

Design Compliance Statement

Our ref 69704/02/BOC/SRo
Date 27 June 2025
To Knowsley Metropolitan Borough Council
From Lichfields

Subject East of Halewood Plot 3 Reserved Matters Application

1.0 Introduction

- 1.1 This Design Compliance Statement (“DCS”) has been prepared by Lichfields on behalf of Barratt Homes Manchester (“Barratt”). This accompanies an application for reserved matters approval for part of Plot 3 pursuant to hybrid planning permission ref. 19/00521/HYB on land at the East of Halewood (the “Hybrid Permission”).
- 1.2 The application site (the “Site”) forms part of the wider East Halewood Sustainable Urban Extension (“SUE”) which is allocated for a new residential within the Knowsley Local Plan Core Strategy (2016) (Policies SUE1, SUE2 and SUE2b) with an indicative development capacity of approximately 1,100 dwellings to be developed up to 2028. Other land parcels are being delivered by Redrow Homes Limited (“Redrow”), Bellway Homes Limited (“Bellway”) and Miller Homes Limited (“Miller”). Together the developers have engaged with the Council for a considerable period of time through the Local Plan, Masterplan and Supplementary Planning Document (“SPD”) preparation. They continue to work with the Council in order to take the sites forward.
- 1.3 The application relates to part of Plot 3 and proposes the following development:
“Approval of reserved matters: layout, scale, appearance, and landscaping pursuant to hybrid planning permission 19/00521/HYB (as amended) for residential development, internal access roads, public open space, a substation and other associated works.”
- 1.4 The Council has produced a comprehensive Masterplan for the wider SUE site. A Design and Access Statement (“DAS”) and addendum was prepared to accompany the hybrid application which demonstrates how Redrow’s proposals have responded to the Masterplan. Whilst the DAS was not formally approved document as part of the Hybrid Permission, it forms the basis to which the detailed element of the hybrid application was considered acceptable and thus, together with the Masterplan, establish board parameters for this reserved matters application. This application is therefore accompanied by this DCS which demonstrate that the layout and design of the new homes will comply with these parameters and complement the other proposals within the wider SUE site, as well as the existing housing in the local area.

2.0 The Site and Surrounding Area

- 2.1 The Site forms part of the wider East of Halewood SUE which is located to the east of the settlement of Halewood within the Council's administrative authority area.
- 2.2 The wider East of Halewood SUE extends to a gross area of circa 80 hectares. It comprises three distinct development parcels which are physically subdivided by the Manchester to Liverpool railway line and the A562 (Higher Road / Speke Boulevard link). The area to the north of the railway line comprises around approximately 30 hectares, whilst the central and southern portion of the SUE comprises approximately 50 hectares.
- 2.3 In a general sense the SUE is located in close proximity to numerous convenience shops, play areas, schools, Halewood train station and a leisure centre. The SUE is easily accessible by road and other modes of transport. A regular bus service operates along the western boundary of the site on Baileys Lane. The Halewood train station is in close proximity to the SUE. There are a number of ponds within the SUE and on the land surrounding it.
- 2.4 The Site comprises approximately 3.5 hectares. The Site is located centrally within the wider East Halewood SUE and sits within the approved development for the remaining part of Plot 3 which is currently being delivered by Redrow. The Site is bound by Redrow's portion of the Plot 3 parcel to the north, Finch Lane to the east, Bellway's Plot 4 to the south and Finch Woods to the west.
- 2.5 The Site is located within Flood Zone 1 and is at little or no risk from flooding.
- 2.6 The Site is an irregular shaped parcel and predominately flat, comprising agricultural land. The boundary between Plot 3 and 4 comprises a line of trees/hedgerows extending through the Site on an east to west axis. There are no designated heritage assets located on the Site.

3.0 The Proposed Development

- 3.1 Barratt proposes 129 new homes. Of those, Barratt proposes a mix of homes, including terraced, semi-detached, detached and apartment style homes. There will be 52 affordable homes spread throughout the Site. Please refer to the accompanying Planning Layout (ref. HXXXX-BAH-XX-XX-DR-UD-203002) and Affordable Plan (ref. XXXX-BAH-XX-XX-DR-UD-203400) for illustrative details.
- 3.2 The various houstypes will range from two storey homes to three storey apartment buildings. The homes will follow a consistent building line and the homes have been orientated to face the areas of open space including Finch Woods and the PRoW. Dual aspect homes are proposed on corner plots. Please refer to the accompanying houstype pack for illustrative details of the homes (ref. HXXXX-BDW-XX-ZZ-DR-AR-000021-C00).
- 3.3 The homes are set back from the road with space for a front garden and driveway area. Car parking spaces are proposed in curtilage where possible, either to the front or side of or near to the respective home. Houstypes including the Alderney and the Radleigh include garages. Others like the Windermere and Ripon have integral garages. Houstypes including the Moresby Detached and End, Ellerton End and Mid which do not have

garages, have separate bike shelters located in the rear gardens. The proposed apartments will be served by communal parking areas with separate cycle and bin stores. All homes are provided with designated areas for storage of waste and recycling bins, please refer to the accompanying Refuse Strategy for details.

- 3.4 The building materials include brick facades or render. Please refer to the accompanying Materials Layout (ref. HXXXX-BAH-XX-XX-DR-UD-203150) for details.
- 3.5 The boundary treatments and landscaping include 1.8 metre high close boarded fence, hedging, brick garden walls, 900 millimetre high metal railings and 600 millimetre high knee rails. Brick garden walls will match the brick material of the associated house. Please refer to the accompanying Boundary Treatments Plan (ref. HXXXX-BAH-XX-XX-DR-UD-203250) for details.
- 3.6 All internal roads are proposed to be built to adoptable standards, with a 5.5m wide carriageway and two 2m wide footpaths located on either side. A 3m wide shared footpath and cycleway is proposed adjacent to Finch Woods. Raised tables are proposed as a method to calm traffic travelling through the Site. Shared driveways are proposed for plots 28 and 29. The existing PRow extending the length of the southern perimeter and the footpath from the Site into Finch Woods will be retained and constructed as previously approved. Please refer to the accompanying Hard Landscaping Plan (ref. HXXXX-BAH-XX-XX-DR-UD-203200) for illustrative details.
- 3.7 A primary substation is proposed in the south eastern corner of the Site. Access to the substation will be via the internal estate road. The perimeter of the substation will be secured by a perimeter fence with a two metre wide landscaping buffer. Details of the primary substation will remain as previously approved. Please refer to the proposed elevations and general arrangement plan for the switch room for details.
- 3.8 Soft landscaping is proposed including 294 trees, hedgerow, native shrubs and native hedgerow, ornamental shrub planting, meadow mix, climbers and grass. Please refer to the accompanying Landscape Masterplan Proposals (ref. 6412 rev. D) for details. Trees are proposed to line key avenues within the Site. A hedgerow mix is proposed to extend the length of the eastern boundary.

4.0 The SPD Design Principles

- 4.1 The SPD sets out the following design principles for the SUE site allocation:
- 1 The development should include a number of character areas, to build distinctive neighbourhoods within the development which add richness and contribute to a sense of place.
 - 2 A broad range of green spaces, suitable for a variety of purposes, should be an integral part of the development and should provide safe, accessible walking and cycle connections within and beyond the site.
 - 3 Variations in density and style of building should respond to the site's transition from suburban to semi-rural surroundings, create a legible and permeable townscape, and contribute to making an interesting and stimulating place.

- 4 The site should be linked into the wider Halewood area with active housing frontages (principally to Greensbridge Lane, Baileys Lane, Lower Road and Aldersgate Drive).
- 5 The interface with Higher Road should be present a distinctive and positive gateway for the development, for Halewood and for Knowsley as a whole.
- 6 A design framework should set out principles for key places within the site such as gateways and main streets – to create a coherent sense of place and embed local distinctiveness. This can include “design code” type materials, providing clear guidance for character areas and key spaces and places.
- 7 Design and layout proposals should respond appropriately to ecology, heritage, landscape, environmental resources and protection and other matters identified by the technical evidence set out in Box EH2, including an appropriate response to the Listed gravestone and its setting.
- 8 The Council strongly encourages independent design review to be undertaken as part of the process of preparing the masterplan and planning applications.

4.2 Taking each of these design principles in turn:

- 1 Barratt’s proposals include three character areas, comprising Woodland Edge, Community Core and Country Edge. There is a distinctive architectural style between the three character areas to reflect the transition from urban area in the west, including Halewood, to the semi-rural context in the east. This is demonstrated by including three storey apartment buildings fronting onto Finch Woods in the Woodland Edge character area, to two-storey detached homes at plots 28-31 fronting onto Finch Lane in the Country Edge character area. The proposals are considered to accord with criterion 1.
- 2 Greenspace is provided on the western edge of the Site, adjacent to Finch Woods. This greenspace connects into the rest of Plot 3 of the SUE to the north and into Plot 4 of the SUE in the south. This greenspace ensures that there is a comprehensive approach to the development across the various parcels of the SUE and allows residents to walk uninterrupted through the SUE from south to north. The existing PRoW is also retained and enhanced which connects pedestrians and cyclists from Finch Lane with Finch Woods. On this basis the proposals are considered to comply with criterion 2.
- 3 As discussed, there are three-storey apartment buildings to act as way finding points at the entrance of the Site, if approaching from the south, there are terrace style homes, semi-detached homes and detached homes. These provide a variety in housetypes and reflect the transition from urban to semi-rural. The variety in heights and housetype styles provide visual interest to the streetscene. As such the proposals are considered to accord with criterion 3.
- 4 Active frontages are proposed in all key locations, including plots 119-129 which front onto Finch Woods in the west, plots 77-85 which front onto the PRoW in the south and plots 26-31 which front onto Finch Lane in the east. The proposals are therefore considered to accord with criterion 4.

- 5 Criterion 5 relates to the interface with Higher Road. The Site does not interface with Higher Road and this criterion is therefore not considered to apply to these proposals.
- 6 The proposals have taken account of the design requirements defined within the SPD, the requirements of the Masterplan as will be discussed in the next section and the layout, scale, appearance and landscaping of Redrow's approved details within the Site. The proposals follow the layout as approved pursuant to the RMA1 and the Masterplan. A list of materials accompanies this application, including an associated Materials Layout (ref. HXXXX-BAH-XX-XX-DR-UD-203150) which illustrates where each of the proposed materials will be located. In accordance with the approved details pursuant to the RMA1, a variety of brick cladding materials and render is proposed, reflecting the local area such as the homes that have recently been built across the SUE but also homes on Bailey's Lane, Lower Road and Greensbridge Lane. On this basis the proposals are considered to accord with criterion 6.
- 7 The Environment Statement that was submitted with the application that became the Hybrid Permission assessed each of these issues (the "2019 ES"). The accompanying ES Compliance Statement further assess these current proposals against each of these matters. Considering that the proposals are within the parameters set by the Hybrid Permission and subject to implementing the recommended mitigation defined in the 2019 ES, there are no adverse effects anticipated from these proposals. The proposals are considered to accord with criterion 7.
- 8 The SPD was adopted in March 2020. The Masterplan was adopted in June 2020. It is therefore considered that an independent design review was recommended at the time as the Masterplan had not yet been adopted for the SUE. An independent design review is therefore not considered to be necessary as the proposals must accord with the Masterplan which this DCS demonstrates. The proposals are therefore considered to comply with the general principle of criterion 8.

5.0 Compliance with the Key Development Parameters

- 5.1 The Masterplan document established the key development parameters for the SUE site allocation. These are expanded in turn below.

Land Use and Amount (05b)

- 5.2 The Masterplan document sets out the location and extent of land uses of the allocation. An extract of the Masterplan is shown at Figure 1 below.

Figure 1 Framework Plan with Lichfields annotation identifying the Site



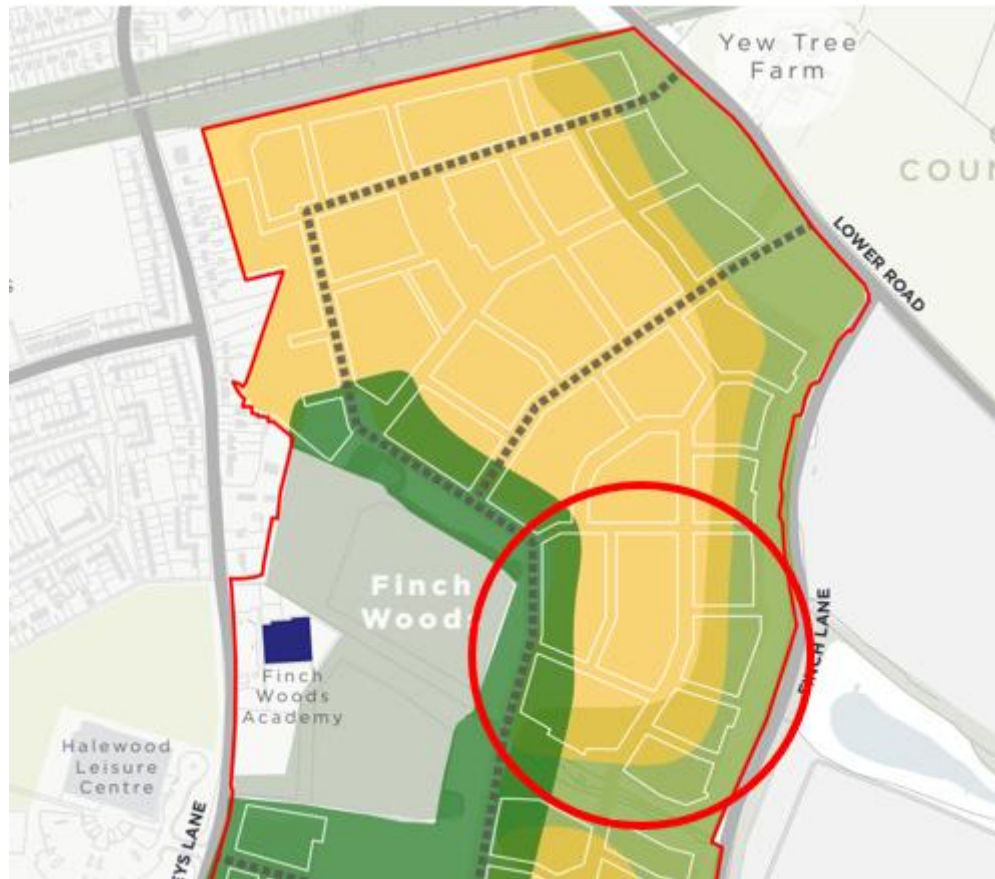
Source: The Masterplan

- 5.3 The Framework Plan shows the application site as a proposed area for residential development (grey). It shows dedicated pedestrian and cycle routes from Finch Woods towards Lower Road (orange dash) which includes a bus route (teal green line) and key avenue (white dash) and another parallel key avenue to the west. It also includes areas of on-site green space (green) the northwest corner, a small area in the middle, along the northern boundary, around Finch Woods, on the southern and eastern boundaries. It also outlines a PROW on the southern boundary (black dash) which requires improvements and historic hedgerow (brown dash) on the eastern boundary.
- 5.4 The indicative masterplan established the basis for the detailed element of the hybrid planning permission which was found to be acceptable by officers and approved. The proposed development has been designed to follow these principles, incorporating green space in accordance with these indicative parameters within the wider residential area. Provisions have also been made for key avenue in the form of a primary route in accordance with the Masterplan.

Residential development (05c)

- 5.5 The Masterplan sets the parameters for the housing mix (which is assessed within the planning statement) and character and density of future residential development. In terms of Character Areas, Figure 2 below provides an extract of the plan.

Figure 2 Character Areas Plan with Lichfields annotation identifying the Site



Source: The Masterplan

- 5.6 The character areas plan shows the Site as predominantly community core with country edge on the eastern boundary and to the south at plot 5 and woodland edge around Finch Woods.
- 5.7 **Community Core** - this is the largest character area comprising medium density (c.30-35dph) with general increase in density from north to south. It comprises a legible and permeable street layout providing for good overlooking of streets with a relatively informal feel; and contains local open spaces which are well connected to Finch Woods and other landscape features by permeable, pedestrian friendly links.
- 5.8 **Woodland Edge** - this character area meets and integrates the development with the edge of Finch Woods. The scale and intensity of built form will comprise medium density (c.35-40dph) with opportunity for 2.5 - 3 storey dwellings overlooking Finch Woods. This comprises prominent continuous frontages with a consistent building line and strongly defined public/private boundaries.
- 5.9 **Country Edge** - this area provides an interface between the new community edge and the surrounding countryside. Future development should be outward facing, towards the rural

character of Finch Lane and its junction with Lower Road. This comprises a lower density area (c.25-30dph) presenting a 'soft' gateway with prominent high-quality landscape.

- 5.10 The differentiation in character between streets is enhanced through variations in building set-back distance as well as through boundary treatments and landscaping. For example, the primary routes are defined by street trees on both sides as well as brick pier and railing boundaries to reinforce the formal character of these routes and the secondary streets will feature estate railings to create a more rural character. These railings will be of a bespoke design with the initials of the development name incorporated contributing to a sense of place and identity.
- 5.11 The indicative parameter plans established the basis for the detailed element of the hybrid planning permission which was found to be acceptable by officers and approved. The proposed development has been designed to follow the same principles of the character areas established as part of the Hybrid Permission.
- 5.12 In accordance with the Masterplan, density in the built form increases from north to south. Dwellings have been orientated to overlook Finch Lane and the areas of open space including Finch Woods. The placement of dwellings on the eastern boundary have been spaced out to create a soft gateway view from the countryside edge to reinforce the rural character of this boundary.

Green Infrastructure (05d)

- 5.13 The Green Infrastructure Framework Plan in the approved masterplan document established a network of public open space typologies that sought to play a role in promoting good environment and visual quality, including preserving historic hedgerows and ecological habitats and contributing to a distinctive sense of place.

Figure 3 Green infrastructure plan with Lichfields annotation identifying the Site



Source: The Masterplan

- 5.14 This plan incorporates a LEAP (orange circle) within an area of open space for children and young people (light green) located in the north west of Plot 3 in Figure 3. It also shows a utilities easement to the north, eastern and southern boundary of the Site (light green with dark green stripes). A strategic green connection runs from Finch Woods towards Lower Road which turns left along Lower Road (light green parallel lines) and from Finch Lane towards and through Finch Woods. These incorporate a dedicated pedestrian and cycle route (orange dashed lines). A neighbouring uses buffer is shown around Finch Woods.
- 5.15 The indicative parameter plans / masterplans worked up and submitted as part of the hybrid application followed the broad principles of the green infrastructure parameter plan. This includes a dedicated area of open space and the green boulevard representing the strategic green connection. It also includes green buffers along the north-eastern and southern boundaries in accordance with the masterplan document. The indicative plans established the basis for the detailed element of the Hybrid Permission which was found to be acceptable by officers and approved. The proposed development has been designed to follow the same principles established as part of the Hybrid Permission.

- 5.16 Redrow's reserved matters approval (ref. 22/00466/REM) (the "RMA1") includes the provisions for a LEAP in the western parcel. No amendments to this arrangement are proposals as part of these proposals.
- 5.17 With regards to these proposals, the relevant green space and buffers are located along the perimeter of the Site boundaries in accordance with the Masterplan. Provisions have also been made for active travel links through the green infrastructure proposed in accordance with the wider principles established as part of the Masterplan.
- 5.18 Further details of proposed landscaping and planting are shown on the landscaping plans which have been submitted with the application and a summary is provided within the Planning Statement.

Open space Requirements (05e)

- 5.19 The delivery of open space for the SUE allocation is guided by tiers which are set out in the approved masterplan document and are summarised below and illustrated on the extract at Figure 4:
- 1 Tier 1 – Strategic open space located outside the development areas, but of strategic place-making significance (orange);
 - 2 Tier 2 – Strategic open space located outside of the development areas, but to be incorporated into and delivered as part of development proposals (blue);
 - 3 Tier 3 – Strategic open spaces serving defined attenuation, mitigation, easement and amenity functions in fixed locations (purple); and,
 - 4 Tier 4 – Smaller scale open spaces distributed throughout the residential development area (green).

Figure 4 Open Space Tiers Plan with Lichfields annotation identifying the Site



Source: The Masterplan

- 5.20 The plan shows Tier 3 (proposed new spaces serving attenuation, mitigation and easement functions in fixed locations) and Tier 4 open space (smaller scale open space distributed throughout the Masterplan) within the wider Plot 3 parcel.
- 5.21 The Hybrid Permission was approved on the basis that Tier 4 open space would be provided as part of future reserved matters applications within Plot 3, in accordance with the Masterplan. The indicative parameter plans / masterplans worked up and submitted as part of the hybrid application followed the broad principles of the open space tiers plan. This includes provisions for the Tier 4 open space as required by the Masterplan. This Tier 4 space is currently being implemented within the western portion of Plot 3 in line with Figure 4 above. No amendments to this arrangement are proposed. Further Tier 3 open space is also provided for around the northeast and southern boundaries of the Site.
- 5.22 Further detail regarding compliance with open space policies is contained within the Planning Statement.

Access and movement (o5f)

- 5.23 The Access and Movement Framework plan within the approved masterplan document provides an approach to street hierarchy to promote pedestrian and cyclist use and maximise permeability and legibility.

Figure 5 Access and Movement Framework Plan with Lichfields annotation identifying the Site



Source: The Masterplan

- 5.24 The Site includes Finch Woods incorporating bus routes and stops (dark green) key avenues (black), incorporating a dedicated pedestrian cycle routes (red) neighbourhood streets (orange) lanes (brown) local streets (dashed orange) and private drives (light green). A pedestrian link is also shown parallel to Finch Lane (green dotted) and a Public Right of Way on the southern boundary (orange dotted).
- 5.25 This plan allows for a permeable and legible street network and incorporated the boulevard for the Finch Woods incorporating views towards Finch Woods. The indicative masterplan established the basis for the detailed element of the Hybrid Permission which was found to be acceptable by officers and approved. The proposed development has been designed to follow the same principles.

Utilities and Services (05g)

- 5.26 The allocation is influenced by existing utility infrastructure as illustrated in the approved masterplan document and are shown in the extract of the plan at Figure 6 below.

Figure 6 Existing Utility Infrastructure Plan with Lichfields annotation identifying the Site



Source: The Masterplan

- 5.27 This plan shows development parcels within the Site. The eastern boundary shows constraints to development parcels due to easements (dark blue). The eastern boundary also shows an easement corridor which requires 7 metre protective strip for combined rising mains and 4.5-5 metre set back from top of bank. An overhead cable (orange) is shown to be provided within the development parcel.

6.0 Compliance with Key Principles

- 6.1 The masterplan document incorporated an urban design framework for the arrangement of building frontages and location and treatment of arrival gateways and key views. Of relevance to the Site, this comprises:

- Dwelling frontages to internal residential streets and public open space and prominent frontages to significant green spaces.
- Potential location for key / landmark buildings.
- Key internal views towards Finch Woods, between Plot 3 and 4 along the vehicular access and from the south of plots towards the north on the eastern side of the parcel.

6.2 Consideration has been given to the key principles to accord with the Masterplan. The proposed design has reflected the orientation of dwellings stipulated by the framework to front onto open space and significant green spaces. Care has been taken to ensure that dwellings are positioned in the centre of the relevant terminating vistas to create a sense of place.

7.0 Conclusion

7.1 Overall, the proposed development follows the broad principles of the approved layout of the detailed element of the hybrid permission which were established by the granting of this permission. This in turn was previously considered to broadly accord with the requirements of the approved masterplan document. As there is no deviation away from that envisaged by the Hybrid Permission, it is considered that the proposals demonstrably accord with both documents.

7.2 This DCS demonstrates that the proposed scheme is in accordance with the established principles and the masterplan document, is appropriate in its context and responds to the surrounding developments already approved.

7.3 For the above reasons, the proposed development complies with the masterplan together with the policies contained in the Development Plan. As a consequence, we consider that the submitted reserved matters application should be approved.