



Knowsley Metropolitan Borough Council

KNOWSLEY CEMETERY EXTENSION

Planning Statement, Inc. Statement of Community Involvement





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Involvement

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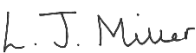
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CONTENTS

1	INTRODUCTION	1
1.2	PROJECT OVERVIEW	1
1.3	STRUCTURE OF THE PLANNING STATEMENT	1
1.4	ASSOCIATED DRAWINGS AND DOCUMENTS	2
1.5	EIA SCREENING	2
2	SITE AND SURROUNDINGS	4
2.1	SITE SURROUNDINGS AND CONTEXT	4
2.2	PLANNING HISTORY	4
3	THE PROPOSED DEVELOPMENT	6
3.1	INTRODUCTION	6
3.2	ACCESS PROPOSALS	6
3.3	WIDER CEMETERY PROPOSALS	6
4	STATEMENT OF COMMUNITY INVOLVEMENT	9
4.1	INTRODUCTION	9
4.2	CONSULTATION WITH THE LOCAL PLANNING AUTHORITY	9
4.3	WIDER CONSULTATION RELATING TO THE KNOWSLEY CEMETERY EXTENSION PROPOSALS	10
4.4	CABINET APPROVAL	10
4.5	SUMMARY	10
5	PLANNING POLICY	13
5.1	OVERVIEW	13
5.2	LOCAL PLANNING POLICY	13
5.3	NATIONAL PLANNING POLICY	15

5.4	OTHER MATERIAL CONSIDERATIONS	16
5.5	ST HELENS BOROUGH COUNCIL	17
6	PLANNING ASSESSMENT	21
6.1	INTRODUCTION	21
6.2	ACCESS AND TRANSPORT	21
6.3	FOOTPATHS	22
6.4	SUMMARY	22
7	SUMMARY AND CONCLUSIONS	24

FIGURES

Figure 5-1 - KMBC Planning Policy Map Extract	14
Figure 5-2 - SHBC Local Planning Policy Map Extract	19

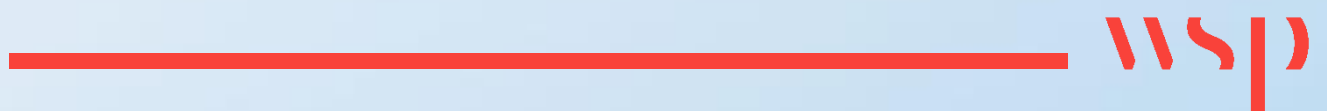
APPENDICES

APPENDIX A

SITE LOCATION PLAN

1

INTRODUCTION



1 INTRODUCTION

- 1.1.1. WSP has prepared this Planning Statement on behalf of the applicant, Knowsley Metropolitan Borough Council (herein referred to as KMBC), to support an application for full planning permission for the following development:

“Full Planning permission for the creation of two vehicle accesses off Cumber Lane and associated works for the proposed Knowsley Cemetery Extension on Land at Whiston Woods.”

1.2 PROJECT OVERVIEW

- 1.2.1. The proposals along Cumber Lane (herein referred to as “The Site”) comprise the creation of accesses to the proposed Knowsley Cemetery Extension.
- 1.2.2. There are currently no vehicle access points into the land at Whiston Woods. Vehicle access is required for the Cemetery Extension and therefore two vehicular accesses are proposed off Cumber Lane. The two vehicular accesses are approximately 180m apart, the northern point will be the access with the southern point as an egress.
- 1.2.3. The site is around 0.35 Ha and will provide the necessary improvements to accommodate the Cemetery Extension. Whilst the proposals on Cumber Lane form a single planning application, it is important it is read within the wider context of the Knowsley Cemetery Extension.
- 1.2.4. Whilst the proposals sought under this application fall within the jurisdiction of KMBC, as the Knowsley Cemetery Extension falls within the local administrative boundary of St Helens, a separate full planning application has been submitted to St Helens Borough Council (SHBC).
- 1.2.5. The Knowsley Cemetery Extension is proposed to take place on Whiston Woods, a publicly accessible woodland plantation located within the area of Rainhill Ward in the Borough of St Helens in the North-West of England. The site is situated within the St Helens Green Belt and up until 2001 was previously used for farmland after which it was purchased by Forestry England and planted as a woodland plantation for commercial crop.
- 1.2.6. KMBC proposes to utilise the land available to expand upon the existing Knowsley Cemetery, located on Fox’s Bank Lane, around 450 metres to the southwest of Whiston Woods in order to serve the future requirements of the local population for around 100 years.
- 1.2.7. As outlined above, for full details on the Knowsley Cemetery Extension Proposals please refer to the separate planning application, which has been submitted to SHBC.

1.3 STRUCTURE OF THE PLANNING STATEMENT

- 1.3.1. This Planning Statement firstly defines the location of the planning application proposals and then describes the Proposed Development. The Planning Statement then details the community engagement process, as well as setting out a summary of the pre-application consultation responses. Further to this, the relevant planning policies and material considerations are acknowledged, prior to considering the key planning merits of the Proposed Development when assessed against these policies and material considerations. The Planning Statement is therefore structured as follows:

- Chapter 2: Site and Surroundings; description of the site location, its immediate surroundings, and a review of the site's planning history;
- Chapter 3: Proposed Development; details of the proposed development
- Chapter 4: Statement of Community Involvement; details the public consultation and pre-application process;
- Chapter 5: Planning Policy; identification of the relevant local and national planning policies;
- Chapter 6: Planning Assessment; demonstrates the proposal's conformity with the relevant adopted planning policies and identifies other planning matters that are considered to be material considerations to the positive determination of the application;
- Chapter 7: Summary and Conclusions; summarises the contents of this statement and confirms the acceptability of the proposal.

1.4 ASSOCIATED DRAWINGS AND DOCUMENTS

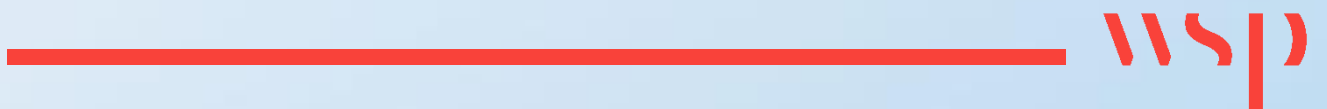
- The application is supported by select architectural drawings and a suite of technical documents that should be considered in conjunction with this statement. The supporting drawings and documents are Planning Application Form and Ownership Certificate
- Covering Letter prepared by WSP
- Planning Statement, Inc. Statement of Community Involvement prepared by WSP (Ref:70119719_PS001)
- Transport Statement prepared by WSP (Ref: 70111314_TS-01)
- Travel Plan prepared by WSP (Ref: 70111314_FTP_01)
- Drawings:
 - Site Location Plan prepared by WSP (Ref:70111314_WSP_LUD_KC_DR_LA_0001 Rev P01)
 - Existing Site Plan prepared by WSP (Ref: 70111314_WSP_LUD_KC_DR_LA_0002 Rev P01)
 - Topographical Survey Sheet 1 of 2 prepared by Malcolm Hughes (Ref: 53087/1)
 - Topographical Survey Sheet 2 of 2 prepared by Malcolm Hughes (Ref: 53087/2)
 - Proposed Access Layout prepared by WSP (Ref: 70111314_WSP_KC_DR_HW-0001 Rev P01)
 - Access Visibility Splays prepared by WSP (Ref: 70111314_WSP_KC_DR_HW-0002 Rev P01)
 - 7.7m Fire Tender Tracking prepared by WSP (Ref: 70111314_WSP_KC_DR_HW-0003 Rev P01)

1.5 EIA SCREENING

- 1.5.1. A Screening Opinion under Regulation 6(1) of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 has not been submitted alongside the Planning Application. The proposals do not fall within Schedule 1 or 2 of the regulations. Therefore, the development does not constitute EIA development, and a screening is not required.

2

SITE AND SURROUNDINGS



2 SITE AND SURROUNDINGS

2.1 INTRODUCTION

- 2.1.1. This chapter of the Planning Statement provides an overview of the application site, including historic background, the surrounding land uses and nearby infrastructure, as well as providing information on the current condition of the site. It also lists any historical and geographical constraints which may impact the development.

2.2 SITE SURROUNDINGS AND CONTEXT

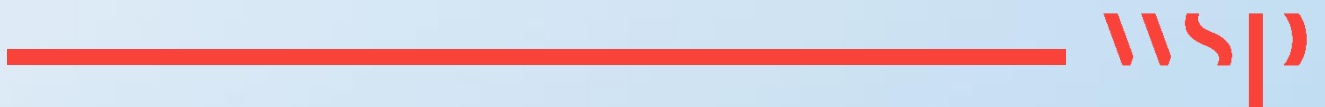
- 2.2.1. The application site (the site) is located on Cumber Lane, Whiston and falls within the local authority jurisdiction of Knowsley. The site is currently in use as a public highway and road verges.
- 2.2.2. The site extends approximately 0.42 hectares across one rectangular land parcel. A site location plan (**Ref: 70111314 WSP LUD KC DR LA 0001 Rev P01**) has been submitted to KMBC as part of the planning application pack for the proposals and is provided in **Appendix A**.
- 2.2.3. The site leads directly onto Fox's Bank Lane to the south. Directly to the east of the site is Whiston Woods, an area of land planned to form part of the proposals for the Knowsley Cemetery Extension. Residential properties lie to the west.
- 2.2.4. There is a railway line to the north of the site. Whiston Station, approximately 750m to the north-west, is within walking distance of the site which provides regular direct train services to Liverpool and Manchester. There are several bus stops along Cumber Lane, adjacent to the site, which offer connections to Broadgreen and Huyton.
- 2.2.5. The existing Cemetery, known as Knowsley Cemetery, sits to the south-west of Whiston Woods. It covers an area of approximately 4 hectares and has been awarded national green flag status due to its space and amenities.
- 2.2.6. To the south-east of the site, there is a Local Wildlife Site (LWS), "Parrens Covert". The nature reserve is currently owned by SHBC and sits outside of the application boundary and will not be impacted by the Proposed Development.
- 2.2.7. A recently designated Public Right of Way and Bridle Way also lies within close proximity to the site, situated around the perimeter of Whiston Woods.
- 2.2.8. The site is located within Flood Zone 1 on the Environment Agency's Flood Risk map and therefore has a low probability of flooding from rivers and the sea. The site also has a low risk of flooding from surface water. There are no TPOs on or adjacent to the site.
- 2.2.9. The site is not located within or near to a Conservation Area and there are no listed buildings within close proximity which would be impacted by the proposals.

2.3 PLANNING HISTORY

- 2.3.1. There is no relevant planning history associated with the application site.

3

THE PROPOSED DEVELOPMENT



3 THE PROPOSED DEVELOPMENT

3.1 INTRODUCTION

- 3.1.1. This chapter of the statement provides a summary of the Proposed Development. It should be read alongside the submitted planning application drawings.
- 3.1.2. The Proposed Development sought under this application solely comprises the vehicular and pedestrian access proposals albeit for completeness and wider context an overview of the Knowsley Cemetery Extension proposals has also been provided below.

3.2 ACCESS PROPOSALS

3.2.1. Vehicular Access

- 3.2.2. There are currently no vehicle access points into the application site. Vehicle access is required for the Cemetery Extension and therefore two vehicular accesses are proposed off Cumber Lane. The two vehicular accesses are approximately 180m apart, the northern point will be the access with the southern point as an egress. This is to facilitate a one-way system within the site, albeit this will form part of a separate planning application, but it provides context for the two access locations.

3.2.3. Pedestrian Access

- 3.2.4. The existing pedestrian accesses off Cumber Lane will be retained as part of the proposals which provide access to the internal footpaths within Whiston Woods.
- 3.2.5. In the submitted SHBC planning application for the Knowsley Cemetery Extension, a new footpath is proposed on the eastern side of Cumber Lane between the southern gated pedestrian access and the controlled crossing point at the Cumber Lane / Lickers Lane junction to enhance connectivity for pedestrians between the existing cemetery and the Cemetery Extension.

3.3 WIDER CEMETERY PROPOSALS

- 3.3.1. The proposals outlined below relate to the Knowsley Cemetery Extension proposals on land at Whiston Woods. These elements do not form part of the planning application and have been provided for wider context only.
- 3.3.2. The Knowsley Cemetery Extension on land at Whiston Woods is proposed to provide a beautiful and tranquil place for the residents of Knowsley and surrounding areas to lay loved ones to rest in a natural environment, surrounded by nature.
- 3.3.3. The majority of the existing woodland areas will be retained to ensure that the natural setting is not affected, and the structure of the proposed planting has been used to define how the site will be developed. The design has evolved over the last 12 months to ensure the proposals are sensitively designed, taking into account the site's openness, to ensure there is a negligible impact on the site's natural setting, loss of vegetation and impact on the adjacent LWS.
- 3.3.4. As part of the Knowsley Cemetery Extension proposals, an internal road in a one-way direction (with entry/exit off Cumber Lane) will be created on the western perimeter edge of the Cemetery Extension land. This will provide vehicular access for those visiting the cemetery. Vehicles will enter the site on the northern access point and travel southwards using the internal road. They will exit the site at the egress junction provided on Cumber Lane, proposed approximately 180m to the south of

the access junction. Visitors will use the proposed parking laybys adjacent to the internal one-way road and access the burial plots on foot via the surfaced paths.

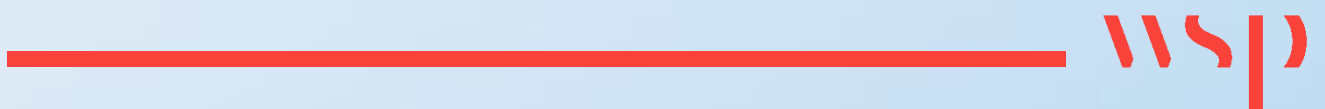
3.3.5. The Cemetery Extension proposals also include a central tarmacked route through the cemetery area with a turning head at the eastern end of the route. This is provided for specific access requirements, for maintenance vehicles and funeral hearses only.

3.3.6. The Cemetery Extension proposals comprise the following:

- Up to a maximum of 5,447 cemetery plots (circa 3,800 burial and 1,647 cremated remains albeit subject to forecasting and trends of the burial/cremated remains ratio);
- Up to a maximum of 11,400 burials (each burial plot having a capacity of 3 deep) and 9,882 cremated remains (each cremated plot having a capacity of 6);
- Plot sizes comprising: 1.375 x 2.75m for burial plots and 1.2 x 1.2m for cemetery plots;
- Grave stone diameters comprising a height of 1m, width of 1m, depth of 1m;
- 16 parking layby spaces for Phase 1, with cluster carparks to be provided to accommodate parking demand for future phases as required; and
- Enhancement of existing woodland in addition to new planting, wildflower meadows, and creation of a new wetland, including wetland planting and meadowland areas.

4

STATEMENT OF COMMUNITY INVOLVEMENT



4 STATEMENT OF COMMUNITY INVOLVEMENT

4.1 INTRODUCTION

- 4.1.1. This chapter of the Planning Statement provides an overview of how the applicant has complied with the requirements for pre-application consultation, ensuring that the views of the local community were actively sought and carefully considered in the formulation of the development proposals.
- 4.1.2. The comprehensive pre-application process undertaken by KMBC has considered relevant national and local policy guidance. The importance of pre-application consultation and community engagement are emphasised in the following:
- Localism Act (2011);
 - National Planning Policy Framework (NPPF) (2024); and
 - Knowsley Council's Statement of Community Involvement (SCI) (June 2023).
- 4.1.3. The NPPF promotes effective engagement between applicants, communities, LPAs and other interested parties throughout the process. Paragraph 132 of the NPPF states that applicants should work closely with those directly affected by their proposals to evolve designs that take account of the views of the community.
- 4.1.4. It is against this background that consultation with the LPA, local community and Councillors has been undertaken.

4.2 CONSULTATION WITH THE LOCAL PLANNING AUTHORITY

- 4.2.1. Given the prominence of the site and the potential scale of development, the applicant has undertaken extensive pre-application discussions with both Local Planning Authorities (LPA), KMBC and SHBC over the last 18 months with formal consultation beginning in July 2024.
- 4.2.2. Formal pre-application letters along with a suite of plans and technical documents were submitted to both local authorities on 1st July 2024.
- 4.2.3. For KMBC a formal pre-application response was issued by the highways and development management team on 30th August 2024. As the proposals within KMBC's local authority boundary are highways focused the pre-application discussions took place with KMBC's Development Management and Highways teams.
- 4.2.4. Correspondence specifically took place with Mark Quinn (Planning Officer) and John Parry (Highways Officer) and discussions on the proposals were positive, concluding that the proposals are unlikely to give rise to any significant highways safety or capacity issues for the area as a result of the Cemetery Extension.

- 4.2.5. For pre-application engagement with SHBC, a formal pre-application meeting was held via video conference with the client, WSP and SHBC on 9th October 2024. SHBC's Development Management team along with officers from Trees and Landscape, Contaminated Land, Drainage and Parks were all in attendance at the meeting. Following the meeting a formal pre-application response from SHBC was received on 26th November 2024. The Local Highways Authority (LHA) were unable to attend the meeting however dialogue with WSP's transport consultants and the LHA has been ongoing, and comments received in the formal pre-application response have been discussed. The LHA confirmed the proposals are unlikely to give rise to significant vehicle movements and did not identify any concerns with the scheme.
- 4.2.6. The feedback received from both LPA has been valuable and has been taken on board to positively shape the proposals which fits with the ambitions of Knowsley's and St Helen's respective Development Plans.

4.3 WIDER CONSULTATION RELATING TO THE KNOWSLEY CEMETERY EXTENSION PROPOSALS

- 4.3.1. KMBC undertook a community consultation exercise on the wider Knowsley Cemetery Extension proposals between June – August 2023. The consultation sought local views and feedback on the proposals through community drop-in consultation events and consultation surveys.
- 4.3.2. Some of the feedback received during the consultation period included concerns regarding increased traffic on the highway and the associated parking implications. However, support was received in regard to the pathway improvements and there was recognition that the proposal would improve perceptions of personal safety.
- 4.3.3. The feedback received during the consultation has been taken into account through the design development of the scheme. The design response to the feedback received included the proposed implementation of appropriate traffic management measures and the provision of on-site parking facilities.
- 4.3.4. Further information on the consultation exercise and feedback received is provided in the Planning Statement submitted with the KMBC Cemetery Extension proposals application.

4.4 CABINET APPROVAL

- 4.4.1. The proposals were presented to KMBC's Leader and Members of the Cabinet on 6 December 2023. The Leader and Members agreed with the proposals set out and confirmed planning applications for consideration by both SHBC and KMBC could progress towards submission.

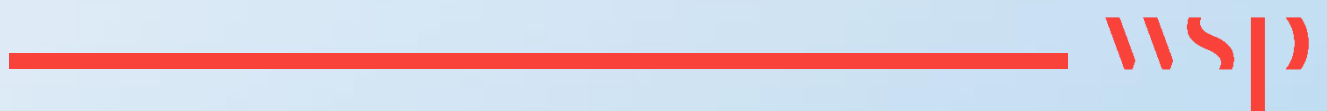
4.5 SUMMARY

- 4.5.1. This Statement of Community Involvement has demonstrated that extensive pre-application consultation and engagement has taken place in the lead up to submitting the planning application. This includes engagement with Council Officers and the local community.
- 4.5.2. This engagement and consultation has been helpful in enabling the proposals to evolve and respond to the communities feedback on the initial proposals shared in 2023. This has resulted in an improved design that delivers cemetery provision while enhancing and improving the wider site for users and nature.

- 4.5.3. Overall, the application accords with the approach to pre-application consultation and has been prepared in the context of the NPPF, Localism Act and SHBC SCI.

5

PLANNING POLICY



5 PLANNING POLICY

5.1 OVERVIEW

- 5.1.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires LPA to determine planning applications in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.1.2. In the context of this application, planning policy operates at two levels:
- **National:** The Government produces national policy in the form of the National Planning Policy Framework ('NPPF') (2024) and the supporting National Planning Policy Guidance ('PPG'); and
 - **Local:** The Knowsley Local Plan Core Strategy was adopted in January 2016 to inform development through the use of detailed policies up to 2028 and beyond. Local Policy also includes saved policies from the Unitary Development Plan (UDP), 39 policies of which still remain in force following the adoption of the Local Plan Core Strategy.
- 5.1.3. Further relevant material considerations include supporting Supplementary Planning Documents (SPD) Advice Notes, Planning Practice Notes, and LCRCA guidance documents.
- 5.1.4. The proposals being assessed within this planning application only includes land within KMBC's jurisdiction, therefore only KMBC policy will be assessed against the proposed development. The link to SHBC's planning policy is provided only for context to the wider scheme.
- 5.1.5. As outlined above, the wider development for the Knowsley Cemetery Extension falls between two different local administrative boundaries, that of KMBC and SHBC. The majority of the proposed Cemetery Extension is located within the local administrative boundary of St Helen's, therefore SHBC planning policy has been considered and addressed more extensively as part of the separate planning application that has been submitted to St Helens.
- 5.1.6. This chapter of the Planning Statement summarises planning policy and guidance that is considered relevant to the positive determination of this planning application.

5.2 LOCAL PLANNING POLICY

KNOWSLEY CORE STRATEGY (2016)

- 5.2.1. The current Local Plan for KMBC was adopted in 2016 and will run until 2028. The policies deemed relevant to this proposal from KMBC's Local Plan relate solely to highways and accessibility matters as the access arrangements/junctions into and out of the site fall within the authority boundary of Knowsley. The site has no specific land designations however the adjoining land uses and allocations are shown in the Local Planning Policy Map extract below (Figure 5-1).

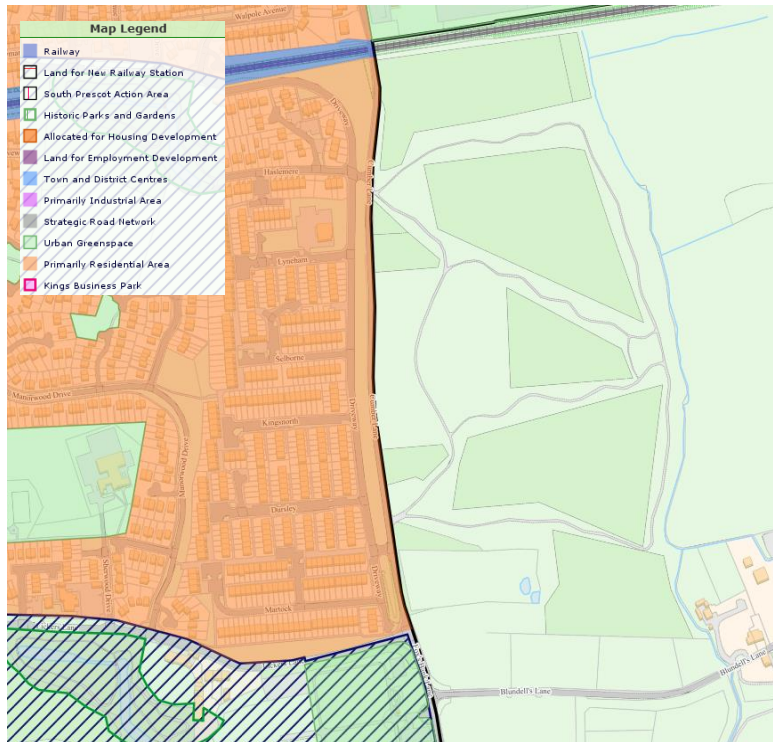


Figure 5-1 - KMBC Planning Policy Map Extract

Policy CS7: Transport Networks

- 5.2.2. Local Plan Policy “CS7 Transport Networks” is considered the most relevant to the positive determination of the planning application.
- 5.2.3. Transport Networks will need to be considered for the proposal. The policy outlines six criteria that will need to be met as part of the planning application through the design of the cemetery proposals and accompanying Transport Statement/Assessment and Travel Plan. The criteria is as follows:
- “Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;*
 - Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;*
 - Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;*
 - In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;*
 - Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and;*
 - Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.”*

Policy SD1: Sustainable Development

- 5.2.4. Local Plan Policy “SD1 Sustainable Development” is also important as it emphasises that proposals favouring sustainable development, as set out in the NPPF, will be viewed positively by the Local Planning Authority. Developments that are seen to improve the economic, social and environmental conditions of the area whilst also according with National and Local policy will be approved where possible.

KNOWSLEY UDP (2006)

- 5.2.5. The Knowsley UDP was adopted in June 2006. 36 policies were deleted with the adoption of the Local Plan Core Strategy, however 39 UDP policies still remain in effect. The policies, extrapolated from the UDP, are listed below which are considered relevant to the proposals.

Policy T5: Location of major Traffic generating new Development

- 5.2.6. UDP Policy T5 stipulates where new traffic generating developments should be located to avoid unnecessary harm on the local highway network. This policy outlines that major developments should be located within safe and convenient walking distance of public transport facilities (400 metres from a bus stop or 800m from a rail station). Policy T5 also stipulates that development which are likely to generate significant movement of vehicular traffic should be located at easily accessible sites, and which will not cause an unacceptable amount of congestion on the strategic road network.

Policy T7: New Development and Walking & Cycling Routes

- 5.2.7. UDP Policy T7 states proposals should preserve and where appropriate enhance the walking and cycling network, enhancing green corridors and the countryside as well as promoting and encouraging exercise and healthier living standards.

Policy T9: Travel Plans

- 5.2.8. UDP Policy T9 outlines that Transport Plans will be required alongside the submission of applications for smaller development proposals which, either by themselves or in conjunction with other proposals, would:
- Generate significant amounts of vehicular traffic in or near to Air Quality Management Area; or
 - Exacerbate an existing traffic problem in the surrounding area which would otherwise justify a refusal of planning permission

Policy T10: Access for the less mobile

- 5.2.9. UDP Policy T10 governs that all proposals for new development will be required to provide adequate access for the less mobile or those who have sensory impairments and shall have adequate adaptability to meet lifetime design standards for all other buildings and shall be in accordance with the principles of the Disability Discrimination Act 1995 and its successors.

5.3 NATIONAL PLANNING POLICY

NATIONAL PLANNING POLICY FRAMEWORK (2024)

- 5.3.1. The NPPF was published on 24 July 2018 with the most recent amendments being published in December 2024 and is a material consideration in determining planning applications.

- 5.3.2. The NPPF (2024) emphasises the importance of sustainable development and sets out the core planning principles guided by the Government's planning policies. Under paragraph 48, development proposals that accord with the development plan should be approved without delay.
- 5.3.3. Paragraph 7 of the NPPF emphasises the need for sustainable development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
- 5.3.4. Paragraph 8 of the NPPF highlights the interdependent objectives of sustainable development, which include economic, social and environmental dimensions.
- 5.3.5. Paragraph 11 of the NPPF outlines the presumption in favour of sustainable development, ensuring that proposals that align with local policies are approved with delay unless there are significant adverse impacts.
- 5.3.6. Paragraph 89 of the NPPF stipulates that the use of previously developed land, and sites that are physically well-related to existing settlements, where suitable opportunities exist.
- 5.3.7. Paragraph 98 of the NPPF states that planning decisions should plan positively for the provision and use of shared spaces, community facilities and other local services.
- 5.3.8. Chapter 9 of the NPPF focused on promoting sustainable transport. Paragraph 109 states having an "understanding and addressing the potential impacts of development on transport network" is key to having a "vision led approach" to transport solutions.
- 5.3.9. Paragraphs 109 to 112 has a focus on sustainable transport, encouraging development that prioritises walking, cycling, and public transport to reduce congestion and promote health.
- 5.3.10. Paragraph 135 of the NPPF addresses the importance of enhancing the natural and historic environment, advocating for developments that contribute positively to local character and distinctiveness.

PLANNING PRACTICE GUIDANCE (2024)

- 5.3.11. The Planning Practice Guidance (PPG) was first published in 2012 and was revised in 2018, 2019, 2021, 2023 and most recently February 2024. The PPG sets out supplementary advice to the policies and guidance contained within the NPPF. Key sections relevant to the positive determination of this planning application include:
 - Before Submitting an Application;
 - Determining a Planning Application;
 - Effective use of land;
 - Healthy and safe communities;
 - Natural Environment;
 - Open Space, sports and recreation facilities, public rights of way and local green space; and
 - Travel Plans, Transport Assessments, and Statements.

5.4 OTHER MATERIAL CONSIDERATIONS

SUPPLEMENTARY PLANNING DOCUMENTS AND ADVICE NOTES

- 5.4.1. The following Supplementary Planning Documents ('SPD') and Advice Notes are considered to be relevant to this Proposed Development:

- Ensuring a Choice of Travel SPD

LIVERPOOL CITY REGION COMBINED AUTHORITY

5.4.2. The following policy Documents published by the LCRCA are considered to be relevant to this Proposed Development:

- Liverpool City Region Combined Authority
- LCRCA Spatial Development Strategy (Draft)
- LCRCA Transport Plan
- LCR: Local Cycling and Walking infrastructure Plan (LCWIP)
- LCR Sustainable Transport Settlement Prospectus
- Liverpool City Region Combined Authority Corporate Plan 2024 - 2028: Liverpool City Region Innovating for Growth

5.5 ST HELENS BOROUGH COUNCIL

- 5.5.1. For completeness and context, a summary of the Local Planning Policy for the Cemetery Extension Proposals site on land at Whiston Woods is provided below.
- 5.5.2. The current Local Plan for St Helen's Borough Council was adopted in July 2022 and will run until 2037. The entire site falls within an Urban Intervention Zone and is designated as Green Belt. In addition, parcels of Open Space, including Natural and Semi-Natural Green Spaces (NSN) and Key Walking Routes are located within the site. A LWS, "Parrens Covert", sits to the south-east of the site, albeit outside the site boundary.
- 5.5.3. An extract of the Local Planning Policy Map is provided at Figure 5-2 below.
- 5.5.4. The following policies are considered to be relevant to the wider Knowsley Cemetery Extension proposals:
- **Policy LPA01: Spatial Strategy** - This policy refers specifically to the Green Belt and states that although some areas of the Greenbelt in St Helens have been released to accommodate housing and employment developments, any other development will be deemed inappropriate unless it falls within the NPPF exceptions. Cemeteries are outlined in paragraph 154b of the NPPF as being exceptions subject to preserving openness.
 - **Policy LPA02: Development Principles** – This policy seeks to ensure that new developments within St Helens support the key development principles set out within the Local Plan. The policy has eight different criteria which new developments must meet. The criteria ranges from creating sustainable communities, addressing population changes, supporting the health and wellbeing of the population, reducing the carbon footprint and promoting sustainable transport.
 - **Policy LPA06: Transport and Travel** – This policy seeks to ensure that new or improved walking and cycling infrastructure is delivered and that safe and convenient pedestrian, cycle and vehicular access and movement within new developments is provided.
 - **Policy LPA07: Infrastructure Delivery and Funding** – This policy seeks to ensure that the Local Planning Authority works with developers to provide the necessary infrastructure through enhancing and protecting existing infrastructure or supporting the delivery of new infrastructure.
 - **Policy LPA07: Infrastructure Delivery and Funding** – This policy seeks to ensure that the Local Planning Authority works with developers to provide the necessary infrastructure through enhancing and protecting existing infrastructure or supporting the delivery of new infrastructure.

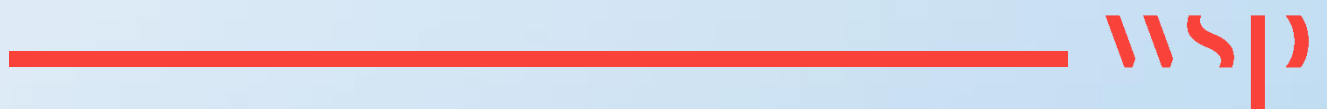
- **Policy LPA12: Health and Wellbeing** - This policy emphasises the importance of encouraging people to be active by providing opportunities for activities such as walking and cycling.
- **Policy LPC05: Open Space** - This policy seeks to protect, manage and where appropriate expand open space.
- **Policy LPC06: Biodiversity and Geological Conservation** - This policy seeks to ensure the protection and enhancement of this designation given it is a biodiversity and geological asset.
- **LPC08: Ecological Network** - Through Policy LPC08 the Council aims to “ensure greater resilience of the natural environment through collaboration with other organisations where possible.
- **Policy LPC09: Landscape Protection and Enhancement** – This policy seeks to ensure that new development has appropriate regard to scale and nature through meeting four different criteria such as enhancing and restoring existing landscape features.
- **Policy LPC10: Trees and Woodland** – This policy seeks to protect and enhance trees, woodland and hedgerows. Depending on scale and nature, new developments may be required to plant new trees, woodlands and hedgerows.
- **Policy LPC12: Flood Risk and Water Management** - This policy seeks to ensure the development is acceptable from a flood risk and water management perspective. When managing or mitigating flood risk, new developments must adhere to four different criteria.
- **Policy LPC13: Renewable and Low Carbon Energy Development** – This policy aims to ensure that new developments will meet high standards of sustainable design. During the construction period new developments will need to be sustainable and will need to minimise carbon emissions where practicable and viable.
- **Policy LPC15: Waste** – Through this policy, the Local Planning Authority will ensure that new developments will be designed in order to minimise waste and facilitate the storage and collection of recyclable materials.
- **Policy LPD01: Ensuring Quality Development** – This policy requires all development to have regard for scale, location and nature in order to meet three main criteria. The criteria requires developments to take into consideration the quality of the built environment and the environment around the development whilst also paying attention to resource management during the delivery and construction of development.



Figure 5-2 - SHBC Local Planning Policy Map Extract

6

PLANNING ASSESSMENT



6 PLANNING ASSESSMENT

6.1 INTRODUCTION

- 6.1.1. This chapter of the Planning Statement demonstrates that the vehicular and pedestrian access and highway works proposed align with the adopted Development Plan.

6.2 ACCESS AND TRANSPORT

- 6.2.1. In accordance with Policy CS7: Transport Networks and T9: Travel Plans, a Transport Statement and Travel Plan (prepared by WSP) has been submitted with the application. The statement assesses the likely transport effects from the wider Knowsley Cemetery Extension proposals and the creation of vehicular access points off Cumber Lane into Land at Whiston Woods.
- 6.2.2. The development seeks to create vehicular access into the land at Whiston Woods in order to support the visitors associated with the new Cemetery Extension proposals. As there is no existing vehicular access into the site two accesses are being proposed.
- 6.2.3. The transport work undertaken confirms the access and egress junctions proposed onto Cumber Lane are safe and appropriate vehicular access points. In terms of trip generation and impact on the local highway network, the Transport Statement concludes that the proposed Cemetery Extension proposals will have a minimal impact on the highway network and are not expected to have any significant impacts. This is primarily due to the nature of the development and appropriate level of parking provision which will be provided within the land at Whiston Woods as part of the proposals submitted to St Helens to accommodate additional parking demand by future visitors.
- 6.2.4. Furthermore, an analysis of accident data demonstrated a low number of collisions were recorded in the study area, and no significant risks regarding road safety have been identified. It has been concluded that no off-site mitigation is required with respect to road safety as the development proposals would generate low volumes of traffic of similar classifications to those currently on the network and there is nothing to suggest the development proposals would change or alter the injury accident rates.
- 6.2.5. The site is in a sustainable location as the existing active travel conditions surrounding the site and the local area have been assessed. The site has been shown to be in a highly sustainable location with access to regular bus and rail services. It is also within suitable walking and cycling distance to a range of local amenities. This is in accordance with NPPF (paragraphs 109 to 112) which focuses on sustainable transport and encourages development that prioritises walking, cycling, and public transport to reduce congestion and promote health.
- 6.2.6. The development proposals support the Borough's policy through utilising the existing green space to better serve the borough's residents and enhancing the existing green space and ensuring the site is accessible for all. Since the proposed development is also located in a sustainable and accessible location, it is therefore in line with the principles of national and local transport planning policy, specifically Policy CS7: Transport Networks, T5 Location of major Traffic generating new Development, T7 New Development and Walking & Cycling Routes and T9 Travel Plans.

- 6.2.7. Overall, it is considered that the site is such that the potential for sustainable modes of transport can be taken up, safe and suitable accesses are provided, the proposals would not result in a cumulative impact on the highway network that is severe, and the proposals would not have an unacceptable impact upon road safety.

6.3 FOOTPATHS

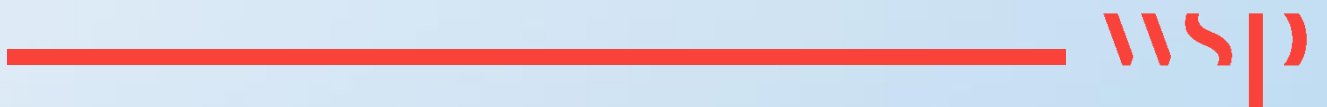
- 6.3.1. The proposal retains the existing pedestrian accesses off Cumber Lane to provide access to the internal footpaths within Whiston Woods. As part of the submitted Knowsley Cemetery Extension Application a new footpath is also proposed on the eastern side of Cumber Lane between the southern gated pedestrian access and the controlled crossing point at the Cumber Lane / Lickers Lane junction to enhance connectivity for pedestrians between the existing cemetery and the Cemetery Extension.
- 6.3.2. In accordance with Local Plan Policy CS7 Transport Networks and T7 New Development and Walking & Cycling Routes, the creation of the new footpath, enhances accessibility and encourages sustainable modes of travel for the local population and users of both the existing and proposed Cemetery Extension as well as bringing a wider benefit for the public providing improved pedestrian links.
- 6.3.3. Overall, this accords with national and local policy, providing sustainable development, encouraging active travel, reducing traffic congestion and promoting health.

6.4 SUMMARY

- 6.4.1. To conclude the creation of accesses off Cumber Lane, a new footpath and associated highway works for the proposed Knowsley Cemetery Extension on Land at Whiston Woods complies with the Development Plan as a whole. Therefore, under S38(6) of the Planning and Compulsory Purchase Act 2004, the determination should be one of granting planning permission unless material considerations state otherwise. There are no material or technical considerations which prevent the application being approved. Consequently, the planning application should be approved without delay.

7

SUMMARY AND CONCLUSIONS



7 SUMMARY AND CONCLUSIONS

- 7.1.1. This Planning Statement has been prepared by WSP on behalf of Knowsley Metropolitan Borough Council in support of the proposals for a full planning application for vehicular access and road improvements on Cumber Lane, Whiston, Knowsley. This planning statement has assessed the following proposals:

“Full Planning permission for the creation of two vehicle accesses off Cumber Lane and associated works for the proposed Knowsley Cemetery Extension on Land at Whiston Woods.”

- 7.1.2. Overall, the proposals are required to facilitate the proposed Knowsley Cemetery Extension. There are currently no vehicle access points into the land at Whiston Woods and vehicle access is required.
- 7.1.3. In terms of trip generation and impact on the local highway network, the proposed Cemetery Extension proposals will have a minimal impact on the highway network and are not expected to have any significant impacts.
- 7.1.4. Furthermore, the Whiston Woods is in a highly sustainable location with access to regular bus and rail services. It is also within suitable walking and cycling distance to a range of local amenities. The potential for sustainable modes of transport can be taken up and as safe and suitable accesses are provided, the proposals would not result in a cumulative impact on the highway network that is severe, and the proposals would not have an unacceptable impact upon road safety.
- 7.1.5. The creation of a new footpath on the eastern side of Cumber Lane between the southern gated pedestrian access and the controlled crossing point at the Cumber Lane / Lickers Lane junction further enhances connectivity for pedestrians between the existing cemetery and the cemetery extension, promoting walking and cycling to the Cemetery Extension site.
- 7.1.6. This statement has considered the site and surroundings, the details of the proposed development and assessed the proposals against the relevant planning policy and all other material considerations.
- 7.1.7. The development conforms with Knowsley’s Development Plan – the Core Strategy and saved policies from the UDP. Therefore, under S38(6) of the Planning and Compulsory Purchase Act 2004, the determination should be one of granting planning permission unless material considerations otherwise. There are no material or technical considerations which prevent the application being approved. Consequently, the planning application should be approved without delay.

Appendix A

SITE LOCATION PLAN





File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70111000\70111314 - KMBC WHISTON CEMETERY\03 MPA\LANDSCAPE ARCHITECT\02 CAD-BIM\MODELS\70111314_WSP_LUD.LOCATION PLAN BASE.DWG, printed on 30 January 2025 10:54:47 by YG_jale

This drawing may contain: Ordnance Survey data © Crown copyright and database right 2020.

DO NOT SCALE

KEY:
 Application Site Boundary

Note.
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER SCHEME DRAWINGS AND DOCUMENTS.
EXISTING SITE PLAN
70111314_WSP_LUD_KC_DR_LA_0002
PROPOSED ACCESS LAYOUT
70111314_WSP_KC_DR_HW_0001
ACCESS VISIBILITY SPLAYS
70111314_WSP_KC_DR_HW_0002
7.7M FIRE TENDER TRACKING
70111314_WSP_KC_DR_HW_0003

P01	28/01/25	JY	FIRST ISSUE	ER	RW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	S2 - FOR INFORMATION
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ARCHITECT:	WSP
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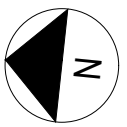
SITE/PROJECT:	Knowsley Cemetery Extension
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TITLE:	Location Plan
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SCALE @ A1: 1:1250	CHECKED: RW	APPROVED: ER
PROJECT NO: 70111314	DESIGNED: JY/ER	DRAWN: JY
DATE January 25		

DRAWING No: 70111314_WSP_LUD_KC_DR_LA_0001	REV: P01
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