



Okell Drive, Knowsley

Client: Gormac Developments Limited

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Contents

1.	Introduction	3
	Description of Development	3
	Application Documents.....	3
2.	Site and Surroundings.....	4
	The Site	4
		5
	The Surroundings	5
	Site Designations.....	6
	Relevant Planning History.....	6
3.	The Proposed Development.....	7
	Housing Mix	7
	Layout and Design	7
	Internal Layout.....	8
	Access and Parking	9
	Amenity.....	10
	Waste	10
	Landscaping	10
	Pre-Application Engagement.....	11
	Highways	13
	Ecology.....	14
	Trees and Landscaping.....	14
	Flood Risk and Drainage.....	15
4.	Planning Policy Context	16
	Other Material Considerations	31
	National Planning Policy Framework.....	32
5.	Development Plan Compliance.....	34
	Principle of Development.....	34
	Loss of Urban Greenspace	35
	Loss of Community Facilities.....	38
	Dwelling Mix	40

Layout and Design	41
Landscaping	44
Residential Amenity	44
Access and Parking	45
6. Technical Reports.....	47
Highways	47
Arboriculture	47
Ecology	48
Drainage	50
7. Planning Balance	52
Economic Benefits	52
Social Benefits	52
Environmental Benefits.....	52
Appendix A – Parking Standards.....	54
Appendix B – Pub Analysis	55

1. Introduction

- 1.1 This Planning Statement has been prepared by Enabl on behalf of the applicant, Gormac Developments Limited. The statement accompanies a planning application for a proposed development at Okell Drive, Halewood, Knowsley.
- 1.2 This statement sets out the conformity of the proposals with the development plan and relevant national policy, as well as any other material considerations having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990.

Description of Development

- 1.3 The submitted planning application is seeking planning consent for:

Demolition of the existing building and erection of 9no. dwellinghouses, including associated parking and landscaping.

Application Documents

- 1.4 This Planning Statement should be read alongside the architectural plans / drawings and supporting documents submitted to accompany the planning application. The application documents comprise:
- Design and Access Statement, prepared by FCH Architects;
 - Transport Statement, prepared by SLR (Vectos);
 - Preliminary Ecological Appraisal Report, prepared by SEED;
 - Nocturnal Bat Survey Report, prepared by SEED;
 - Biodiversity Net Gain Report, prepared by SEED;
 - Flood Risk Assessment and Outline Drainage Strategy, prepared by Clancy;
 - Arboricultural Impact Assessment, prepared by DEP;
 - Planning Statement, prepared by Enabl (this document).

2. Site and Surroundings

The Site

- 2.1 The application site is located along Okell Drive, Halewood, Liverpool. The site has an existing building on site which previously operated as The Dales Country Club. The remaining area of the site is filled by both hard and soft landscaping in the form of the associated car park and a grass verge. Access to the site is currently via Okell Drive to the east of the site.
- 2.2 The site is slightly elongated in its shape running parallel to Okell Drive to the west with a size of 0.29ha.
- 2.3 Further details of the site location and context can be found in the Design and Access Statement, produced by FCH Architects, submitted as part of this application. The Google Map extract below (Figure 1 and 2) illustrates the site in the context of its surroundings.



Figure 1 - Aerial Image of Site (Google Earth)



Figure 2 - Streetscene View (Google Earth)

The Surroundings

- 2.4 The site is surrounded to the south, west and northwest by Halewood Park which borders the site. The park includes Public Rights of Way and waterways leading through mature tree canopy.
- 2.5 To the north, northwest and southeast of the site (to the other side of Okell Drive) is a large number of residential dwellings mostly of a semi-detached and detached typology.
- 2.6 The residential dwellings to the east of the site are of low density with a typical massing of two storeys. The dwellings are characterised mostly by gable roof structures with small roof pitch features to the frontages, set below the main ridge height. The dwellings are typically of brick-built form with some examples of a combination of brick and render.
- 2.7 There are a number of areas of open green space surrounding the site, these include an area of green space to the east associated with the southern area of the neighbouring housing estate. To the south of the site is Halewood Park Triangle, with Frensham Park located directly to the west of the site. All these areas are considered to be located within 500m of the site location.
- 2.8 The nearest bus stop (Harrier Drive Bus Stop) is located along Okell Drive, directly outside the existing access to the site. This bus stop provides regular services to other parts of Halewood, Liverpool, Belle Vale and Speke.

- 2.9 650m to the southeast of the site are train tracks which run perpendicular to Okell Drive with the nearest train station (Halewood Train Station) being within 900m of the site (approx. 15 minute walk).
- 2.10 Both these services detailed above provide regular transport around the Halewood area as well as further afield, via the train link. On the basis of the above the site is considered to be in a sustainable location in terms of local transport links.

Site Designations

- 2.11 The site is not located within a conservation area and has no national listed assets on site or surrounding the site. However, the site is located adjacent to a Local Wildlife Site.
- 2.12 The site is located within a designated area of Urban Greenspace and Education Land subject to Local Plan Policy CS21.
- 2.13 According to the Environment Agency's flood risk map, the site is located within Flood Zone 1, where the probability of flooding is considered to be low.
- 2.14 The accompanying Design and Access Statement provides more details in terms of the site's connections and accessibility.

Relevant Planning History

- 2.15 The site has a short planning history, mainly including applications relating to the past operations of The Dales Country Club building.

3. The Proposed Development

- 3.1 The proposed redevelopment of the site has been informed by a detailed assessment of the site particulars and surrounding environment. The accompanying Design and Access Statement prepared by FCH Architects sets out the design concept behind the scheme.

- 3.2 The scheme being brought forward comprises:

'Demolition of existing building and erection of 9no. dwellinghouses including associated parking and landscaping.'

Housing Mix

- 3.3 The proposed development will deliver 9no. three-bedroom dwellings, including semi-detached and terraced housing.

Layout and Design

- 3.4 The overall design aspirations have been to provide high quality living accommodation in the form of terrace and semi-detached residential properties in an L-shape layout across the site. The dwellings are set back from Okell Drive to reduce the impact of the development on the street scene whilst also being of a scale, density and design to effectively blend well with the residential dwellings in the surrounding area. The development uses the existing vehicular access route onto the site splitting into two separate roads with surrounding associated parking provision and landscaping.
- 3.5 It is considered that the proposed layout has been arranged to best respond to the site's context and best addresses the site circumstances by seeking to strike a balance between open space and developed land with each property fronting onto its own access road. The development of the site allows for a buffer zone to the park and tree line to the rear to provide an appealing backdrop, framing the houses in front.
- 3.6 The layout of the site sees four separate blocks of dwellings, three blocks of two semi-detached properties as well as one block of three terrace properties. This ensures a variance in the types of dwellings within the development and a welcome change in appearance from the street scene. It improves the overall visual impact of the area by incorporating a high-

quality design as part of the scheme.

- 3.7 The layout of the site allows for a number of the dwellings to face Okell Drive ensuring an active frontage and an aesthetically appealing view from the street scene.
- 3.8 Amenity space is to be provided in the form of private gardens to the rear of each dwelling as well as an additional smaller area of amenity space to the frontage of each dwelling.
- 3.9 The proposed scheme has been developed through a sensitive understanding of the local context and an integrated approach to design. The development will deliver high-quality residential accommodation, with good quality public realm and distinctive architectural design, creating an attractive, safe and secure environment which ties in well with the typologies of the surrounding residential stock whilst providing an overall betterment in the area in terms of the quality of housing and living accommodation.
- 3.10 The material palette of the proposed development has been carefully selected in order to respond to the context of the site being between an established residential estate to the east and a woodland park area to the west. The proposed material pallet provides a simple, clean and modern appearance whilst maintaining elements of traditional housebuilding. The materials to be used in the proposed development include the combination of grey / brown bricks, with aluminium window frames and grey coloured roof finishes in order to provide a contemporary design whilst providing a visible design transition between the two contrasting areas either side of the development site. The design of the dwellings is to be light, airy and uniform in appearance to avoid any kind of heavy or dense appearance thus further responding to the general openness of the site and its surroundings.
- 3.11 More details relating to design can be found within the supporting Design and Access Statement.

Internal Layout

Block A

- 3.12 Block A refers to the semi-detached properties contained within the scheme, which are located perpendicular to Okell Drive as well as to the north side of Block B, as shown on the supporting site plan.

- 3.13 On ground floor level is a hallway leading from the front entrance which leads to a kitchen / dining room located to the front of the dwelling with a separate lounge to the rear, with a bathroom and utility room located between.
- 3.14 At first floor level are two bedroom spaces to the front and rear of the dwelling, with a separate bathroom located between the two bedrooms.
- 3.15 On second floor level is the master bedroom area with en-suite bathroom facilities located towards the rear elevation.

Block B

- 3.16 Block B refers to the row of three terrace dwellings located central to the site, running parallel to Okell Drive.
- 3.17 The internal layout of the dwellings is similar to that of Block A with the ground floor having a kitchen / dining area located adjacent to the front entrance and the lounge being located to the rear at ground floor level. Located between the two rooms is a separate bathroom and utility room.
- 3.18 On the first-floor level are two bedrooms located to the front and rear with a separate bathroom located between the two rooms accessed from the landing area.
- 3.19 On second floor level is the master bedroom which includes an en-suite area towards the rear of the dwelling.

Access and Parking

- 3.20 It is proposed that the existing access point is retained.
- 3.21 In terms of parking arrangements, there are 18 parking spaces on site, which equates to two parking spaces per property. Each plot has been provided with provision for two car parking spaces, one of which is proposed to feature EV charging capabilities.
- 3.22 In terms of bike storage, the scheme includes lockable timber bike stores located in each individual garden which ensure the safe storage of at least four bicycles.

Amenity

- 3.23 As touched upon previously in this report, the development provides outdoor residential amenity in the form of rear gardens associated with each individual dwelling of a footprint which provides residents with suitable outdoor private amenity space. This corresponds with the residential stock already existing in the area.
- 3.24 Separation distances are clearly detailed in the supporting proposed site plan, which shows that the rear elevations of the dwellings facing Okell Drive maintain a distance of 14m from the rear site boundary and the tree canopy to the rear of the site.
- 3.25 The side elevation of the furthest semi-detached dwelling to the rear of the site maintains 10m to the rear of the site.
- 3.26 In terms of the dwellings which run perpendicular to Okell Drive, these maintain 10m from the rear elevation to the south site boundary.

Waste

Block A

- 3.27 As shown in the supporting proposed site plan, dwellings in Block A have bin storage to the side of each dwelling located behind the line of the principal elevation. Access to this area of bin storage is via the side gate leading to the rear garden areas. These bins are to be brought to the front of the dwelling on refuse collection day.

Block B

- 3.28 As shown in the supporting proposed site plan, bin and refuse storage associated with the block of terrace properties facing Okell Drive shall be stored in the communal bin storage unit, located to the north side of the entrance to the site.

Landscaping

- 3.29 The planning application is supported by a comprehensive landscaping plan which seeks to provide an environmental and aesthetic betterment across the site in terms of hedging, trees, shrubs and general foliage.

- 3.30 The proposed development includes low wall and shrub planting to the frontage of plots on site which is to include native and wildlife beneficial species.
- 3.31 The scheme includes a native hedgerow which separates the parking spaces closest to Okell Drive and the public footpath associated with Okell Drive. This provides a separation between the site and the road as well as improving the visual amenity of the site and its relationship with the street scene.
- 3.32 Additional soft landscaping includes the introduction of four native trees to the east boundary of the site, adjacent to the side elevation of the semi-detached dwellings. These trees, for similar reasons to the hedgerow, provide visual amenity and screen the brick wall associated with the dwelling closest to Okell Drive.
- 3.33 The proposed scheme has used the opportunity to further soft landscape the site with the introduction of fruit trees located in each rear garden of each dwelling which provides consistent tree canopy and private amenity value across the site.
- 3.34 To the rear of the site is an existing bank which has been used to site native woodland shrub as well as native trees to complement the existing trees on the embankment outside the red line boundary to the west of the site.
- 3.35 In terms of hard landscaping the development includes brick walls to secure the back garden boundaries and to the plot frontages, these are 2000mm and 750mm in height respectively along with 2000mm close boarded timber fences to divide the plot boundaries.

Pre-Application Engagement

Engagement with the Council

- 3.36 During the evolution of the design, the applicant at the time MID Developments Limited, sought pre-application advice from Knowsley Council. The pre-application request was submitted in April 2023, along with a supporting pre-application brochure and plans prepared by FCH Architects with a formal pre application response being received in June 2023.

- 3.37 The pre-application response assessed the proposed development and provided a comprehensive response in relation to a number of topics pertinent to the proposed development of the site.
- 3.38 The applicant worked collaboratively with the Council to progress the scheme design which is considered to provide high quality housing in line with the wider aspirations for the area. It is considered that the layout and design of the scheme best responds to the constraints of the site in terms of its size and designations.
- 3.39 A summary of the main comments is presented below along with the details on how the proposed scheme responds to the key points raised.

Principle of Development

- 3.40 In terms of the principle of development, the pre application response raised that the site is considered Urban Green Space and Educational Land under policy CS21 of the Knowsley Local Plan Core Strategy with the area also being within SRA 33 which has a deficit of 'provision for children and young people' and 'allotments.' It was accepted by the Local Authority that it would be unlikely that the land subject to the proposal would be suitable in terms of size to address the deficiencies in greenspaces identified, however in any case any subsequent application would need to address this policy and justify why the site would not be suitable to meet the deficiencies in green space.
- 3.41 Subsequently supporting plans as part of the submission pack clearly show the size of the site which would not be suitable for the function of allotments, similarly the location adjacent to a busy main road with existing buildings and hard standing on site would not be suitable for the provision of children and young people. These points are addressed in more detail Section 5 of this Planning Statement in line with policy CS21.

Loss of Community Facility

- 3.42 It was highlighted that there is a desire for the Council to preserve community facilities through policy CS2, however in line with the NPPF, where there is an application to redevelop the site, appropriate justification that the proposal would not result in unnecessary loss of valued facilities would need to be provided with it being demonstrated that the existing Country Club is no longer required and not having any realistic prospect of being used as a

public house in the future. The prospect of the redevelopment of the site was accepted providing the policy considerations above were satisfied.

- 3.43 In order to address the policy considerations referenced, relevant evidence has been provided as part of the application demonstrating that the demolition of the Country Club would not constitute the unnecessary loss of valued facilities and services due to the lack of prospect of the site being used as a public house. This is addressed in Section 5 of this Planning Statement.

Layout, Design, Scale and Residential Amenity

- 3.44 The pre application response highlighted the desire to ensure that there is no conflict between the surrounding tree cover and living conditions of future occupiers, as well as this the development should avoid a linear layout of dwellings and strong built form which was not considered to be appropriate to the site whilst allowing for more space for landscaping between properties. In terms of car parking, the principle of car parking to the front of the site was accepted however with the requirement to provide hedgerow and trees to reflect the character of the area. Finally, the document expressed the requirements for each property on site to have at least one electric vehicle charging point.
- 3.45 Subsequently the proposed scheme has responded to the points raised by ensuring there is adequate interface distances between the rear and side elevations of dwellings and the high-level tree canopy, particularly to the rear of the site. As shown in the supporting site plan, the layout of the site has been arranged in an L-shape to introduce a soft built form to the site which in turn has allowed for additional landscaping to be introduced in and around the proposed dwelling plots, this has included the addition of native trees and hedgerow to the front of the site either side of the entrance. Electric vehicle charging points have also been provided to each dwelling to promote the use of more environmentally friendly and efficient forms of transport. Further details regarding the layout and design can be found within the Design and Access Statement as well as the supporting landscaping plan.

Highways

- 3.46 The Local Highway Authority, from the pre application feedback, had no objection to the principle of the development with design amendments highlighted. These included a 6m

junction radii as well as the inclusion of visibility splays on the proposed site plan. The pre application response detailed the requirements of the site to accommodate a turning manoeuvre of the KMBC refuse collection vehicle as well as negate the need for the vehicle to reverse more than 12m to reach properties. In terms of pedestrian access, dropped kerbs and tactile paving was referred to as being required to facilitate pedestrian movement in and out of the site. With regards to parking, it was acknowledged that the development was deficient by one parking space given parking standards any parking divorced from the dwellings needing to be justified in a Design and Access Statement.

- 3.47 Subsequently, a Transport Statement, prepared by SLR (Vectos), concluded that existing vehicle access to Okell Road would remain suitable for the proposed use, with adequate parking being provided at a 2:1 ratio. Suitable access and departure from the site for a refuse vehicle has been provided with required visibility splays also being illustrated within the supporting Transport Statement.

Ecology

- 3.48 In regard to ecology, the pre application response highlighted that a Preliminary Ecological Appraisal would be required to be submitted with any subsequent planning application including specifically an assessment of the site for Great Crested Newts given their protected status and presence within Halewood Triangle to the rear of the site. As well as this a lighting scheme should accompany any future planning application in order limit excessive light spill onto neighbouring habitats.
- 3.49 Subsequently, both these documents recommended have been included in the submission pack and detail the recommended assessment information and mitigation measures.

Trees and Landscaping

- 3.50 The pre application response detailed the requirement for an Arboricultural Impact Assessment and Method Statement to be submitted with the planning application as well as a Landscaping and Planting Scheme.

- 3.51 In response to the advice provided by the Local Planning Authority, both a Tree Survey and Arboricultural Impact Assessment have been undertaken alongside a Landscaping Scheme, details of which are contained within the documents themselves with a summary included within Section 6 of this document.

Flood Risk and Drainage

- 3.52 Given the location of the site within Flood Zone 1 and the size of the site being larger than 1 hectare, it was confirmed that a Flood Risk Assessment and SUDS based drainage scheme would be required.
- 3.53 In response to this advice, a Flood Risk Assessment alongside a SUDS based Drainage Strategy has been produced and submitted alongside the application, the details of which are contained within the report itself and summary with policy compliance included in Section 6 of this report statement.

4. Planning Policy Context

- 4.1 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 state that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2 The relevant parts of the adopted development plan for Knowsley Council comprise:
- Core Strategy (2016);
 - Save Policies of the Unitary Development Plan (2006); and
 - Merseyside and Halton Joint Waste Plan (2013).
- 4.3 Other planning policy documents relevant to this proposal that are capable of being a material consideration in the determination of this planning application comprise:
- National Planning Policy Framework (NPPF) (July 2021), and associated Planning Practice Guidance (PPG);
 - Supplementary Planning Documents (SPD) / Guidance prepared by Knowsley Council.
- 4.4 The Knowsley Core Strategy sets out the strategic policies controlling development. The table below sets out the relevant policies relating the application:

Core Strategy	
Policy	Summary
Policy SD1 Sustainable Development	<i>1) When considering development proposals, a positive approach will be taken, which reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Work will be undertaken proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</i> <i>2) Planning applications that accord with the policies in this Local Plan (and any relevant policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.</i> <i>3) Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then permission will be granted unless material considerations indicate otherwise.</i>

Policy CS1 Spatial Strategy for Knowsley	<u>Knowsley's Spatial Development Priorities</u> 2) Priorities for the development of Knowsley to 2028 will be to: a) Re-balance the housing stock by providing a wide choice of new market sector and affordable housing with supportive services and facilities appropriate to needs (...)
Policy CS2 Development Principles	1) New development in Knowsley and the preparation of subsequent stages of the Local Plan will be expected to support the following development principles: Principle 1: Promote sustainable economic development, tackle the causes of deprivation and disadvantage and narrow the gap between the richest and poorest neighbourhoods Principle 2: Reduce carbon emissions and adapt to the effects of climate change Principle 3: Reduce the need to travel and increase accessibility by: (...) d) Supporting the provision and retention of shared space, community facilities and other local services (such as local shops, health facilities, education provision, meeting places, sports venues, cultural buildings, public houses and places of worship). Principle 4: Recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place. Principle 5: Make the most efficient use of available resources and infrastructure by prioritising locations consistent with the spatial strategy.
Policy CS3 Housing Supply, Delivery and Distribution	<u>Housing Sizes, Tenures and Density</u> 4) The tenure, type and size of new housing delivered in Knowsley will support the re-balancing of the housing market to better meet housing needs and demands arising in Knowsley. Applications for new residential development must demonstrate how they contribute to this re-balancing. 5) Densities of a minimum of 30 dwellings per hectare will be required for residential development in Knowsley. Lower densities will only be acceptable in circumstances where: a) The nature of the location in question allows for this; and b) It can be demonstrated that an identified local housing need will be met.
Policy CS7 Transport Networks	<u>Location, Design and Management of New Development</u> 2) New development will be required to be: a) 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;

	<i>b) 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;</i> <i>c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;</i> <i>d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;</i> <i>e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and</i> <i>f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport.</i>																				
Policy CS8 Green Infrastructure	<u><i>Approach to Green Infrastructure and New Development</i></u> <i>6) New development must be served by Green Infrastructure to meet the needs of residents and the local environment, in a manner which will:</i> <i>a) Contribute to the creation of a high quality residential environment;</i> <i>b) Provide access to high quality open space for leisure and recreational purposes;</i> <i>c) Seek to protect, maintain and where possible enhance biodiversity within and around new developments according to their designation and significance to provide space for nature; and</i> <i>d) Provide adequate mitigation and/or, as a last resort, compensation for Green Infrastructure or biodiversity loss, in circumstances where harm resulting from the development is otherwise unavoidable.</i>																				
Policy CS17 Housing Sizes and Design Standards	<u><i>Achieving a Mix of Housing Sizes</i></u> <i>1) An appropriate mix of dwelling sizes will be sought across the borough, having regard to evidence of local housing needs and the monitoring of housing completions.</i> <table><tr><th>Housing Type/Size</th><th>1-bedroom</th><th>2-bedroom</th><th>3-bedroom</th><th>4-bedroom plus</th></tr><tr><td>Market Housing</td><td>10%</td><td>30%</td><td>40%</td><td>20%</td></tr><tr><td>Affordable Housing – Social Rented</td><td>20%</td><td>50%</td><td>20%</td><td>10%</td></tr><tr><td>Affordable Housing – Intermediate</td><td>20%</td><td>70%</td><td>10%</td><td>0%</td></tr></table> <i>Provision of new bungalows is also required across all housing types and sizes</i> <i>2) For individual residential developments of 15 dwellings or more, developers must demonstrate how their scheme contributes to the re-balancing of Knowsley's housing market in terms of the size of dwellings provided.</i>	Housing Type/Size	1-bedroom	2-bedroom	3-bedroom	4-bedroom plus	Market Housing	10%	30%	40%	20%	Affordable Housing – Social Rented	20%	50%	20%	10%	Affordable Housing – Intermediate	20%	70%	10%	0%
Housing Type/Size	1-bedroom	2-bedroom	3-bedroom	4-bedroom plus																	
Market Housing	10%	30%	40%	20%																	
Affordable Housing – Social Rented	20%	50%	20%	10%																	
Affordable Housing – Intermediate	20%	70%	10%	0%																	

	<i>3) For smaller residential developments, a mix of housing sizes should be provided which complement the overall mix available in the area.</i> <u><i>Residential Design Standards</i></u> <i>4) All new residential development in Knowsley will be encouraged to comply with the following design standards (or equivalent replacement standard):</i> <i>a) Building for Life standards;</i> <i>b) Lifetime Homes design criteria; and</i> <i>c) Specific design and sustainability guidance in Policy CS19: Design Quality and Accessibility in New Development, Policy CS22: Sustainable and Low Carbon Development and relevant Supplementary Planning Documents.</i>
Policy CS19 Design Quality and Accessibility in New Development	<i>1) To enhance the local distinctiveness, identity and accessibility of places, new development within Knowsley will be expected to:</i> <i>a) Respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment;</i> <i>b) Complement and enhance (where possible), existing landscape, topography, Green Infrastructure; and features of local importance and historic interest;</i> <i>c) Consider provision of landmark buildings and additional detailing at and adjacent to main gateways, movement corridors, town centres and strategic regeneration opportunities;</i> <i>d) Create spaces and places as a focal point, accommodating social interaction and active lifestyles, including provision and integration of high quality public realm and open spaces, public art (as appropriate); and landscaping which promotes biodiversity and integrates existing local habitats;</i> <i>e) Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the access needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;</i> <i>f) Integrate effectively with existing development and link to existing shopping and service provision; and</i> <i>g) Demonstrate community engagement during the design phase of major development proposals.</i> <i>2) To maintain a good standard of amenity for all existing and future occupants of land and buildings, development proposals will be required to:</i> <i>a) Avoid unacceptable impacts on existing residents, business occupiers, and future occupiers;</i> <i>b) Minimise crime, fear of crime and anti-social behaviour, including good levels of natural surveillance and security; and</i> <i>c) Accommodate future maintenance and long term management requirements.</i>

	<i>3) To address the challenges of climate change and future changes in social, economic and environmental priorities, new development should integrate:</i> <i>a) Sustainable design principles, with regard to Policy CS17: Housing Sizes and Design Standards and Policy CS22: Sustainable and Low Carbon Development as appropriate;</i> <i>b) Biodiversity (in accordance with Policy CS8);</i> <i>c) Flood risk mitigation (in accordance with Policy CS24);</i> <i>d) Waste recycling; and e) Energy and resource efficiency.</i> <i>4) Further guidance on these issues will be provided in the Local Plan: Site Allocations and Development Policies document and Supplementary Planning Documents as appropriate.</i>
Policy CS21 Greenspaces and Trees	<u><i>Greenspace protection</i></u> <i>2) New development which would result in the loss of urban greenspace, will not be permitted unless at least one of the following criteria are met:</i> <i>a) A surplus of provision for all types of greenspace would be maintained relative to local standards;</i> <i>b) The land is considered unsuitable in terms of size, location or character to prevent or address individual deficiencies of different types of greenspace relative to local standards;</i> <i>c) Appropriate mitigation is provided through replacement facilities of at least an equal quantity, quality and accessibility;</i> <i>d) The development is required to improve greenspace provision or for ancillary facilities to support sport or recreation; or</i> <i>e) Where the proposal relates to the loss of indoor or outdoor sports provision, and there is no evidence of future or continuing need for sports use, or alternatively only land incapable of forming a playing pitch or sporting facility is affected and its release accords with either clause 2)a) or 2)b).</i> <i>3) Irrespective of whether criteria in 2) are met, unless the benefits of a proposal clearly outweigh the loss of urban greenspace, development will be resisted where it would significantly harm any existing or potential special qualities of greenspace in the area in terms of:</i> <i>a) Visual amenity;</i> <i>b) Residential amenity;</i> <i>c) Biodiversity and environmental benefits;</i> <i>d) Historical, cultural or community value;</i> <i>e) Recreational benefits; or</i> <i>f) Physical and/or visual linkages between adjoining urban greenspaces.</i>

	<u>Enhancement of Natural and Semi-Natural Greenspace and Tree Protection</u> 10) The Council will encourage proposals for new development to incorporate: a) Retention of existing trees, woodland, vegetation and other habitat features which offer a positive contribution to the local environment in terms of visual amenity, recreation value or biodiversity/wildlife interest; b) Appropriate planting of trees, other soft landscaping and installation of habitat features for the benefit of biodiversity; and c) Adequate replacement provision where tree loss is unavoidable, comprising two additional trees for every tree lost and taking account of species and size.
Policy CS22 Sustainable and Low Carbon Development	<u>Sustainable Construction Principles</u> New development will be required to meet high standards of sustainable design and construction and minimise carbon emissions.
Policy CS23 Renewable and Low Carbon Development	1) The Council will support proposals that will produce and distribute decentralised, low carbon and renewable energy, provided that they do not cause significant harm (in terms of their number, scale, siting or cumulative impacts) to: a) Natural resources, biodiversity, geodiversity, water and air quality and, landscape character; b) Aviation and transport safety; c) Historical and cultural assets; d) Public amenity and living conditions; or e) Openness and amenity of the Green Belt, except in very special circumstances. 2) Proposals must be accompanied by information that shows how the local environment will be protected, and how the site will be restored when energy production ends. Proposals resulting in an unacceptable impact must be mitigated by appropriate measures agreed by the Council.
Policy CS24 Managing Flood Risk	1) New development that may cause an unacceptable risk of flooding on the site or elsewhere will not be permitted. 2) New development should preferably be located in areas of low probability of flooding. New development in areas of medium or high flood risk will only be permitted if evidence has been submitted demonstrating that the development could not be practicably located in an area of lower flood risk and if applicable the 'exception test' has been complied with, in accordance with national guidance.

	3) All development which is within or otherwise affects an area of flood risk or is larger than one hectare in size shall be accompanied by a site-specific Flood Risk Assessment (FRA). 4) New development shall include flood mitigation measures, where necessary, to manage flood risk associated with or caused by the development. These measures shall be derived from the Strategic Flood Risk Assessment (SFRA), relevant FRA(s) or a local strategy for flood risk management, and: a) Be designed to contribute to the biodiversity of the borough unless it can be demonstrated that this would not be technically feasible; b) Incorporate a Sustainable Drainage System; c) Be fully described in the planning application; and d) Be funded by the developer, including long term maintenance. 5) The drainage of new development shall be designed to reduce surface water run-off rates to those associated with a green-field site by treating it at its source. The chosen method of implementation should take account of site size, ground contamination or conditions, and potential damage to adjacent buildings or sites. 6) Further guidance on these issues will be provided in a proposed Supplementary Planning Document.
Policy CS26 Waste Management	1) The Council will promote sustainable forms of waste management in accordance with the waste hierarchy. As set out in the Merseyside and Halton Joint Waste Local Plan, it will work to: (...) c) Encourage good design in new development in order to minimise waste, promote the use of reclaimed and recycled materials and to facilitate the collection and recycling of waste.
Knowsley Unitary Development Plan	
Policy	Summary
Policy CP2 Environmental Assets	All development should seek to either preserve or where possible enhance (both quantitatively and qualitatively) the following environmental assets within Knowsley, including the network of greenspaces within and adjacent to Knowsley's urban areas; and Knowsley's stock of trees, woodland, hedges, rivers, streams, lakes and ponds. New development will be required to contribute to the management and maintenance of environmental assets where this is necessary either to avoid long-term harm to the asset concerned or to ensure that environmental benefits associated with the development are achieved. Development that would damage the above assets will only be permitted in exceptional circumstances where there is a clear and documented over-riding benefit arising from the development. In such cases, the Council will require

	<i>mitigation measures to be implemented which will counter any loss in the environmental resource.</i>
Policy CP3 Development Quality	<i>All development proposals should seek to:</i> <i>1. Provide an efficient use of land and buildings, which will minimise the need to build on undeveloped greenfield sites to meet overall development needs;</i> <i>2. Provide a high design quality which will respond to and enhance the characteristics of the site and its surrounding area;</i> <i>3. Protect and enhance the environment and amenities of people who live, work in and visit Knowsley;</i> <i>4. Avoid causing unacceptable levels of pollution of air, land or the water environment;</i> <i>5. Avoid causing hazard from flood risk, the storage or use of notifiable hazardous substances, or land contamination or instability;</i> <i>6. Include provision for safe and convenient accessibility to new development by a choice of transport, including walking, cycling and public transport; and</i> <i>7. Reduce the threat of global warming, for example through environmentally efficient building design and the encouragement of the use of renewable energy sources.</i>
Policy T6 Ensuring Choice Of Travel To Serve New Developments	<i>1. Proposals for new development should provide or be served by a good choice of modes of travel which is appropriate to the scale and nature of the development, as follows:</i> <i>a) Well lit, safe, convenient and clearly sign-posted footways and cycle routes both within the site and linking to the surrounding area and to public transport facilities;</i> <i>b) Cycle parking facilities in accordance with the Council's minimum standards;</i> <i>c) Car parking facilities which do not exceed the Council's maximum standards;</i> <i>d) Parking facilities for the less mobile, delivery and other service vehicles within the site in accordance with the Council's minimum standards;</i> <i>e) Safe and convenient vehicular access to and from the highway and within the site; and</i> <i>f) Good provision of public transport to the site. In the case of major developments, and any other developments likely to generate a significant amount of travel demand, the provision of additional public transport facilities such as bus stops, bus layover bays, taxi bays or other facilities may be required within or adjacent to the site.</i>

	<i>2. Exceptions to the above will be considered in the case of minor extensions, alterations or other developments, which will not materially increase the amount of traffic visiting the site.</i>
Policy T7 New Development And Walking & Cycling Routes	<i>1. New development should preserve and where possible enhance the walking & cycling network, as it can help enhance and provide access to green corridors & the countryside as well as promoting and encouraging exercise and healthy living for all.</i>
Policy T8 Transport Assessments	<i>Development proposals that would prejudice the primary function of any part of the highway network (i.e. the motorway, trunk road, primary and local highway network) by generating a material increase in traffic, which would overload the access to, or any part of the network, will not be permitted, unless the necessary mitigation measures required are undertaken.</i> <i>Planning applications for the following forms of development will be required to be accompanied by a Transport Assessment:</i> <i>a) Major traffic generating development proposals as defined in table 8.1;</i> <i>b) Proposals which, either by themselves or in conjunction with wider proposals of which the development forms a part, are likely to cause significant harm as a result of existing road capacity or safety problems in the area;</i> <i>c) Proposals which are likely to significantly increase pollution and/or noise as a result of traffic generation; or cause pollution levels in Air Quality Management areas to exceed guideline levels;</i> <i>d) Proposals that would generate a material increase in traffic entering or using any motorways, trunk roads or other primary routes; and</i> <i>e) Proposals that would impact on the bus network.</i>
Policy T9 Travel Plans	<i>Travel Plans will be encouraged to be as sustainable and innovative as possible and also provide inclusive access for all.</i>
Policy T10 Access For The Less Mobile	<i>All proposals for new development, or for the change of use of existing buildings, will be required to have adequate access for the less mobile or those who have sensory impairments, and shall have adequate adaptability to meet lifetime design standards for homes and inclusive design standards for all other buildings and shall also be in accordance with the principles of the Disability Discrimination Act 1995 and its successors.</i>
Policy OS1 Strategy For Urban Greenspace,	<i>Open space, sport and recreational facility sites will be protected from inappropriate development and proposals to improve existing sites and create</i>

Sport And Recreation	<i>new sites, to meet identified needs in the Borough, will be supported. New development should:</i> <i>a) Protect sites which have existing or potential value to provide for identified local needs;</i> <i>b) Improve the quality and/or accessibility of sites where this would address identified deficiencies;</i> <i>c) Create new sites where this would address identified deficiencies and resources are available; and</i> <i>d) Protect and where possible improve links between sites. Where needs arise from new developments, planning obligations will be sought to secure new or improved provision and contributions towards future maintenance.</i> <i>1. New development within or affecting areas of greenspace will not be permitted if it would significantly harm any special qualities of the greenspace in respect of the following:</i> <i>a) Visual amenity;</i> <i>b) Residential amenity;</i> <i>c) Wildlife value and environmental benefits;</i> <i>d) Cultural and community value;</i> <i>e) Recreational and health benefits; or</i> <i>f) Strategic benefits.</i> <i>2. Development within or affecting greenspaces will be permitted where:</i> <i>a) The development would be of a minor nature which would not harm the qualities of the greenspace listed above;</i> <i>b) The development is required in connection with the use of the greenspace (e.g. small changing rooms); or</i> <i>c) Any harm caused by the development would be mitigated, for example, by the provision of replacement facilities which must be of at least as high quality, "fitness for purpose", and accessibility as any facilities which would be lost.</i> <i>3. Development must not sever existing, or prevent identified potential, physical and/or visual linkages between adjoining urban greenspaces, and should wherever possible improve them.</i>
Policy OS3 Quantitative Standards - Public Open Space For	<i>1. When considering planning applications, the following standards for the provision of public open spaces will be applied as a minimum (not including land formally laid out as playing pitches and other sporting facilities):</i>

General Amenity Use, Allotments And Childrens Play	<i>a) No Substantial Residential Area should have less than 0.5 hectares per thousand residents for general amenity use, 0.05 hectares for allotments and 0.2 hectares for children's play; and</i> <i>b) All households should have access to amenity greenspace, allotments and children's play space within a catchment distance that is appropriate for the users.</i> <i>2. In any part of the Borough where provision falls below the standards set in 1) above, the loss by development of any greenspace (irrespective of its current use) which would be suitable in terms of its size, location and character, to help to make good the deficiency will not be permitted.</i>
Policy OS5 Public Open Space And Recreational Facilities To Meet The Needs Of New Development	<i>All new residential developments should be adequately served by public open space, children's play and informal recreation facilities as set out in policy OS3.</i> <i>All residential developments</i> <i>In all cases, developers will be required to make a financial contribution towards the maintenance of any existing or new open space that is needed to serve the development.</i>
Policy DQ1 Design Quality In New Development	<i>New development should be of a high quality design which will:</i> <i>Site surroundings</i> <i>a) Respond to and, where appropriate, enhance the characteristics of the immediate surrounding area through the use of appropriate scale, density, massing, height and building lines;</i> <i>b) Preserve or enhance views of important landscape features/buildings in surrounding areas;</i> <i>c) Protect the amenities of neighbouring occupiers.</i> <i>Site characteristics</i> <i>d) Preserve any existing buildings, walls or structures which (whilst not necessarily statutorily listed), are of intrinsic architectural or historic interest, or which contribute to the character of the area;</i> <i>e) Preserve and manage any existing important natural features such as trees, hedgerows, greenspace, ponds, slopes and streams and where possible make use of these as design features;</i> <i>f) Include measures to accommodate protected species and their habitats where these are seen to be relevant on nature conservation grounds</i> <i>Access</i> <i>g) Provide safe and convenient access for all by a choice of transport, including attractive secure and safe defined pedestrian links to any community,</i>

	<i>employment, public transport and shopping facilities in the area; Site layout and landscaping</i> <i>h) Achieve an efficient use of land; i) Provide an appropriate form of landscape treatment;</i> <i>j) Provide high quality open spaces, designed to be well used and appreciated;</i> <i>k) Provide good levels of amenity for occupiers of the development;</i> <i>l) Create a clear distinction between the public and private realm;</i> <i>m) Include any necessary noise attenuation and flood abatement measures as an integral part of design;</i> <i>Buildings and structures</i> <i>n) Achieve good design quality in all new buildings and structures in terms of their scale, style, materials, detailing and their relationship with each other;</i> <i>o) Maximise environmental efficiency through efficient use of materials and resources, re-use of materials wherever practicable, and the promotion of energy efficiency.</i>
Policy DQ2 Security In The Built Environment	<i>1. High capacity, leading edge digital communication networks will be supported in Cheshire East to meet the needs of businesses and communities, subject to the number(s) of radio and telecommunications masts (and sites for such installations) being appropriately located and kept to a minimum and consistent with the efficient operation of the network.</i> <i>2. Developers will be required to work with appropriate providers to deliver the necessary physical infrastructure to accommodate information and digital communications (ICT) networks as an integral part of all appropriate new developments.</i>
Policy DQ3 Gateway Sites and Corridors	<i>1. New development proposals which are within or adjacent to, or visible from, any of the following road and rail routes within Knowsley should seek to enhance the visual appearance of the route:</i> <i>• The A580 (East Lancs Road)</i> <i>• The M57</i> <i>• The A5300 (Knowsley Expressway)</i> <i>• The M62</i> <i>• The A57 (Liverpool Road/Warrington Road) and Prescott Bypass</i> <i>• The A5080 (Tarbock Road/Cronton Road)</i> <i>• The A561 (Speke-Widnes road)</i> <i>• All passenger rail lines</i>

	• Any other routes which link the above routes to any of Knowsley's town or district centres. 2. The Council will use its land use planning powers (including if necessary its site assembly powers) to promote environmental enhancements which are close to or visible from the above routes.
Policy DQ4 Trees And Development	All new development 1. Proposals for new development should include appropriate planting of trees or other soft landscaping, the location and details of which should be determined as an integral part of the development, and which shall have regard to the character of the surrounding area. Developments affecting existing trees 2. Development proposals affecting existing trees, woodlands and other vegetation, which make a positive contribution to amenity, should make provision for their retention. 3. Applicants for planning permission will be required to provide a detailed survey of all existing trees on the site and the likely effects on them of the proposed development, as outlined in the Council's technical advice note "Trees and Development". 4. Where the Council accepts that tree loss will be unavoidable the applicant will be required to make adequate provision for their replacement, normally including two new trees for each tree lost. Replacement planting will take into account the number; size and species of trees lost and should contribute to the extension of tree and woodland cover across the Borough.
Policy ENV1 Control Of Pollution In New Development	Development will not be permitted which is likely to cause significant harm to amenity as a result of impact on any of the following: a) Air quality; b) The quality of land and soil (due to contamination); or c) The quality of the water environment.
Policy ENV2 Noise And Vibration	1. Development that will either cause an unacceptable increase in noise or vibration levels or itself be subject to unacceptable noise or vibration from an existing source will not be permitted. 2. Where developments are permitted, conditions may be attached to the planning permission to ensure effective noise insulation or other required mitigation measures are carried out.
Policy ENV3	1. Development requiring external lighting must satisfy the following criteria:

Light Pollution	<i>a) The lighting scheme proposed is the minimum required for security and working purposes to undertake the task;</i> <i>b) There would be no unacceptable impact on visual amenity in the surrounding area;</i> <i>c) The scheme will not have an unacceptable effect on road safety;</i> <i>d) The scheme will not harm wildlife; and</i> <i>e) There will be no unacceptable loss of residential amenity.</i>
Policy ENV4 Hazardous Substances	<i>1. Development which involves the use or storage of hazardous substances, including modifications to existing establishments, will not be permitted if it would cause unacceptable risk to the users of the site, surrounding land users or the environment.</i> <i>2. Development within the consultation zones around existing hazardous installations or pipelines will only be permitted if:</i> <i>a) The level of risk to occupiers, visitors or users of the proposed development is considered acceptable; or</i> <i>b) The proposal includes measures that will mitigate the likely risks to the surrounding population.</i>
Policy ENV5 Contaminated Land	<i>1. New development will not be permitted if there is existing contamination on the site which could, as a result of the proposed development, place the occupiers or users of the development, ecological systems, the water environment or surrounding land uses at unacceptable risk.</i> <i>2. Where there is evidence that a site may be unacceptably affected by contamination, proposals shall be accompanied by a site investigation report and schedule of remedial measures.</i> <i>3. Where remedial measures are necessary then a verification report must be submitted before the development is brought into use to demonstrate that remedial work has been satisfactorily completed.</i> <i>4. Where ongoing monitoring and risk assessment are necessary, reports must be submitted to the Council on an agreed basis. The developer must undertake any further investigations or remedial measures which the risk assessment shows to be required.</i>
Policy ENV7 Flood Risk And Drainage	<i>(...)</i> <i>3. Mitigation measures will be required, where necessary, to manage flood risk associated with or caused by new development.</i>

	<i>4. New development will not be permitted unless a Sustainable Drainage System is incorporated into the overall design.</i>
Policy ENV9 Protection Of Habitats And Designated Sites	<i>1. Development proposals will not be permitted if they would destroy or have a significant adverse effect on nature conservation interests</i>
Policy ENV10 Protection Of Species	<i>1. Development proposals will not be permitted where there is evidence that they would harm, directly or indirectly, a legally protected species or its habitat, unless it can be demonstrated that the impact can be successfully mitigated or that the development cannot reasonably be located elsewhere and the benefits of development clearly outweigh the harm it would cause. Planning applications likely to affect protected, rare or vulnerable species should be supported by an expert survey and specialist advice.</i>
Policy PA1 Planning Agreements	<i>1. Legal agreements will be used as appropriate to ensure that new development contributes to and complies with the Strategic Objectives and policies of this Plan.</i>
<i>Joint Waste Local Plan</i>	
<i>Policy</i>	<i>Summary</i>
WM8 – Waste Prevention and Resource Management	<i>Any development involving demolition and/or construction must implement measures to achieve the efficient use of resources, taking particular account of:</i> <i>Construction and demolition methods that minimise waste production and encourage re-use and recycling materials, as far as practicable on-site;</i> <i>Designing out waste by using design principles and construction methods that prevent and minimise the use of resources and make provision for the use of high-quality building materials made from recycled and secondary sources; Use of waste audits or site waste management plans (SWMP)G, where applicable, to monitor waste minimisation, recycling, management and disposal.</i> <i>Evidence demonstrating how this will be achieved must be submitted with development proposals of this type.</i>
WM9 – Sustainable Waste Management Design and Layout for New Development	<i>The design and layout of new built developments and uses must, where relevant, provide measures as part of their design strategy to address the following:</i> <i>Facilitation of collection and storage of waste, including separated recyclable materials;</i> <i>Provide sufficient access to enable waste and recyclable materials to be easily collected and transported for treatment;</i>

	<i>3. Accommodation of home composting in dwellings with individual gardens;</i> <i>4. Facilitate small scale, low carbon combined heat and power in major new employment and residential schemes, where appropriate.</i>
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Other Material Considerations

4.5 The following supporting documents relating to the Knowsley Local Plan are considered pertinent to this application:

- **Ensuring a Choice of Travel (Sept 2010)** - The Ensuring a Choice of Travel SPD was adopted by the Council in September 2010 to provide detailed guidance on the council's transport policies. The main objective of the SPD is to ensure a good choice of travel modes to all new developments in Knowsley.
- **Adding Social Value to New Development (Sept 2018)** - The document was adopted in September 2018 and provides guidance on how the Council will implement the requirements of the Knowsley Local Plan, and Policy CS4 in particular, by requesting that developers in the Borough prepare and implement a Social Value Strategy in a case where their scheme meets or exceeds a certain threshold. It outlines the process for creating Social Value Strategies and identifies the kind of social value outcomes which could be expected from new major development.
- **Design Quality in New Development (Jan 2016)** - The Design Quality in New Development SPD was adopted in January 2016 and identifies the overarching context for design in the Borough, and highlights Borough-wide issues which should be taken into account in designing new development. This includes guidance relating to placing buildings, density and form, accessibility, landscaping, public open space, sustainable design, minimising crime, and preserving the built heritage.
- **Developer Contributions (June 2016)** - The document provides detailed guidance on how developer contributions will operate in Knowsley.
- **Trees and Development (June 2016)** - The document explains the Council's approach in relation to Trees and Development setting out guidance relating to promoting best practice for proposals incorporating trees and landscaping within new developments; development proposals affecting existing trees, woodlands and other vegetation; requirements for detailed survey of all existing trees; and requirements for provision of replacement trees.
- **Amended New Residential Development (Sept 2018)** - Knowsley Council made changes to its adopted New Residential Development Supplementary Planning Document. This added a requirement for electric vehicle charging points to be provided in new residential developments.

National Planning Policy Framework

- 4.6 As part of the determination process, material considerations inform the acceptability of planning proposals. The Framework sets out the nationally controlling policies which inform development, these cover the various topics underpinning the presumption in favour of sustainable development which runs through the whole of the framework captured by paragraph 11 and as the Framework read as a whole.
- 4.7 Paragraph 38 seeks that Local Planning Authorities should approach decisions on proposed development in a positive and creative way, using the full range of planning tools available, working with applicants to secure developments that will improve the economic, social, and environmental conditions of the area.
- 4.8 Section 8 of the Framework seeks the promotion of healthy and safe communities, with schemes providing for green infrastructure, providing legible routes, and encouraging walking and cycling.
- 4.9 Section 9 promotes sustainable transport to ensure potential impacts of development on transport networks can be addressed. Schemes should seek to promote walking, cycling and public transport where possible. To support development proposals safe and suitable access should be achievable for all users. Paragraph 109 stipulates that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.
- 4.10 Section 11 supports efficient use of land by giving substantial weight to the value of using suitable brownfield land within settlements for identified needs. Promoting and supporting development of under-utilised buildings especially if to meet identified needs. Paragraph 122 sets out that development which takes into account different forms of development required, availability of infrastructure and services, importance of securing well-design, attractive and healthy places making efficient use of land, should be supported.
- 4.11 Section 12 of the Framework seeks to achieve well-designed places with the creation of high-quality buildings, good design as a key aspect of sustainable development. Proposals should function well and add to the overall quality of the area, are to be visually attractive as a result

of good architecture being sympathetic to local character, while not preventing increased densities.

- 4.12 Section 14 meets the challenge of climate change and flooding. New development being planned to avoid increased vulnerability to range of impacts arising from climate change and being sited to reduce greenhouse gas requirements. Developments should be positioned in areas of least risk of flooding when with proposed end users who would be at risk.
- 4.13 Section 15 sets out the protection and enhancement of the natural environment with development proposals enhancing sites of biodiversity value, recognise wider value from natural capital.

Planning Practice Guidance

- 4.14 The National Planning Practice Guidance (PPG) is Governments supporting guidance which consolidates a series of advice documents into one online database. The PPG provides a guide for all development according to the relevant sectors / locations to which are relevant. The proposed development has had consideration of the various pertinent guidance sections within the progression of the scheme.

5. Development Plan Compliance

- 5.1 The proposed development compliance against the development plan in accordance with Section 38(6) of the Planning Act 2004 is set out within this section.

Principle of Development

- 5.2 The proposal is seeking to deliver a high-quality residential scheme on a parcel of previously developed land at Okell Drive in Halewood, making use of a highly sustainable location. It seeks to demolish the former Dales Country Club building and provide nine high quality dwellings on the site using contemporary design approaches and materiality which complements the design cues of the surrounding residential dwellings.
- 5.3 The proposed development follows the narrative of the Knowsley Local Plan and National Planning Policy which both encourage the reclamation and reuse of previously developed land particularly in sustainable locations.
- 5.4 The proposed development site has an existing building and hard standing already within the curtilage of the site, in the form of The Dales Country Club, with associated car parking to the north of the main building.
- 5.5 The development site is in close proximity to the nearest bus stop located adjacent to the existing entrance of the site, providing regular services to other parts of Halewood, Liverpool, Belle Vale and Speke. It is also considered to be within walking distance from Halewood Train Station, which is located to the southeast of the site.
- 5.6 On the basis of the above, the development proposal is considered to be located in a well-connected area in terms of public transport links and therefore a sustainable location.
- 5.7 It is considered that the status of the site represents an underuse of the site given that The Dales Country Club was permanently closed in February 2023 with the existing associated parking area having no formal use due to the status of the public house adjacent. The proposed development represents a scheme which has the potential to maximise the use of the site through its regeneration whilst enhancing the character of the area and promoting an increase in quality of residential dwelling and associated space. The scheme has the potential

to provide a betterment in the use of brownfield land whilst enhancing the aesthetics of the street scene and surrounding area by offering quality residential accommodation.

- 5.8 Given the site's close proximity to Halewood Park Triangle, the proposed scheme would seek to protect and enhance this existing environmental asset by delivering a scheme which would tie in well with both the wooded and the suburban residential character of the surrounding area and be a visually appealing addition to the street scene when travelling in both directions along Okell Drive.
- 5.9 The proposed development is supportive of a modal shift towards sustainable modes of transport through its positioning within walking distance from key bus and train links but also through the inclusion of EV charging ports associated with each dwelling and cycle storage units to the rear of each dwelling. Further to this, the layout of the development has been designed with pedestrians and cyclists in mind with it being easily accessible by bike and foot.
- 5.10 It is important to note that regardless of the Council's 5-year land supply, which is currently 6.57 years, the proposed site represents a windfall site ripe for housing development which is considered beneficial and important to the maintenance of the Council's existing and future housing supply.
- 5.11 On the basis of the points raised above the development is considered to positively respond to the principle of residential development and is considered to align with policies SD1, CS2 and CS7 of the Knowsley Local Plan as well as national level policy detailed within the NPPF.

Loss of Urban Greenspace

- 5.12 As stated previously in this planning statement the proposed development would result in the loss of Urban Greenspace of which the site is allocated.
- 5.13 Policy surrounding the protection of Greenspace under Policy CS21 of the Knowsley Local Plan, makes reference to the importance of Greenspace and the desire of the Council to preserve urban greenspace with development resulting in a loss only being permitted unless one of the following criteria is met:

- a) A surplus of provision for all types of greenspace would be maintained relative to local standards;*
- b) The land is considered unsuitable in terms of size, location or character to prevent individual deficiencies of different types of greenspace relative to local standards;*
- c) Appropriate mitigation is provided through replacement facilities of at least an equal quantity, quality and accessibility;*
- d) The development is required to improve greenspace provision or for ancillary facilities to support sport or recreation.*

3) Irrespective of whether the above points are met, the benefits of development are expected to clearly outweigh the loss of urban greenspace and "*be resisted where it would significantly harm any of the potential special qualities of greenspace in the area in terms of:*

- a) Visual amenity;*
- b) Residential amenity;*
- c) Biodiversity and environmental benefits;*
- d) Historical, cultural or community value;*
- e) Recreational benefits; or*
- f) Physical and/or visual linkages between adjoining urban greenspaces."*

- 5.14 The development site on Okell Drive is allocated as Urban Green Space and Educational Land and therefore subject to the details of Policy CS21 as listed above.
- 5.15 In line with the details of criteria 2b of Policy CS21, the policy would allow development if the land in question was considered unsuitable in terms of size, location or character to prevent the deficiencies of different types of greenspace relative to local standards.
- 5.16 As confirmed by the Council in the pre-application response, the land subject to the proposal is unlikely to be suitable to address the deficiencies of greenspaces identified for the area SRA 33, including provision for children and young people and allotments.
- 5.17 The site constitutes a brownfield site which currently includes The Dales Country Club building and extensive hardstanding previously used for parking purposes, adjacent to what

is considered to be a busy road. Taking into account the character of the site, its size and location, it is considered that it is not suitable for allotments or space appropriate for children.

- 5.18 When assessed against Point 3 of Policy CS21 the scheme is not considered to have any negative impact on special qualities of greenspace in regards to visual or residential amenity, biodiversity and environmental benefits; historical, cultural or community value; recreational benefits; or physical and/or visual linkages between adjoining urban greenspaces.
- 5.19 The proposed scheme is considered to be sensitively designed through its scale, massing and appearance in order to limit the impact of the development on the nearby greenspace, mainly Halewood Triangle to the west of the site, and in particular the tree canopy to the rear boundary of the site. The approach to the design of the scheme ensures the development sits comfortably in the foreground of the greenspace located to the rear with the design providing a contemporary styling of property which sits well in the foreground of the parkland to the rear.
- 5.20 As previously stated there has been a sensitive approach to the separation distances between the habitable room windows of the proposed development and in particular, the tree canopy surrounding the site, associated with Halewood Triangle. The distances detailed in proposed site plans ensure suitable standards for residential amenity in terms of the future occupants of the dwellings on site. The development is not considered to negatively impact the residential amenity of occupants of any nearby residential dwellings, due to the development being located on the west side of Okell Drive, which is mostly void of residential dwellings.
- 5.21 It is considered that the proposed development would have very limited impacts on surrounding greenspace in terms of biodiversity and environmental benefits. The proposed development is considered to be a betterment of the use of the site which would provide a biodiversity net gain through the provision of native tree planting as well as additional landscaping to provide increased environmental benefits as well as visual appearance of the site when travelling along Okell Drive in both directions. The proposal would not be considered to conflict with the environmental value of Halewood Triangle nor impact on its value as a key area of greenspace in the surrounding area.
- 5.22 As well as the points raised above the development would not cause significant harm on the

existing cultural, community value and recreational benefits of the nearby greenspace in the area nor that which exists on the site already. The parcel of grassland to the north of the site, adjacent to the car parking area, has limited value in its function in terms of recreational benefits, with the sensitive approach to the design of the development outweighing the impact of the proposal on the visual linkages between adjoining greenspaces.

- 5.23 Taking into account the above, the proposal is considered to be in line with Policy CS21 of the Core Strategy, Policy OS2 of the UDP and chapter 8 of the NPPF.

Loss of Community Facilities

- 5.24 As previously stated in this planning statement the proposed development includes the demolition of the existing 'The Dale Country Club' which is considered to be a community facility as defined in paragraph 93 of the NPPF.

- 5.25 Provided within the pre-application response received from Knowsley Council, the Development Plan is considered to be silent with regards to community facilities of the type with decisions mainly being made with regards to paragraph 93 of the NPPF.

- 5.26 *Paragraph 93 states that 'To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: (...)*

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community;

- 5.27 From conducting research on Company House regarding the Dales & Okell Limited, which previously operated out of the Dales Country Club located on Okell Drive, the company was officially dissolved via voluntary strike-off on 6th August 2019. This is supported by Google Maps evidence which shows the building void of operation from July 2019. It is important to highlight that the Dales & Okell Limited was dissolved prior to the outbreak of the covid pandemic and therefore under more positive market conditions than today the operation of the premises was unviable.

- 5.28 On the basis of the above, this evidence shows that the public house located on site has not

been operational for the purposes of that particular use for a significant amount of time with the site being underused. It is not considered therefore that given the amount of time the site has been void of use as a public house and its associated use, that the community is dependent on this use to meet its day-to-day needs.

- 5.29 Since the permanent closure of the Dales Country Club, the site has not operated for this use nor any other use and has led therefore to a consistent underuse of the site from late 2019 to the present day which has also led to the site being used for anti-social behaviour and refuse tipping.
- 5.30 Appendix B of this report details two maps which show the site location in terms of public houses with a 5 minute drive, as well as areas within a 15 minute walk from the nearest public houses to the site.
- 5.31 The analysis conducted shows that there are 11 pubs located within a 15 minute drive of the site. It is not considered that as a result of the demolition of the existing building on site the development would result in a distinct lack of pubs in the surrounding area, with future residents of the site and those nearby to the site maintaining a choice of pubs and community facilities within a short distance.
- 5.32 This analysis is further supported by figure 6 which shows that a vast majority of the surrounding area, as a result of the loss of the community facility on site would remain within a 15 minute walk from the public houses located closest to the site. Given that the surrounding area is of a residential typology, these areas would continue to be served by an adequate number of pubs nearby following the demolition of the community facility on site. It is therefore considered that the renewal of the public house on site would not be necessary to the day-to-day needs of the community or provide a function which would be considered to outweigh the provision of residential accommodation subject to the application. Therefore, on this basis the development would comply with paragraph 93 of the NPPF.

Viability

- 5.33 Further to the above, it has been established that the previous lessee of the building closed the business in February 2023 due to declining financial sales, with the business remaining closed and building on site being vacant since this time. It is considered that given the amount

of time that the site has been void from public house related business activities, this signifies the lack of interest and difficulty in maintaining a viable use of this kind on site.

- 5.34 The Dales Country Club was ran by the previous tenant for 20 years, however in recent years had suffered a consistent annual decline even prior to factoring in the impact of the Covid pandemic. The business was originally operated through a limited company 'The Dale & Okell Limited', however following serious decline in trade this company closed in August 2019 having posted losses for three years prior to closure.
- 5.35 It is worth noting that following the closure of the limited company in August 2019, the previous tenant streamlined operations and ran the bar with himself and other family members, however this continued to see declining custom in a similar way to that of pre-August 2019 operations. The Covid period further compounded the problems and upon re-opening post Covid the business failed to break even. As a result, the business closed its doors in March 2023.
- 5.36 Attempts have been made by the applicant to gain evidence in the form of financial and account information from the previous owners, however they have refrained from sharing this information with the site being purchased off market due to their poor financial situation.
- 5.37 It is considered that the combination of the evidence provided in this section as well as the location of the site in relation to other nearby public houses, it is considered that the information provided points to a very unlikely prospect of a future public house on site being viable and therefore would not present an unnecessary loss of a community facility nor negatively impact on the ability for the community to meet its day-to-day needs, in line with policy CS2 of the Knowsley Local Plan as well as paragraph 93 of the NPPF. The site would instead, as a result of the proposal, receive a betterment through the provision of high-quality residential accommodation on a sustainable brownfield site in a location easily accessible by its future occupants.

Dwelling Mix

- 5.38 The proposed development comprises of nine dwellings separated into three blocks of two semi-detached properties and one block of three terrace properties. There are two blocks of semi-detached properties which face north of the site whilst the remaining semi-detached

and terrace blocks of dwelling face Okell Drive.

- 5.39 The dwellings within the development are all three-bedroom properties with similar internal layouts. The proposed dwellings are considered to complement the established residential stock of similar sized dwellings which are located to the west of the development site.
- 5.40 The surrounding area is considered to be one of three and four bed residential properties and therefore the proposal is considered to complement this existing arrangement, whilst having an eye on what typology of housing would be most appropriate in the area in terms of density and visual impact. It is considered that the proposal achieves this through the provision of high-quality residential accommodation which responds well to the residential typologies of the surrounding housing stock.
- 5.41 On the basis of the points raised above the development is considered to comply with Policies CS2, CS3 and CS17 of the Knowsley Local Plan and aspirations of chapter 5 of the NPPF to create mixed and balanced communities.

Layout and Design

- 5.42 The layout and in particular the design of the proposed development is of a high standard. The design of the proposed scheme has the potential to result in a significant betterment of the site through its positive visual impact on the street scene and the surrounding area. The design is of a quality to lift the overall design baseline of the residential stock within the local area and set a high-quality precedent for future residential schemes.
- 5.43 Local character and identity have informed the design and layout of the scheme. The house typologies, building heights and material palette respect the vernacular of the neighbouring houses and provide a key connection between the residential stock to the east and Halewood Park.
- 5.44 In terms of the siting of buildings and layout, primary entrances to any new buildings are to be on the main elevations facing the highway in order to interact with public realm and private back gardens.
- 5.45 Overall, it is considered the proposed development offers opportunity for the betterment of design quality in Halewood by raising the bar for design through this scheme.

- 5.46 The design of the dwellings is to be finished in a multi grey / brown brick along with standing seam zinc roofs coloured in grey with timber finishes to the doors. The scale and massing of the dwellings are of a typical residential size with the massing being 2.5 storey height with the inclusion of front facing dormer extensions. The layout of the development separates the nine dwellings into four separate blocks of dwellings, these include three blocks of semi-detached dwellings and a single block of three terrace properties. The alignment of the dwellings shows four north facing dwellings and five east facing dwellings, as shown on the supporting proposed block plan.
- 5.47 The proposed design has been formulated to maintain the characteristics of nearby residential dwellings with the use of brick finishes set at a typical residential massing whilst also being sympathetic to nearby densities in the surrounding area. The dwellings provide a contemporary design of high quality which seeks to connect the characteristics of the residential estate to the east of the site to the green treelined backdrop of the park area to the west. The layout and alignment of the site has been altered on the back of pre-application advice in order to avoid a single run of dwellings. The new alignment provides a distinct separation to the block of dwellings with associated landscaping to the front of dwellings and to the front of the site. The altered layout and alignment of dwellings also relates well to the existing residential development in the area as well as the general openness off the site itself.
- 5.48 The design of the proposed dwellings responds to specific design cues of typical semi-detached properties, as well as those seen in the surrounding residential areas nearby to the development site. The proposed dwellings include matching gable roof structures and incorporate small dormers to the front elevation which provide a contemporary response to the front facing gable roof features of the nearby residential dwellings. The design of the dwellings on site feature large front facing aluminium windows projecting to the frontage in a similar manner to the bay window features of the properties in the surrounding area, these sit alongside smaller first floor windows which furthermore provides a contemporary response to the design of nearby residential dwellings. The design makes use of high-quality materials throughout in the form of aluminium window frames, detailed brickwork, zinc roofing and timber doors. The design includes intricate façade details with deep window reveals to the ground, first and second (dormer) windows supported by the use of aluminium window frames. The façade design uses various types of brickwork including hit and miss detailing separating the ground and first floor windows as well as soldier coursing above the

first floor windows and surrounding the perimeter of the entrance archway and timber front door using white brick. This provides an accomplished external appearance and internal living environment for future occupants.

- 5.49 The proposal makes use of existing access to the site, which is considered to provide a safe and convenient route into the development with the access being functional for walking and cycling as a priority but also for vehicular access into the site.
- 5.50 The development would not have a detrimental impact on the amenity of nearby residents outside of the confines of the site. In terms of the future occupants of the dwellings on site, the layout and design of the dwellings would not be considered to have an undue impact on the occupants of other dwellings within the development and are set suitably away from the high canopy of the park to the west to avoid a detrimental impact in terms of overshadowing from the dense and mature tree canopy.
- 5.51 The design process has taken on design cues from traditional housing building whilst providing a contemporary and modern appearance. The proposed development is considered to provide a light and airy appearance which ties well with the general openness of the surrounding area and the backdrop of parkland and mature trees. All materials are proposed to be of high quality, robust and complementary to each other in order to create a suitable uniform outlook.
- 5.52 The introduction of the Planning Practice Guidance and National Design Guide has put an emphasis on a pro-active and collaborative approach to design at all stages of the planning process as well as highlighting the characteristics of good design and the key benefits of well-designed approaches to development. This emphasis has been furthered by the introduction of the National Model Design Code and the introduction of Design Codes at local authority level to promote successful design and provide a common overarching framework. This highlights an emerging focus on the quality of design within the balance of planning decisions. It is considered that the proposed scheme responds to this emerging planning policy narrative and the benefits that high quality design can bring to place making and local communities.
- 5.53 On the basis of the point made above it is considered that the proposed development complies with policies CS2, CS7, CS17, CS19 and CS22 of the Knowsley Local Plan as well as

the specifics of the Design Quality in New Development SPD, National Design Guide and chapter 12 of the NPPF.

Landscaping

- 5.54 The proposed development includes a number of landscaping interventions on site which are intended to response to the specifics of the pre-application response but also tie into and respect the character and distinctiveness of the site and its existing surroundings.
- 5.55 As shown on the supporting landscaping plan, the proposal responds well to the site and surrounding characteristics by providing native species of shrub, hedgerow and trees in order to provide a transition between the residential housing to the east of the site and the dense tree canopy of the wooded parkland to the west.
- 5.56 In particular the hedgerow and native trees to the front of the site pay respect to the open and green characteristics of the site, whilst separating the residential nature of the site from the street and provides an aesthetically pleasing view of the development from the street scene providing an enhancement in visual amenity.
- 5.57 The addition of native trees and shrubbery to the rear bank along the boundary ties in well with the existing trees on the embankment which are to be retained, providing a transition from the soft landscaping within the site and within residential plots to the trees which existing outside of the west boundary of the site.
- 5.58 Not only does the soft landscaping features provide much needed visual amenity, but they also provide benefits in terms of biodiversity adjacent to a high value area, along with providing a biodiversity net gain across the site.
- 5.59 On the basis of the information provided above with regards to the landscaping on site, this is considered to comply with the details of policies CS2, CS8, CS19 and CS21 of the Knowsley Local Plan, the Design in New Development SPD and chapter 12 of the NPPF.

Residential Amenity

- 5.60 In terms of residential amenity, the proposed development is considered to incorporate a number of components in order to ensure a good standard of amenity for existing and future occupants of both the proposed dwellings and nearby residential occupants of neighbouring

properties.

- 5.61 The dwellings which face Okell Drive are set back significantly from the street which ensures a suitable separation distance from residential properties across Okell Drive to the west, ensuring the amenity of nearby residents is not detrimentally impacted by the development.
- 5.62 The layout of the proposed development ensures that the dwellings face inwards of the site, this combined with low level boundary treatment to the front of the site, allows for a good level of natural surveillance and security of the site as well surveillance over the adjacent pavement and road associated with Okell Drive.
- 5.63 Careful consideration has been applied to the separation distances between properties as well as the proximity of the rear and side elevations of the dwellings to the mature canopy to the rear of the site. It is considered that the separation distance of 14 metres from the rear elevations of the dwellings facing Okell Drive and the canopy to the rear, ensures that the amenity of future residents is protected.
- 5.64 As well as the points raised above, the layout of the site lends itself to efficiency of maintenance with clear ease of access and vehicular movements within the site itself.
- 5.65 It is therefore considered that the proposal will avoid having any detrimental impact on residential amenity and protect the amenity of nearby residents in compliance with policies CS2 and CS19 as well as paragraph 130 of the NPPF.

Access and Parking

- 5.66 In terms of access, the development makes no change to the existing entrance to the site which currently exists as a left turning when travelling north along Okell Drive.
- 5.67 The development site is considered to be located in a highly sustainable and accessible location with a bus stop is very close proximity to the site as well as a train station within walking distance, therefore reducing the need to travel by car and supporting a modal shift towards more sustainable modes of transport.
- 5.68 Although the development site has been selected based on its sustainable location private vehicle parking has also been provided in order to comply with policy CS7 and the parking standards of Knowsley Council detailed in Appendix A. The parking standards detailed in the

'New Residential Development SPD' state that for dwellings of two and three bedrooms a maximum of two spaces is required to be provided. The proposed development provides 18 spaces in total which fulfils the requirements of the standards set out in the relevant SPD.

- 5.69 The proposed development makes key linkages to existing roads and footpaths which helps to prioritise walking, cycling and public transport. This is further supported through the provision of cycle stores to the rear of each dwelling to promote a model shift towards more sustainable modes of transport.
- 5.70 It is considered that due to a combination of the size of the site and maintaining the existing access route into the site, the scheme proposed includes a very simplistic road network which will help to reduce traffic where possible.
- 5.71 One of the key expectations of the New Residential SPD document is the provision of EV charging points, where it is expected that every new dwelling with one or more dedicated parking spaces should be provided with one vehicle charging point. As the proposed development includes one EV charging point per dwelling this is considered to align to the expectations of the Local Planning Authority
- 5.72 On the basis of the above, the development is considered to comply with policies CS2, CS7, CS19, the Council Parking Standards, the details of the New Residential Development SPD and chapters 9 and 12 of the NPPF.

6. Technical Reports

Highways

- 6.1 The planning application is supported by a Transport Statement prepared by Vectos.
- 6.2 The report demonstrates that the local roads are suitable for those travelling from and to the proposed development with there being no known safety concerns on roads in the vicinity of the site.
- 6.3 The document confirms that the existing vehicle access to Okell Road would remain suitable for the proposed use with a large refuse vehicle of 11.5m being able to enter and leave the site in forward gear with appropriate parking provided for servicing purposes.
- 6.4 With the number of trips being forecasted for the proposed use of the site, the report concludes that the number of forecasted trips would be negligible in relation to existing traffic flows and therefore not have a detrimental impact on the highway network.
- 6.5 On the basis of the information contained within the Transport Statement the proposed development is considered to comply with policies CS2, CS7 and CS19 of the Knowsley Local Plan Core Strategy as well as paragraphs 112 - 113 of the NPPF.

Arboriculture

- 6.6 The planning application is supported by an Arboricultural Survey prepared by DEP Landscape Architecture.
- 6.7 The report highlights that five groups and two individual trees were surveyed on or affecting the site, with the trees being concluded as being in reasonable condition.
- 6.8 As a result of the development, 2no. trees would be removed for the development with 1no. tree being removed due to its condition, the remaining 4no. trees would be retained.
- 6.9 The losses are considered to be easily mitigated for within the new landscape scheme which supports the application which included strategic tree, hedge and scrub planting.

- 6.10 The method statement contained within the document details mitigation methods for the protection of retained trees throughout the construction of the development which includes Temporary Protective Fencing creating Construction Exclusion Zones around the perimeter of the retained trees in order to ensure they are free of construction materials etc which may compromise the vitality of the trees.
- 6.11 It is considered that in conclusion, the tree losses and impact on retained trees is minor and can easily be compensated for within the new landscape scheme provided for the site and on this basis the proposed development complies with specifically policy CS21, paragraph 131 and chapter 15 of the NPPF.

Ecology

- 6.12 A Preliminary Ecological Appraisal Report was prepared by Seed and submitted as part of the application.
- 6.13 The objective of the report was to:
- Identify the major habitats present;
 - Ascertain the presence or potential presence of legally protected or notable species or habitats; and
 - Identify any mitigation required and opportunities for enhancement;
- 6.14 The document concludes that as the building was assessed as having moderate bat roosting potential with further nocturnal emergence / re-entry surveys are to be undertaken between May and September to determine bat usage.
- 6.15 As per the advice of the Preliminary Ecological Appraisal a Nocturnal Bat Survey Report was conducted with the finds and results detailed below.
- 6.16 Furthermore, it was concluded that the unmanaged habitats are anticipated to provide a range of habitats for local notable flora and fauna. The site was found to have value or potential value for bats, birds, amphibians, and terrestrial mammals.
- 6.17 Specific enhancement recommendations for the site include the bat and bird boxes which could be placed on the new buildings / retained trees; and planting of linear features such as hedgerows and trees where possible, to add commuting features within the site.

Bat Survey Report

- 6.18 A Nocturnal Bat Survey Report was prepared by Seed as a result of the findings of the Preliminary Ecological Appraisal.
- 6.19 The findings of the survey resulted in the building not being found to support roosting bats, with only widespread species identified foraging.
- 6.20 On the basis that no bats were identified, it was not considered that roosting bats would be impacted by the proposed development with no further surveys being required.
- 6.21 It was recommended that lighting mitigation measures are incorporated into the scheme in order to protect foraging and commuting bats within the local area.
- 6.22 On the basis of the above conclusions the proposed development is considered to comply with policy CS8 and paragraph 179 of the NPPF.

Biodiversity Net Gain

- 6.23 The planning application is supported by a Biodiversity Net Gain Metric and Report, which has been prepared by Seed.
- 6.24 The report has been produced to document the methods, results and conclusions of a BNG assessment undertaken based on the proposed development.
- 6.25 The metric supported by the report demonstrates that the development will achieve a net gain in hedgerow units, but with the percentage not being provided due to no hedgerow units existing prior to the development. However, there is calculated to be a loss of 44.19% of habitat units with the trading rules not being satisfied at this time due to the loss of modified grassland, vacant or derelict land and willow scrub.
- 6.26 As there is a net loss achieved on site and a lack of opportunity within the scheme to provide sufficient habitat space to achieve a net gain, it is considered that offsetting will be provided to meet policy requirements with 0.33 Biodiversity Area Units required for the scheme to achieve a net gain.

6.27 Given that the Knowsley Local Plan does not state a 10% requirement for BNG, rather a net gain under the NPPF requirement, it is considered that proactive consultation is made with the Local Planning Authority to identify suitable locations for offsetting off site or through contributions. The client will work positively and proactively with the Local Planning Authority in order to achieve a desired outcome for both parties in terms of matters concerning Biodiversity Net Gain.

6.28 It is considered that a suitable solution would be the production of a Biodiversity Enhancement Management Plan (BEMP) to be conditioned as part of the planning application which will set out the actions required to achieve and maintain the biodiversity value of the site for a period of 30 years.

Drainage

6.29 The planning application is also supported by a Drainage Strategy Report prepared by Clancy Consulting.

6.30 The objectives of the Drainage Strategy Report were to undertake the following:

- An assessment of the existing and anticipated surface water discharge from the proposed development;
- Produce preliminary sustainable drainage proposals and provide guidance on viability of infiltration or attenuation to facilitate drainage feasibility;
- Should source control be identified as unviable, assess the proximity of existing drainage points to where development may connect; and
- Produce preliminary drainage proposals for collection and discharge of foul water and trade effluent into local public sewer network.

Surface Water Drainage

6.31 With regards to surface water drainage the report recommends that the rate of runoff for the site is restricted to QBar, which has been calculated as 1.2l/s using the FEH method, subject to agreement with the Local Flood Authority.

6.32 It is considered that the potential for source control via infiltration or discharging to an existing watercourse may be unviable, therefore discharge to an existing surface water sewer network would be next priority.

- 6.33 The report states that the sustainable drainage solution will make provision for 30 year and 100-year return period events, incorporating climate change allowance for increases in rainfall intensity at factor of 45%. 'Urban Creep' allowance is to be incorporated into the proposed design with an allowance of 10%.
- 6.34 Existing United Utilities public sewerage networks are to be modelled to identify if the existing sewerage network needs to be extended and/or improved to facilitate the proposed **development**. This is subject to discussions with United Utilities to further understand their requirements and the viability of a new connection onto the existing public sewer network.

Foul Water Drainage

- 6.35 In terms of foul water drainage, the networks are envisaged to consist of gravity and pumped sewerage infrastructure with masterplanning for the development confirming that spatial arrangements for the proposed sustainable drainage infrastructure can be accommodated.
- 6.36 On the basis of the above information it is considered that the proposed development can provide sustainable drainage infrastructure in accordance with best practice and therefore is in line with Policies CS8, CS22 and CS24 of the Knowsley Local Plan, the Knowsley New Residential Development SPD as well as chapter 14 of the NPPF, subject to proactive engagement with the Local Authority regarding the scheme.

7. Planning Balance

- 7.1 The proposal has been considered against the Development plan and material considerations in accordance with Section 38(6) of the Planning and Compulsory Planning Act 2004. As part of the assessment, the principles of sustainable development as defined within the Framework to establish a presumption are considered below:

Economic Benefits

- The proposal would provide nine residential dwellings on a brownfield site, increasing the residential offering and choice in the area.
- The Council would receive increased revenue from council tax associated with the proposed dwellings.
- During the construction phase, the proposed development would support a number of direct and indirect jobs within the construction industry and associated supply chains.

Social Benefits

- The development will provide high quality residential development, including a number of 3 bed dwellings for potential families.
- The proposed development will encourage provision of small-scale housing that is more likely to be delivered within the 5 years, contributing to the 5 year housing land supply of the area and meeting local needs.
- The proposed development has the potential to enhance the appearance of a currently underused site which will act as a focal point along Okell Drive and a point of interest for those travelling nearby.

Environmental Benefits

- The proposal is located on a brownfield site within a sustainable location, therefore making use of previously developed land.
- The proposal exhibits high quality design through the use of sustainable materials, reducing the impacts on natural resources and ecosystems and providing a contribution towards net zero targets.
- The high quality design of the scheme enhances the local area through betterment in street-scene and providing a benchmark for future residential development.

- The site is situated within a sustainable location with good accessibility in terms of public transport links as well as walking and cycling.
- The proposal includes landscaping and biodiversity net gain in order to make a significant contribution to the local environment and the site's general appearance from the street scene.

7.2 In considering the planning balance on the proposals, the scheme has been evidenced to providing a sustainable development for a sector of society with specific needs such that the benefits of allowing the proposal would outweigh any adverse impacts which may arise as a result. It is therefore considered that the proposals accord with the Development Plan and consequently the proposals should be approved without delay in accordance with paragraph 11(c) of the NPPF and Policy SD1 of the Knowsley Local Plan.

Appendix A – Parking Standards

		Town Centre	District and Local Centres (Maximum)	Other Areas (Maximum)
Dwelling House (C3 Use Class)	1 bedroom	0.5-1 space	1 space	1 space
	2 and 3 bedroom	1.5 spaces	2 spaces	2 spaces
	4+ bedroom	2 spaces	3 spaces	3 spaces

Figure 3 - Parking Standards for C3 Dwellinghouse

Appendix B – Pub Analysis

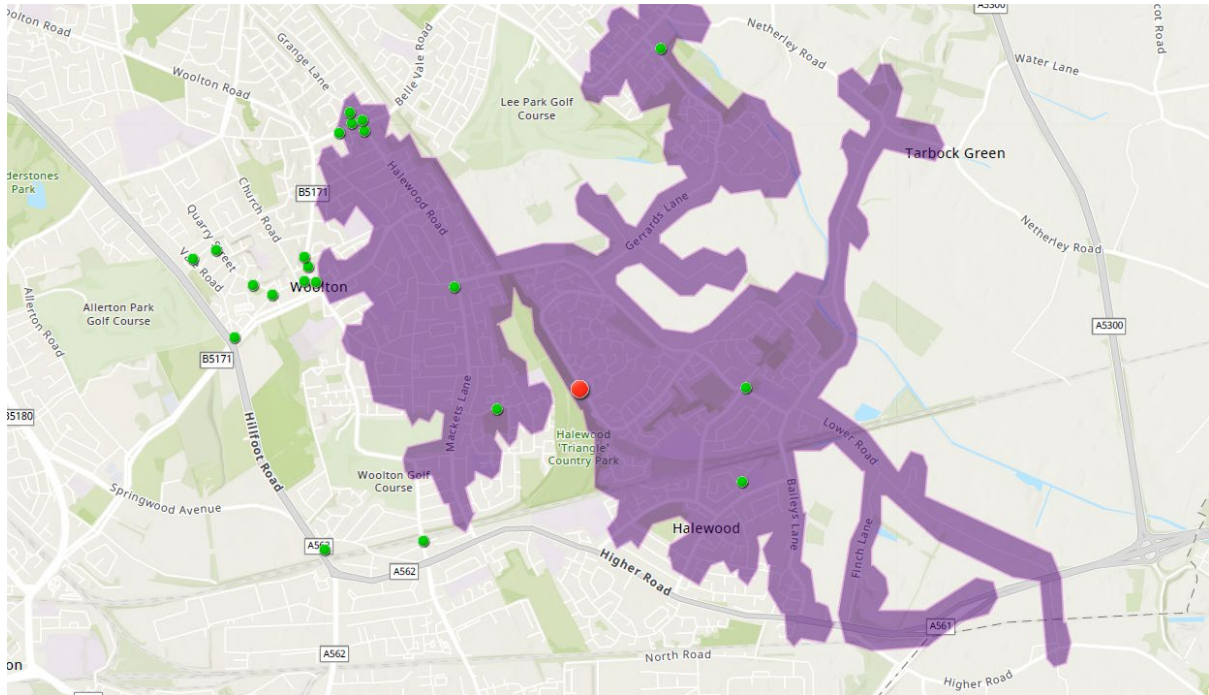


Figure 4 - Pubs within 5 min drive from application site

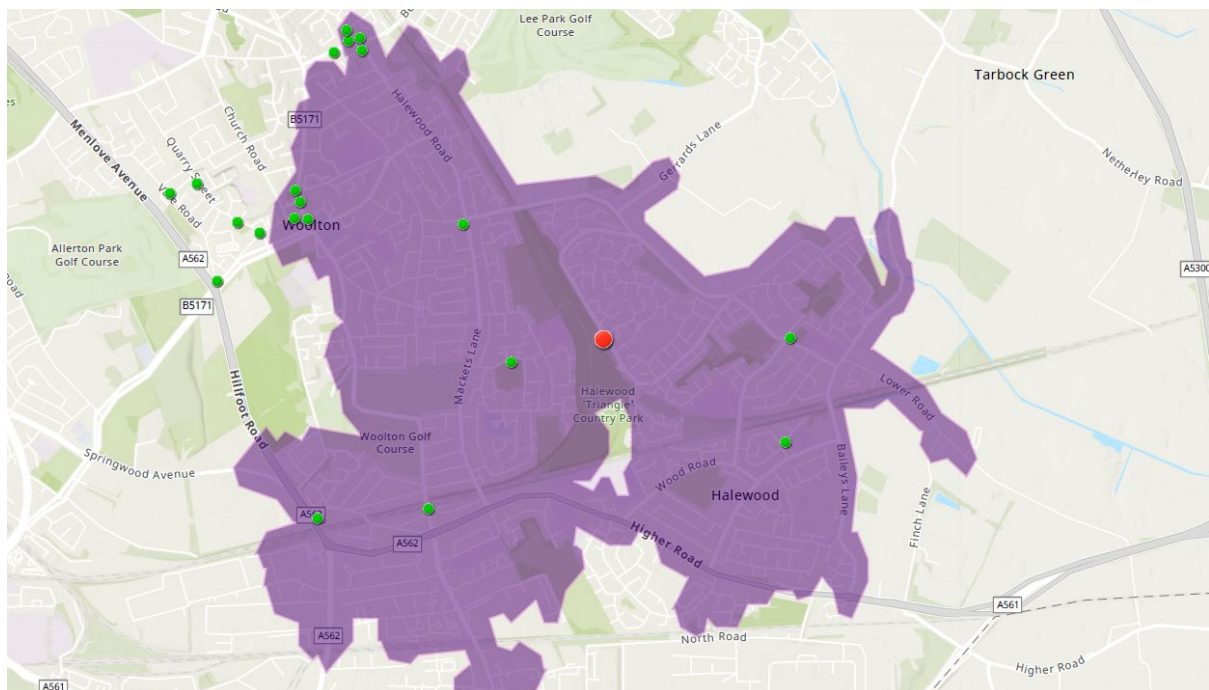


Figure 5 - Areas within 15 min walk of the nearest pubs to the site