. The site is a technically challenging site which requires both upfront investment and significant expertise. It has major utilities easements, a large (but generally poorer quality) area of trees, and nearby residential properties. These constraints also affect the scale of development that can be delivered which, in turn, creates a certain viability challenge. However, Caddick is using their significant proven expertise to bring this opportunity to the market.
- 9.9. Impacts on ecology, arboriculture, drainage, air quality, noise and highways have all been robustly assessed. The proposed scheme provides a balanced scheme in the face of significant technical challenges and site constraints. Due process has been followed in the evolution of the final scheme and where impacts are resultant from development, mitigation provided.
- 9.10. This includes a full and diverse landscaping proposition. Some existing trees and scrub are required to be removed to facilitate development. Extensive re-planting measures and meaningful landscaped ecological corridors proposed.
- 9.11. Caddick is fully committed to environmental sustainability and the proposed scheme exceeds local policy requirements by proposing a BREEAM Excellent development and has provided details of specific renewable energy technologies which will be incorporated into the scheme.
- 9.12. A fully operational site will deliver significant economic benefits and the surrounding area. Further benefits will be accrued during the construction phase harnessed by commitments to the Council's Social Value Strategy and due to the associated 'ripple out' which sites of this scale can create. This directly aligns with local economic ambitions.
- 9.13. In summary, the proposals are an efficient use of land by providing essential employment generating uses which accord with an up-to-date site allocation. The scheme represents sustainable development and is in accordance with the adopted development plan as well as national planning policy and guidance.
- 9.14. For these reasons and in the absence of any material considerations to the contrary, the application should therefore be approved.

APPENDIX 1:

EIA SCREENING OPINION REQUEST DECISION



Knowsley Council

Mr M Saunders
NJL Consulting
Park House
Park Square West
Leeds LS1 2PW

Our Ref: 22/00230/SO

Date: 05/05/2022

Dear Mr Saunders

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
REGULATIONS 2017**

RE: SCREENING OPINION

PROPOSAL: SCREENING OPINION FOR THE PROPOSED CONSTRUCTION OF NEW BUILDINGS (UNITS) FOR GENERAL EMPLOYMENT USE (USE CLASSES E(G)(III), B2, B8, AND ANCILLARY E(G)(I)) INCLUDING SERVICE YARD, LOADING BAYS, AND STAFF AND VISITOR CAR PARKING, WITH APPROXIMATELY 215 PARKING SPACES TO BE PROVIDED INCLUDING ACCESSIBLE PARKING SPACES AND ELECTRIC VEHICLE CHARGING POINTS; CYCLE PARKING INFRASTRUCTURE; DRAINAGE INFRASTRUCTURE; LANDSCAPING; IMPROVEMENTS TO PUBLIC RIGHTS OF WAY LINKING ORMSKIRK ROAD AND KNOWSLEY LANE, INCLUDING DIVERSION OF THE PUBLIC RIGHT OF WAY, ALONG WITH OTHER PEDESTRIAN ACCESSIBILITY WORKS.

LOCATION: LAND TO THE EAST OF HALEWOOD

Thank you for your letter application received 7th April 2022 setting out proposals for the above site.

From the information submitted I can confirm that an Environmental Impact Assessment will not be required in support of your planning application.

Please find attached the Council's formal Screening Opinion.

Should you wish to discuss the matter further or require any additional information please do not hesitate to contact Jo Sheridan on 0151 443 2376 or email jo.sheridan@knowsley.gov.uk.

Yours sincerely,

Executive Director - Regeneration and Economic Development



Knowsley Metropolitan Borough Council
PO Box 21 Archway Road Huyton Knowsley Merseyside L36 9YU
www.knowsley.gov.uk



The Town and Country Planning (Environmental Impact Assessment) Regulations 2017

REFERENCE NUMBER: 22/00230/SO

SITE: Land at Tingle Peg Farm, Ormskirk Road, Knowsley Village, Knowsley, L34 9EY

DESCRIPTION OF DEVELOPMENT: SCREENING OPINION FOR THE PROPOSED CONSTRUCTION OF NEW BUILDINGS (UNITS) FOR GENERAL EMPLOYMENT USE (USE CLASSES E(G)(III), B2, B8, AND ANCILLARY E(G)(I)) INCLUDING SERVICE YARD, LOADING BAYS, AND STAFF AND VISITOR CAR PARKING, WITH APPROXIMATELY 215 PARKING SPACES TO BE PROVIDED INCLUDING ACCESSIBLE PARKING SPACES AND ELECTRIC VEHICLE CHARGING POINTS; CYCLE PARKING INFRASTRUCTURE; DRAINAGE INFRASTRUCTURE; LANDSCAPING; IMPROVEMENTS TO PUBLIC RIGHTS OF WAY LINKING ORMSKIRK ROAD AND KNOWSLEY LANE, INCLUDING DIVERSION OF THE PUBLIC RIGHT OF WAY, ALONG WITH OTHER PEDESTRIAN ACCESSIBILITY WORKS.

LOCATION: LAND TO THE EAST OF HALEWOOD

This is a screening opinion for the purpose of determining whether Environmental Impact Assessment (EIA) is required for this development under the terms of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The proposal falls under Schedule 2 10(a) of the EIA Regulations 2017.

The submission relates to a proposed application for employment use for Use Classes E(g) (iii), B2 and B8 (approximately 14,000sq.m) on Land at Tingle Peg Farm, the East of Knowsley Industrial and Business Park Sustainable Urban Extension (SUE), as allocated within the Knowsley Local Plan Core Strategy (2016).

SCREENING OPINION RELATING TO PROPOSED ECONOMIC DEVELOPMENT AT LAND AT TINGLE PEG FARM, KIRKBY

The proposal is identified by the applicant as an 'Urban Development Project' under Schedule 2 10 (a) of the Environmental Impact Assessment (EIA) regulations as the site is over 5 hectares. The proposal has been assessed against the selection criteria stated within Schedule 3 of the EIA Regulations:

- Characteristics of the development
- Location of the Development
- Characteristics of Potential Impact

Characteristics of the development

The proposed development includes the following:

- Development area of 6.5 hectares;
- Construction of new buildings for general employment use (Use Classes E(g)(iii), B2, B8 and ancillary E(g)(i);
- Indicative size of units approximately 3,000sq.m to 7,000sq.m;
- Unit heights 10m to 12.5m;
- Service yard, loading bays and staff and visitor parking, with approximately 215 parking spaces

- Drainage infrastructure, including sustainable drainage features and culverting of a section of an existing land drain;
- Biodiversity mitigation and management;
- Planting and landscaping within and along the site boundary, including tree planting to offset as far as possible the loss of poor quality trees in the northern area of the site, along with biodiversity suitable planting;
- Enhanced boundary planting and acoustic mitigation where the site adjoins more sensitive uses such as residential properties; and
- Improvement to a public right of way, including the diversion of the right of way.

Core Strategy policy SUE2 'Sustainable Urban Extensions – Development Principles' states that inter alia:

Development within the Sustainable Urban Extensions must:

- (a) deliver sustainable development
- (b) demonstrate a comprehensive approach to the development of the relevant Sustainable Urban Extension and to infrastructure provision;
- (c) be of a high quality which enhances local distinctiveness and identity (incorporating localised design features where appropriate) and provides high levels of physical and visual integration and connectivity with adjacent urban development;
- (d) be carried out in accordance with the development principles and using any appropriate development assessment tools as required by Policy CS2
- (e) deliver development which will help to meet borough wide and local needs
- (f) include appropriate provision for public open space, walking and cycling routes as part of the Green Infrastructure network
- (g) provide good transport linkages within the relevant Sustainable Urban Extension
- (h) Protect or enhance historic and architectural assets where appropriate
- (i) Address flood risk by locating development in areas of low probability of floodings including flood mitigation measures where necessary
- (j) Provide a clearly defined edge to the developed area

Location of the Development

The land was released from the Green Belt in January 2016 on adoption of the Core Strategy and allocated as a SUE for employment use. It is primarily characterised by green fields and is classified as Grade 2 agricultural land.

The land is triangular in shape with the A580 (East Lancashire Road) to the north, Knowsley Lane to the east and Ormskirk Road to the west.

Characteristics of Potential Impact

The development area of 6.5 hectares. The proposed development does not exceed the indicative threshold for an industrial estate development (20ha).

Applicable Screening Thresholds/ Criteria	The proposal is not Schedule 1 development, however, falls under Schedule 2 10 (a) as an industrial estate development. The applicable thresholds and criteria for this type of development are: I. The area of the development exceeds 0.5 hectare The proposed development has a total area of 6.5ha which exceeds the Schedule 2 criteria under 10 (a). Further guidance is provided within the planning practice guidance. For industrial estate developments the threshold for a new development is when the site area is more than 20 hectares. At 6.5ha the proposed development site does exceed 20 hectares.	Considerations: Potential increase in traffic, emissions and noise.
Characteristics of development		Any key issues to consider
a) the size and design of the whole development	The proposed development is 6.5ha. The proposed development is currently at design stage and therefore any plans are indicative and will be finalised prior to submitting a formal application. The configuration and sizes of proposed units will vary (total approximately 14,000sq.m) with supporting and ancillary uses including first floor office space. The units will be between 10m and 12.5m in height. The Masterplan shows that Tingle Peg Farm is to be retained and is not to be included into the development. A new vehicular access is proposed from Ormskirk Road.	The Site has been allocated within the Knowsley Local Plan (2016) for employment use as part of larger area (Policy SUE1 Part1(b) East of Knowsley Industrial and Business Parks, Kirkby
b) cumulation with other existing development and/or approved development	The site lies to the west of the established Knowsley Business Park. The land to the north of the A580 is also allocated for employment under SUE1 Part1(b) and the cumulative impact of this will need to be assessed if it likely to come forward within the near future. There is likely to be a cumulative impact in terms of traffic, however, this is not considered to have a significant environmental effect. A Transport Assessment is to be submitted with the planning application.	

c) the use of natural resources, in particular land, soil, water and biodiversity;	The site was removed from the Green Belt as part of the Local Plan allocation process. It is classified as Grade 2 agricultural land. An Ecology Assessment, specific species surveys reports, as well as a Tree Survey & Arboricultural Impact Appraisal are to be submitted with the planning application. The loss of greenfield land is unlikely to be able to be mitigated on site and a Biodiversity Net Gain Assessment is to accompany the planning application. There are not anticipated to be significant environmental effects with regards to the use of natural resources.	
d) the production of waste;	Waste can be managed and minimised as part of normal construction practices and can be managed through an appropriate mechanism such as a Site Waste Management Plan and Material Management Plan. There are not anticipated to be significant environmental effects with regard to the production of waste from the uses proposed.	
e) pollution and nuisances;	There are not anticipated to be significant environmental effects with regard to pollution and nuisances from the uses proposed.	Site is not situated in an Air Quality Management Area.
f) the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge;	The development will remove a former land drain, however, the scheme will utilise sustainable drainage solutions which would lead to existing watercourse (at an agreed rate) Urban Drainage is to be incorporated into the development possibly including a drainage basin and connection to a surface water sewer is not possible. A Flood Risk Assessment and Drainage Strategy is to be submitted with the planning application. There are not anticipated to be significant environmental effects with regard to these potential risks.	The site lies in Flood Risk Zone 1.
g) the risks to human health (for example, due to water contamination or air pollution).	Air pollution - Any risks during construction can be managed through normal construction and mitigation measures such as through the implementation of a suitable Construction Environment Management Plan. During the operational phase the increase in vehicle movements will have a localised impact on air quality.	

	Land contamination – The historical maps do not indicate that the site has had a previously contaminative use, however this can be confirmed through a Phase 1 Desk Study and proportional intrusive investigation through the normal planning process. There is not anticipated to be a significant environmental effect with regard to risks to human health.	
Location of Development		
(a) the existing and approved land use;	The East Lancashire Road (A580) lies to the north which is also identified for employment within SUE Policy 1(b). Ormskirk Road lies to the west with Knowsley Business Park beyond (as well as to the south west and north west). Knowsley Lane lies to the east with Green Belt beyond. To the south is also Green Belt and Knowsley Village. There are two properties in the north east (including Strawberry Lodge) and Tinkle Peg Farm in the central western area which lie outside of the proposed development boundary. Whilst the majority of the site is an agricultural field. A watercourse (ditch) runs east to west in the northern part of the site, through a strip of woodland known as Goorings Plantation. A public right of way crosses the site from Ormskirk Road to Knowsley Lane. A diversion will be necessary, and it is proposed that this runs along the new internal roads.	
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;	The site contains areas of potential Priority Habitats, namely broadleaved woodland and hedgerows, however it appears that these will be largely retained within the proposals with any necessary protection measures or compensation secured by appropriate planning conditions. There is potential for protected species to use the site – including species such as bats, breeding birds and badger. Protected species such as bats, breeding birds and badgers can be dealt with as part of the normal planning process and EPS licensing system. There are no significant or unusual issues as defined by the Regulations that would require an Environmental Statement.	

(c) the absorption capacity of the natural environment, paying particular attention to the following areas— (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks; (v) European sites and other areas classified or protected under national legislation; (vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in	No issues requiring an Environmental Statement Not applicable for this proposed development. Not Applicable for this proposed development. Not applicable for this proposed development. No issues requiring an Environmental Statement. There are no statutory designated sites within the zone of influence of the proposed development. However, arable fields on and close to the site could be used as Functionally Linked Land by qualifying bird species of the nearby European sites. Habitat Regulations Assessment will be required to assess the impacts from this development both alone and in combination with other developments. However, this issue is dealt with through the Habitats Regulations and HRA rather than EIA (please refer to MEAS letter dated 29th April 2022). No issues requiring an Environmental Statement.	
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Union legislation and relevant to the project, or in which it is considered that there is such a failure; (vii) densely populated areas; (viii) landscapes and sites of historical, cultural or archaeological significance.	No issues requiring an Environmental Statement. The proposed development does not lie in a densely populated area. No issues requiring an Environmental Statement. The site is not in a conservation nor does it contain any listed buildings. However, there are two non-designated heritage assets recorded on the Merseyside Historic Environment Record within the proposed development site: Former site of a house, Ormskirk Road, Knowsley, an 18th century building (MME15308) and Tingle Peg Farm. off Ormskirk Road, an 18th century building (MME5634) (which may fall outside the proposed development boundary). Any archaeological impacts can be dealt with through the normal planning process.	
Types and characteristics of the potential impact		
(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected); (b) the nature of the impact; (c) the transboundary nature of the impact; (d) the intensity and	The proposed development does not exceed the indicative threshold for an industrial estate development (20ha) The site is situated to the east of Knowsley Business Park and is bounded to the north by the East Lancashire Road (A580), Ormskirk Road to the west and Knowsley Road to the east. The proposed height of the buildings will result in visual intrusion and the development and may be dominant along the road network.	

complexity of the impact; (e) the probability of the impact; (f) the expected onset, duration, frequency and reversibility of the impact; (g) the cumulation of the impact with the impact of other existing and/or approved development; (h) the possibility of effectively reducing the impact.	Taking into account the screening thresholds and the selection criteria in Schedule 3, given the characteristics and location of the development, and the potential impacts, the development alone fulfils none of the criteria which might lead to a positive screening for EIA. I accordingly consider that the proposals are unlikely to give rise to significant environmental effects and that EIA is therefore not required in this case. The area to the north which is also identified within Policy SUE1 Part1(b) East of Knowsley Industrial and Business Parks, Kirkby for employment use. If this area comes forward for development the cumulative impact of the proposals will need to be assessed, as together this may be significant.	
Is the location Sensitive under Schedule 3	No special considerations are required	

Summary

Having considered the development proposal in the light of the information available and in the context of the EIA Regulations and Guidance it is considered that the proposed works will not give rise to significant environmental effects, and you are advised that the proposals should not be considered EIA development. An **Environmental Statement (ES) is not required** in this case.

Documents to submit with a planning application:

Documents were outlined in the pre application response of July 2021 and a list as submitted by the applicant as part of their Screening Opinion. The following documents need to be included (they were in the pre app list but missing from the applicant's list):

- Archaeological Investigation (Desk Based Assessment)
- Health Impact Assessment
- Vibration Survey

APPENDIX 2:

KNOWSLEY COUNCIL PRE-APPLICATION RESPONSE

Site: Land bounded by A580, Ormskirk Road and Knowsley Lane, Knowsley

Development: Employment development (Class E(g)/B2/B8 uses) of approx.155,570sq.ft (14,470sq.m) (gross)

Documents submitted for pre application consideration

Application form
Pre App cover letter/statement
Existing Site Plan
Masterplan (Drawing No. 19011_SK23 Rev G)
Highways Scoping Checklist

Local Plan Core Strategy Allocation:

Sustainable Urban Extension

Site Constraints:

Airfield Safeguarding Zone
Archaeological Site – SJ49NW 4396/1
Gas Pipe 47m buffer
Strategic Road Network

Site History:

None recent.

Policy Context

Paragraph 11 and 12 of the National Planning Policy Framework (NPPF 2019), an extract from which is set-out below, states that:

“Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

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 usually 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.”

In this regard the Knowsley Local Plan: Core Strategy was adopted in January 2016, although certain saved policies of Knowsley Replacement Unitary Development Plan (UDP) remain operational as part of the Statutory Development Plan and are still given weight in reaching a decision under the provisions of paragraph 213 of the latest NPPF. The Joint Merseyside and Halton Waste Local Plan was adopted in 2013 and is also part of the development plan.

The site is allocated for residential development (as a Sustainable Urban Extension) within the Knowsley Local Plan Core Strategy in order to help meet the borough's development requirements up to 2028. The relevant adopted policies for the assessment of the application are listed below.

Knowsley Replacement Unitary Development Plan (Saved Policies, 2006)

T5 – Location of Major Traffic Generating New Development.
T7 – New Development and Walking & Cycling Routes
T8 – Transport Assessments
T9 – Travel Plans
DQ2 – Security in the Built Environment
DQ3 – Gateway Sites and Corridors
DQ4 – Trees and Development
ENV2 – Noise and Vibration
ENV5 – Contaminated Land

Knowsley Local Plan Core Strategy (2016)

SD1- Sustainable development
CS1 – Spatial Strategy for Knowsley
CS2 - Development Principles
CS4 – Economy and Employment
CS7 - Transport Networks
CS8 - Green Infrastructure
CS11 – Principal Regeneration Area – Knowsley Industrial and Business Parks
SUE1 – Sustainable Urban Extensions and Safeguarded Land
SUE2 – Sustainable Urban Extensions – Development Principles
CS19 - Design Quality and Accessibility in New Development
CS21 - Greenspaces and Trees
CS24 - Managing Flood Risk.
CS26 – Waste management
CS27 – Planning for and Paying for New infrastructure

Merseyside Waste Local Plan (2013)

WM9 – Sustainable Waste Management Design and Layout for New Development

Supplementary Planning Documents

Ensuring a Choice of Travel SPD (2010)
Design Quality in New Development SPD (2016)
Trees and Development SPD (2016)
Developer Contributions SPD (2016)
Adding Social Value to Development: Employment and Skills SPD (2018)

1. Site and Proposal

1.1 The site is roughly triangular in shape and is bounded by the A580 to the north, Ormskirk Road to the west and Knowsley Lane to the east. One residential property which lies within the site (Tinkle Peg Farm) and two residential properties to the north east which immediately adjoin the site. There are also two residential properties opposite the site along Knowsley Lane. Within the site to the north and running parallel with the A580 is an ordinary watercourse which runs through a woodland called Goorings Plantation. A public right of way also passes through the site.

1.2 The proposal as submitted is for the erection of employment/industrial buildings of use class of 14,470sq.m of Class E, B2 and/or B8 uses with supporting an ancillary uses including office space. The applicant is not fixed on a layout but has provided a draft masterplan layout to demonstrate how the buildings could potentially sit on the site.

1.3 Proposed unit heights would be up to 18m.

1.4 The highways scoping checklist submitted with the pre application splits the proposed use as 70% B8 and 30% B2.

1.5 Vehicular access is proposed from Ormskirk Road on the western boundary.

2. Principle of the development

2.1 The application site falls entirely within the 'East of Knowsley Industrial and Business Parks' Sustainable Urban Extension as set out in Core Strategy Policy SUE1, which allocates the site for employment. The site is also located within the Knowsley Industrial and Business Parks Principal Regeneration Area. The site is one of nine Sustainable Urban Extension sites that were released from the Green Belt in order to help meet the borough's development requirements up to 2028 and beyond. Therefore, the application proposal for employment use is acceptable in principle.

3. Environmental Impact Assessment (EIA) Screening

3.1 The information supplied by NJL Consulting as part of this pre application has been considered to form the basis of this screening opinion.

3.2 As you have not formally requested a Screening Opinion, a full response has not been provided, however, I will take this opportunity to consider whether Environmental Impact Assessment (EIA) is required for this development under the terms of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The proposal falls under Schedule 2 10(b) of the EIA Regulations 2017.

3.3 Having reviewed the proposal and considered the project against the provisions of the EIA Regulations (including screening criteria presented in Schedule 3) and the relevant National Planning Practice Guidance, it is considered that the proposals are unlikely (unless other technical specialists believe otherwise) to give rise to significant environmental effects from an EIA perspective, and that EIA is therefore not required in this case.

4. Design, layout and residential amenity

4.1 The site is quite constrained in terms of land ownership with the retention of the residential properties which lies within the site, utilities easements, public rights of way and trees.

4.2 The proposed buildings are considered too large for the site. There is little to no buffer between the development site and the existing residential property within the site and little to no buffer between the development site and Knowsley Lane. Building 1 would only be 5m from the footpath along Ormskirk Road and the service yard serving Building 2 would be only 22m from the residential properties across Knowsley Lane. To address this, the development must be reduced in scale in order to accommodate a greater landscaped buffer between the development site and residential properties and between the development site and the public highway of Ormskirk Road and Knowsley Lane.

4.3 One of the main considerations when considering development on the site is the potential impact on residential amenity. There is one residential property which lies within the site (Tinkle Peg Farm) and two residential properties to the north east which immediately adjoin the site. There are also two residential properties opposite the site along Knowsley Lane.

4.4 As stated earlier, the height of the buildings would be up to 18m. Building 3 is illustrated as being approximately 11.2m from the boundary with the residential property within the site (see below image). Whilst the building has been sited so as not to cause overshadowing an 18m high building next to a residential property will be extremely dominant and obtrusive to the detriment of the occupiers of that dwelling. The siting of building one to the south would cause some overshadowing of the home and garden of Tinkle Peg Farm. In addition, the siting of building one to the south and building two to the south east to only add to the enclosed feeling of dominance that an occupier of the residential property would feel.

4.5 A greater buffer and/or a reduction in the height of the proposed units adjacent to the residential property must be provided. In addition, cross section drawings (illustrating the relationship between the residential properties and the proposed buildings) and a daylight/sunlight assessment is required to be submitted with the planning application.

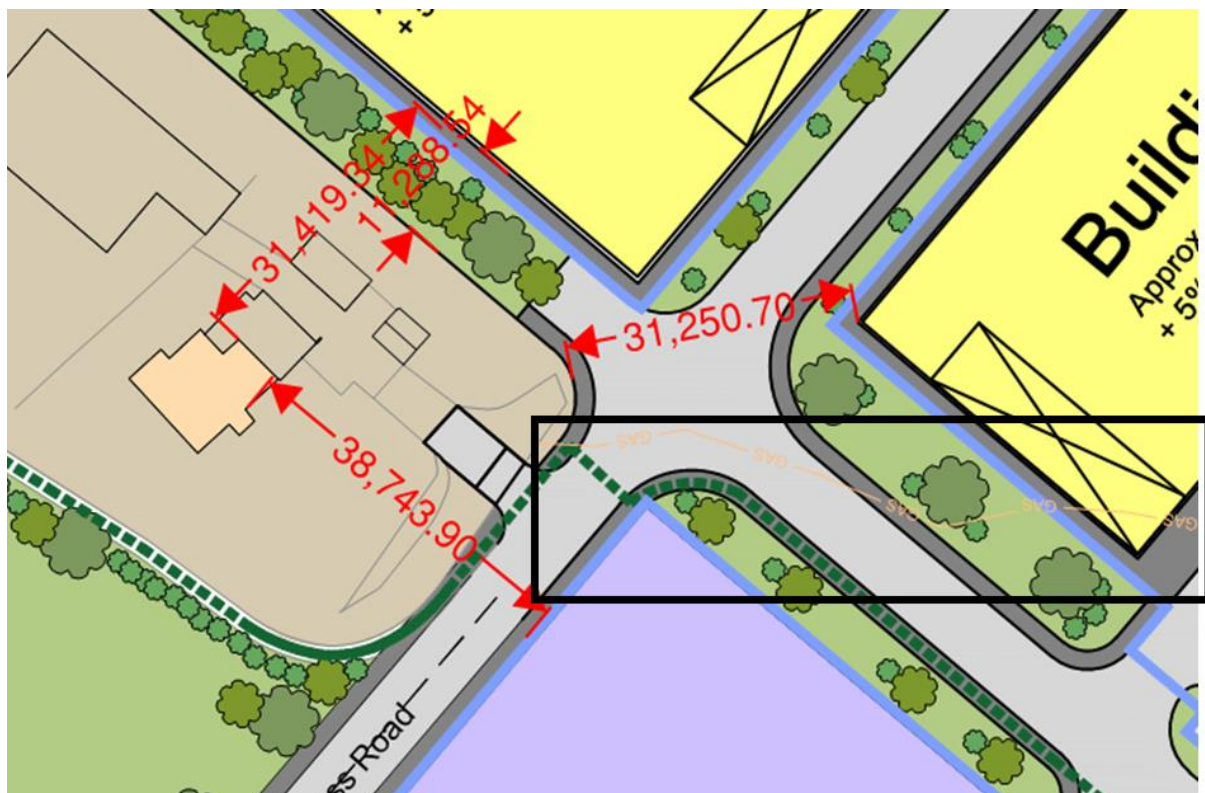


Figure 1: Distances between residential property and proposed building. Also illustrating the gas line

4.6 The residential properties to the north of the site will be affected by the proposed service yards. In the absence of a noise assessment, it is difficult to comment whether the location of the service yard is appropriate or not in terms of its impact on residential amenity, however, it is envisaged there would be a negative and unacceptable impact.

4.7 Opposite the site at Knowsley Road are two further residential properties, with the service yard of Building 2 being approximately 22m away. As raised in paragraph 4.5, the proximity of the service yard to the residential property would likely result in a negative and unacceptable impact on residential amenity.

4.8 It is difficult to comment further on the impact the proposal would have on residential amenity given the speculative nature (understandably at this stage) of the proposal as no information is provided in relation to the industry that is proposed and whether that would operate over a 24- hour period.

4.9 Any future planning application must be accompanied by a scheme for the protection of the dwellings from noise and vibration from the proposed industrial and commercial units. The scheme shall be based on the findings of an approved noise survey or noise modelling procedure, although without knowing the end users, this will be difficult to do.

4.10 Construction hours will be limited to ensure residential amenity. The hours of operation of the proposed units will also have to be carefully considered to ensure there is no negative impact on the nearby residents.

4.11 The southern corner of building 2 appears to be over the gas pipeline, highlighted in the black box on the plan on the previous page.

4.12 The cover letter states that the design and appearance of the units would be a high standard and co-ordinated materials to promote a comprehensive development. This is welcomed.

4.13 Landscaping is often seen as an after thought to the design of a proposed development, when in fact it can and should be integral to the overall design. It is advised that a scheme is submitted with the planning application.

5. Highways

5.1 Vehicular access is proposed from Ormskirk Road (to the west of the site). Internal roads lead to each of the three buildings, which have service areas and car parks.

5.2 Highways have no objections in principle to the development as proposed based on the site layout drawing submitted (Masterplan Drawing No. 19011_SK33 Rev F) and the Proposed Access Strategy (Drawing No. P20066-001B contained within the Scoping Checklist for Highways), however, this is subject to the following information that would be required as part of a future planning application.

5.3 Comments regarding the Scoping Checklist for Highways:

1. Item 5 - A Transport Assessment will be required.

Junction assessments should be carried out on the following junctions:

Ormskirk Lane/B202 Knowsley Lane (roundabout)

Ormskirk Lane/A580 East Lancs Road (signals)

2. Item 6 – The Highways Advisor has not been able to confirm whether data is available. It is advised that you contact Peter Cunningham peter.cunningham@knowsley.gov.uk or new traffic data is obtained.

3. Item 7 – 20/00124/FUL – 80,000m2 B8 logistics warehouse

4. Item 8 – for information of potential future highway schemes, contact either yvonne.hegarty@knowsley.gov.uk or mark.hetherington@knowsleygov.uk

5. Item 13 – the TRICS trip rates shown are currently acceptable

6. Item 20 – Plan 19011_SK33 Rev F sets out a new access point of Ormskirk Road, not Knowsley Lane as described. The introduction of a priority junction design for the access is subject to a capacity assessment. The construction of this junction will be subject to a S278 agreement with the Council.

7. Item 21 – Recommended parking space figures are set out in the SPD titled 'Ensuring a Choice of Travel'. The area and use class split suggested in Item 2 sets out an expectancy for 425 parking spaces to be provided. As the parking numbers suggested at 227 in Item 21 are almost 50% less than recommended, the parking issue needs to be reconsidered. The development must have adequate off-street parking, including accessible / cycle / motorcycle / coach / HGV parking in accordance with the aforementioned SPD.

5.4 The site needs to demonstrate sustainable transport use. Therefore, a Travel Plan will be required for staff. Covered cycle storage shelters are required as well as shower facilities for staff.

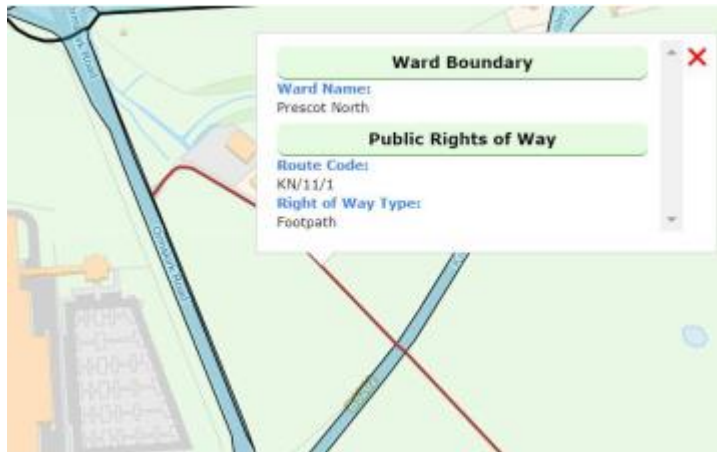
5.5 The applicant has been previously advised that a shared cycle path for commuters into the site from the A580 cycle lane on both Ormskirk Rd and Knowsley Lane will need to be provided. Fundamentally, the footpath along Ormskirk Road needs to be widened along the frontage of the development from the A580 to the Roundabout. The path would need to be 3m wide and have a design which can be found in the sustrans design guidance document on the internet. This would require the removal of the hedgerow, which would need to be removed in part to achieve the required visibility splay – see Ecology 11.7.

5.6 Electric Vehicle Charge points must also be provided.

6. Right of way

6.1 A public right of way (footpath KN/11/1) crosses the proposed development site, the red line on the picture below. It is your intention to realign the right of way to run it along the new internal roads meaning the link between Ormskirk Road and Knowsley Lane is maintained.

6.2 A landowner may apply to divert or extinguish a public right of way if they have planning permission to develop the land over which the right of way runs. Such applications are made under Section 257 of the Town and Country Planning Act 1990 are a separate process to planning permission.



7. Contaminated Land

7.1 Historic maps do not indicate that the site has had an industrial past, however given the scale of the development a Phase 1 Desk Study would be expected to be submitted with any application. A proportionate site investigation is also likely to be required, to ensure there is no significant risk from any contamination on site.

8. Flood Risk and Drainage

8.1 The site is within Flood Zone 1. A Flood Risk Assessment will be required to be submitted with the planning application. A flood risk proformas must also be completed (see the validation checklist at the end of this report).

8.2 Further information that would be required as part of a future planning application includes:

- An explanation/evidence of existing drainage system, flow paths and discharge/connection points of the site. It must also be demonstrated how the site discharges surface water and whether the site receives any surface water from neighbouring sites due to topography;
- To assess the feasibility of infiltration techniques as part of the proposed drainage strategy, evidence must be provided to show that a suitable number of soakaway tests have been completed across the whole of the site within different geology and to a suitable depth;
- A temporary surface water management plan to make sure the surface water runoff, debris, muds are appropriately managed during construction phase to protect the surrounding sites and land drain;
- The LLFA will expect above ground, green SuDS to be prioritised to promote water quality, amenity and biodiversity;
- For greenfield sites, the allowable discharge rate at post development should be at no greater than current greenfield rate;
- An illustration of permeable and impermeable areas before and after development;
- A detailed drainage scheme showing the layout of the proposed drainage scheme plan is required showing the layout of the proposed drainage network for the development, post development impermeable area, the location of the storage within the proposed development and how these relate to the submitted calculations;
- Information on general maintenance regimes of the surface water management train, including SuDS features, and who will be responsible for its long term maintenance is required;
- Evidence that the exceedance flows and runoff in excess of design criteria have been considered – calculations and plans should be provided to show here above ground flooding might occur and where this would pool and flow.

8.3 I have enclosed the full response form the LLFA which I refer you to.

9. Ordinary watercourse

9.1 The pre application proposals include the culverting of the land drain to the north of the site (running parallel to the A580) for the sole purpose of increasing the amount of developable land available. An assessment of the drain, along with a cross sectional and longitudinal topographic survey of the drain is required. This assessment and survey should include any water structure from upstream to downstream ends of the drain within the proposed site. The LLFA oppose the culverting of the drain (see also Ecology below) and alternatives to this must be considered, including the none development of the area). The LLFA may be open to the partially culverting and/or realigning the watercourse, however, in the first instance, evidence must be provided that there is not an alternative solution and secondly a hydraulic modelling exercise may be required to demonstrate that the change of alignment and part culverting does not impose an increased level of flood risk.

10.Habitats Regulations Assessment (HRA)

10.1 The development site is adjacent to farmland which provides functionally linked land for the following national and international sites. These sites are protected under the Conservation of Habitats & Species Regulations 2017 (as amended) and Local Plan policy CS20 applies:

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

10.2 The HRA¹ of the Local Plan states that fields adjacent to Coopers Lane, north of the A580, have been identified as Functionally Linked Habitats (paragraph 8.24 of HRA of Local Plan). Assessment for Likely Significant Effects (HRA) will be required prior to determination of any future development due to the potential for disturbance of qualifying species which may use the adjacent arable landscape for foraging.

11. Ecology

11.1 The cover letter refers to a 'Preliminary Ecological Appraisal' however this was not submitted as part of the pre application.

11.2 The cover letter also states that there are no habitats of significance within the developable area, however, both DEFRA Magic Maps and LCR Network mapping identify Goorings Plantation as Priority Lowland Deciduous Woodland Local Plan Core Strategy CS8 applies. This can be confirmed by an Ecological Appraisal will assess the potential mitigation of a Priority Habitat.

11.3 The Cover Letter further states the development site does not support any notable species, but ecological surveys undertaken in 2019 identified badger activity in the north of the site. Whilst an ecological appraisal has not been submitted as part of this pre-application enquiry, it is advised that these surveys will require updating as part of any future application, in particular with reference to badger (please note that any information relating to badgers should be kept confidential).

11.4 It is advised that a Preliminary Ecological Appraisal (PEA) that meets BS 42020:2013 is required to be submitted with any future planning application and this should include a

¹ https://www.knowsley.gov.uk/PDF/SD11_CoreStrategyHabitatsRegulationsAssessment.pdf

completed Defra Biodiversity metric. The PEA should be undertaken in accordance with CIEEM (2017) guidelines. Surveys should be carried out by suitably qualified and experienced persons and follow relevant good practice.

11.5 The presence of Kirkby Brook, Goorings Plantation, hedgerows and arable land within the proposed site means any proposal is likely to have a negative impact on biodiversity. Woodland and hedgerow are Priority habitat and Local Plan policy CS8 applies. These habitats are a material consideration. The proposals should be designed to incorporate the Priority Habitat and Kirkby Brook as far as possible and include avoidance measures to prevent harm. The loss of these habitats is unlikely to be able to be mitigated on site and any future proposal should be accompanied by mitigation measures derived from calculating habitat values using the Natural England Biodiversity Metric.

11.6 The proposal does not retain Kirkby Brook as an open watercourse in its current location. The loss of this habitat feature in addition to arable land and woodland would result in significant loss to biodiversity which would require mitigation and compensation. As a result, any future proposal should be designed to include retention of the watercourse by re-aligning Kirkby Brook within the area of proposed water easement in the north of the site to prevent a loss to biodiversity. It is possible through enhancing this area to include tree planting and grassland that the existing east – west green corridor provided by the woodland and brook could be maintained. This approach, along with enhancement of the re-aligned watercourse and ecologically minded landscaping design, would mitigate for impacts to habitats on site in line with policy CS8 and would contribute towards achieving Biodiversity Net Gain.

11.7 A large section of hedgerow would need to be removed to accommodate the required visibility splay at the site entrance. Highways have also asked for improvements to footpaths along Ormskirk Road and Knowsley Lane (see Highways section 5.5) which would require the removal of the hedgerow. In the absence of an assessment of the hedgerow and without knowing the extent of its removal it is difficult to comment further except to say that the retention of the hedgerow must be fully considered.

12. Trees

12.1 The cover letter refers to a 'Preliminary Arboricultural Appraisal', however this has not been submitted with the pre application.

12.2 The proposed plans would involve the loss of a significant number of trees on the site, with little mitigation shown on the site for their loss. This loss would not be acceptable. The trees form a natural green belt and can be clearly seen from the surrounding areas. The proposal cannot be supported in its current form. In order for the Council's Arboriculturalist to comment an Arboricultural Impact Assessment and a Method Statement are required. Notwithstanding the findings of the aforementioned reports, it is advised that the development maintains as many of the existing trees in order to comply with UDP Policy DQ4 and Core Strategy Policy CS21 which seek to encourage the retention of existing trees where possible. UDP DQ4 states that where the Council considers tree loss is unavoidable, the applicant will be required to replace the trees on a 2:1 basis.

13. Heritage and archaeology

13.1 The cover letter states that there are no known heritage or archaeological constraints on the site. This is not the case and there are two non-designated heritage assets recorded on the Merseyside Historic Environment Record within the proposed development site: Former site of a house, Ormskirk Road, Knowsley, an 18th century building (MME15308) and Tingle Peg Farm, off Ormskirk Road, an 18th century building (MME5634).

13.2 NPPF paragraph 189 states: "In determining applications local authorities should require an applicant to describe the significance of any heritage assets affected including any contribution made by their setting." "Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation."

13.3 It is advised that a desk-based assessment (DBA) which determines the significance of any archaeology present and assesses the impact of the proposed development on the archaeological potential of the site is required prior to determination of the planning application.

13.4 The results of the DBA should be used to inform further advice and action to avoid or mitigate, loss or damage to any significant archaeological remains. This might include requirements for further pre-determination investigation of the site, whether by means of non-intrusive (i.e. geophysical survey) or intrusive (trial trenching) archaeological techniques.

14. Low Carbon and Renewable Energy

14.1 The cover letter states that the proposal will deliver a BREEAM 'Very Good' development as well as renewable energy being actively considered. This is welcomed and it is advised that any development proposal should comply with the Knowsley's Local Plan Core Strategy Policy CS22: Sustainable and Low Carbon Development. It is advised that your proposals for low carbon/renewable energy are clearly outlined in the planning application.

15. Social Value

15.1 The objective of Supplementary Planning Document "Adding Social Value to Development" is to maximise the employment and training of local people. The SPD requires the applicants for major developments such as this to submit a Social Value Strategy to the Council setting out how they propose to provide employment and training benefits for residents in the local area.

15.2 In this instance, the Social Value Strategy is recommended to be agreed via a planning condition, with the social value contribution (to undertake monitoring of the strategy's implementation) of £38,861 to be paid by the Council as part of and future land deal. Subject to this, the proposal complies with Core Strategy Policy CS4 and the Social Value SPD.

16. Local consultation

16.1 The cover letter states that it is the applicant's intention to write to the adjacent landowners to advise them of the proposals and set out a timetable for the submission of a planning application. A consultation should seek comments, both positive and negative, about a proposed development and address the issues raised and where necessary make appropriate changes. Please refer to the Council Statement of Community Involvement which can be found [here](#) for further information on consultations.

17. Summary

17.1 The site has a lot of constraints which have been outlined in this response, not least the residential property that remains within the site as well as the adjoining residential properties, watercourses, ecology, trees, hedgerows and services and easements such as gas and electricity. The size and scale of the buildings proposed is an issue due to the aforementioned constraints and because the required level of car parking cannot be achieved within the site. On this basis, it is difficult to see how the proposal can overcome the issues raised within this pre app response.

17.2 The advice given here does not indicate any formal decision by the Council as Local Planning Authority. Any views or opinions are given without prejudice to the formal consideration of any planning application and are based on the details submitted, site observations and other available information sources. A formal decision on a proposal can only be given on the submission of a planning application after its full consideration, which will involve consultation with local residents, statutory consultees and any other interested parties. You should also bear in mind that any subsequent changes to planning legislation or planning policies may affect the advice given. The pre-application process involves engagement by both the Local Planning Authority and potential applicants and, as such, we would welcome further discussions as you consider necessary although protracted discussions may incur additional fees to be advised in advance.

Validation checklist

Planning Law requires the submission of certain information with a planning application dependent upon its type, scale and location. More detail including the Council's validation checklist can be found [here](#). Additionally, in this case the following documents would be required for this application.

DOCUMENT	STATUS
Existing & Proposed Plans and Elevations	Essential
Affordable Housing Statement	Essential
Air Quality Assessment	Essential
Archaeological Investigation (desk based assessment)	Essential
Assessment of the drain to the north (including cross sectional and longitudinal topographic survey of the drain)	Essential
Cross section drawings (illustrating the relationship between the residential properties and the proposed buildings)	Essential
Daylight/sunlight assessment	Essential
Ecological Appraisal	Essential
Design & Access Statement	Essential
Drainage Scheme plan (illustrating the layout of the proposed drainage network)	Essential
Energy and Sustainability Assessment	Essential
Flood Risk Assessment (including sustainable urban drainage and surface water management	Essential

Suds pro forma (here)	Essential
Section 106 Heads of Term Proposals	Essential
Health Impact Assessment	Essential
Levels survey (existing and proposed) and cross sections	Essential
Noise Survey	Essential
Phase 1 Desk Study (Contaminated Land)	Essential
Planning Statement including Statement of Community Involvement	Essential
Transport Assessment	Essential
Tree Survey, Impact Assessment and Method Statement	Essential
Social Value Strategy	Essential
Vibration Survey	Essential
See section 3 of the validation checklist for recommended submissions to avoid planning conditions or delay for the development	Desirable to avoid pre commencement planning conditions.
Materials	Desirable
Landscaping Scheme	Desirable
Construction Management Plan	Desirable
Travel Plan	Desirable

Note: The risks and uncertainty associated with an application's outcome can be reduced if information requirements are met, when an application is submitted. It can alleviate the need for planning conditions requiring the submission and further approval of additional details.

S106 REQUIREMENTS:

1. Highways:

This is normally led by the findings of the Transport Assessment.

2. Social Value:

£38,861 based on the level of development currently proposed.

3. Habitats/Ecology/Landscaping

The loss of these habitats is unlikely to be able to be mitigated on site and any future proposal should be accompanied by mitigation measures derived from calculating habitat values using the Natural England Biodiversity Metric.

OTHER FINANCIALS (NOT WITHIN S106)

1. Low Carbon/Renewable Energy