

4. Proposed Development and Alternatives

4.1. Introduction

- 4.1.1. Schedule 4 of the 2017 EIA Regulations sets out the information for inclusion in Environmental Statements (ES), which includes Part 1 “a description of the development”.
- 4.1.2. This chapter and the accompanying figures define the Proposed Development and the maximum quantum of development proposed, the means of access proposals and describes the Proposed Development in line with Schedule 4 of the EIA Regulations as far as possible considering the outline nature of the application. A description of the broad construction methods and processes is presented towards the end of this chapter.
- 4.1.3. The information presented in this chapter alongside the plans submitted for approval form the basis of the EIA and provides the level of detail required to enable the assessment of likely significant environmental effects in line with the EIA Regulations. This Chapter also sets out the main reasonable alternatives that have been considered and the main reasons for selecting the chosen option.

4.2. The Proposed Development

- 4.2.1. The Application seeks outline planning permission for the following description of development:

“Outline application (including details of access to but not within the site) for the erection of up to 700 dwellings together with public open space, landscaping, new vehicular access junctions, active travel links, sustainable urban drainage systems and other associated infrastructure.”

- 4.2.2. The description of the Proposed Development in this Chapter together with the accompanying figures forms the basis for the assessments presented in Chapters 5 to 12 of this ES.

Development Parameters

- 4.2.3. For an outline planning application where EIA is required, the description of the Proposed Development must be sufficient to enable the requirements of the EIA Regulations to be fulfilled, and in particular, to enable the potential significant effects of the Proposed Development to be identified. It would not be feasible to make a detailed application at this stage for the whole Site; therefore, to ensure that the Proposed Development evolves with the benefit of further approvals (i.e., reserved matters) ‘Development Parameters’ have been established and assessed within this ES. The Development Parameters detail all the limits necessary to define and fix those aspects of a development capable of having significant environmental effects. This will enable planning conditions to be drawn up and agreed to control the implementation of the Proposed Development.
- 4.2.4. The Parameters Plan shown at **Figure 4.1** is defined by:
- Land use areas, including residential, green infrastructure/ open space /retained woodland and access;
 - Maximum building heights across the Site;

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- Vehicular access points into the Site;
- Retained pedestrian and cycle access; and
- Indicative location of proposed pedestrian and cycle connections

4.2.5. The development parameters which have been used within the assessment of environmental effects are presented in **Table 4.1** below.

Table 4.1: Parameter Plans

Planning Application Drawing Title	Drawing Reference
Site Location Plan	Figure 1.1: Site Location Plan
Parameters Plan	Figure 4.1: Parameters Plan

4.2.1. These plans have been assessed against baseline conditions within each environmental discipline and along with the written description of the Proposed Development, allow the likely significant effects of the proposals to be fully assessed and appropriate mitigation measures secured.

4.2.2. In addition to the parameter plans set out in **Table 4.1**, an Illustrative Framework Plan forms part of the planning application submission (**Figure 4.2**). The Illustrative Framework Plan demonstrates one way in which the Site could be developed based on the stipulated parameters and provides an indication of the likely form and layout allowing informed assumptions to be made within the EIA. **Figure 4.3** provides an Illustrative Landscape Masterplan which demonstrates the proposed landscape and green infrastructure strategy.

4.2.3. Details of the Proposed Development at this stage are provided below, with further information contained with the Design and Access Statement (DAS) accompanying this planning application.

Land Use

4.2.4. The Proposed Development would provide a mix of land uses which are set out in the following sections. The quantum of each land use proposed is provided in **Table 4.1**.

Table 4.1: Land Use Quantum

Parameter *	Land Use	Description
Built Form (approx. 20.6 ha) (including access and movement)	Residential Dwellings including internal road infrastructure	Up to 700 residential dwellings comprising a range of heights, with a maximum height of 12.5m above proposed ground levels across the majority of the Site, with a reduced maximum height of 9m along the eastern and southern edges. Areas includes roads, public realm, footpaths, private drives, gardens, incidental open space and other associated infrastructure
	Vehicular Access Points	Two vehicular points of access/egress to/from the Site are proposed via Knowsley Lane (B5202), which will be connected to one another by a primary vehicular corridor (alignment within built form parcel to be determined at detailed stages)

Parameter *	Land Use	Description
	Pedestrian/cycle and other access	Retained access/egress for cyclists and pedestrians to/from the Site. Additional indicative locations of potential pedestrian, cycle, active travel or emergency access points also proposed.
Green Infrastructure (approx. 10.2 ha) Retained Woodland (approx. 3 ha)		Including amenity green space, children's play provision, landscape planting, retained hedgerows/trees (where feasible), footpaths/cycleways, drainage/sustainable drainage systems (SuDS) and associated utilities and service infrastructure. Additional incidental areas of green infrastructure will be incorporated into the built form parcels and are not included in this quantum. Existing woodland onsite to be retained.

* Based on Figure 4.1 Parameter Plan

Residential

- 4.2.5. The Proposed Development will provide up to 700 residential dwellings across the Site, in the areas set out in **Figure 4.1**. The Proposed Development will provide a range of types and tenures of varying sizes, including 25% of this being affordable housing. The housing mix will be determined at the reserved matter stages, however, the dwellings are likely to range across the Site with varying sizes to accommodate a variety of household types.
- 4.2.6. The homes will vary in height to create focal points and variety within the street scene. Given the detail of the house types is not available at this outline stage, for the purpose of assessment and to ensure a worst case assessment, the maximum height for built form is assumed to be 12.5m above proposed ground level across the majority of the Site, with maximum heights reduced to 9m on the eastern and southern edges, as shown in **Figure 4.1**. Proposed ground levels will be prepared as part of the detail construction and detailed drainage strategy, however there are not expected to be extreme levels changes to achieve required development platforms.

Green Infrastructure Strategy

- 4.2.7. The Proposed Development includes c. 10.4 ha of landscape and green infrastructure. This will comprise amenity green space, children's play provision, and proposed landscape planting. These elements will be integrated within areas of informal open space and retained vegetation across the Site.
- 4.2.8. The landscape strategy has been designed to incorporate and enhance the Site's existing green assets. This includes the retention of landscape features such as mature trees, hedgerows, and field boundaries where feasible, which help structure development and provide ecological and visual connectivity. The strategy promotes green corridors throughout the Site, linking key open spaces and forming multifunctional routes for pedestrian and cycle movement while supporting local biodiversity.
- 4.2.9. As part of the Green Infrastructure Strategy, the woodland in the centre of the Site will be retained and protected, forming a key component of the landscape framework and contributing to the Site's ecological value and character. The woodland will be enhanced via management to control invasive species allowing natural regeneration of trees and a more diverse understory. Additional native scrub, individual trees, species rich grassland and woodland habitat planting

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are proposed. This will provide a buffer and provide connectivity between onsite and offsite habitats. Appropriate buffers are also proposed around the edges of the Site, these couple with the buffer around the woodland within the centre of the Site will limit effects on landscape, heritage and ecological receptors. A 20m buffer is proposed along the entire eastern and southern boundary of the Site to ensure there is a physical separation between the edge of the Grade II Listed Knowsley Park and the proposed new dwellings. A public footpath is proposed along the landscape buffer to allow the historic edge of the parkland to be appreciated.

4.2.10. The proposed Green Infrastructure (GI) Strategy for the Site which has been embedded in the Illustrative Landscape Masterplan (**Figure 4.3**) includes the following key mitigation measures:

- Retention of the two central woodlands within the Site, including appropriate offsets guided by ecological and arboricultural constraints and provision of new scrub planting around the borders to deter access;
- Retention of the majority of existing field boundary vegetation within and on the periphery of the Site;
- Retention and enhancement of select areas of existing scrub around the periphery of the Site for wildlife benefits and to enhance visual enclosure;
- Creation of a green corridor to the south and east of the Site, to respect the setting of Knowsley Park boundary wall, provide additional visual enclosure, incorporate new tree and scrub planting for wildlife benefit and include informal routes and play opportunities;
- Creation of green corridors along Knowsley Lane and Home Farm Road, to enhance visual enclosure and assist with integration of the Proposed Development;
- Provision of a new central green space, including new tree, hedgerow and shrub planting, as well as formal play provision and creation of a community orchard;
- Street tree planting, including the creation of a tree-lined primary street through the Proposed Development;
- Creation of new areas of scrub in between existing woodlands, incorporating open glades and informal footpaths; and
- The long-term management of existing and proposed vegetation.

4.2.11. At the reserved matters stage, detailed planting and management plans will be prepared that will set out how the above strategy will be delivered.

Vehicle Access and Pedestrian / Cycleway Provision

4.2.12. Access to the Proposed Development will be provided through two vehicular points of access/egress from Knowsley Lane to the west of the Site, connected by a primary vehicular corridor, plus active travel linkages. The vehicular access will be provided via two ghost-island priority-controlled junctions onto Knowsley Lane and are shown within the General Arrangement Plan within **Appendix 9.1**.

4.2.13. The principle access points will facilitate efficient vehicle movement across the Site, forming the main framework for internal circulation. The streets and public realm will include a hierarchy of road types designed to accommodate different modes of movement and support an attractive,

functional streetscape. This will likely include primary, secondary and shared streets. The main access route will act as a sustainable transport corridor, and will be designed to accommodate cars, pedestrians and cyclists, as well as a new bus route.

- 4.2.14. In addition to the proposed vehicle access, several active travel connections are proposed, including:
- Active travel connection to Fluker's Brook Lane to the west of the Site between the two proposed access junctions.
 - A connection plus pedestrian refuge on Knowsley Lane to assist pedestrians in crossing to the carriageway to the western footway and existing bus stop.
 - A shared footway/ cycleway corridor running north-south along the back on the existing hedgerow. To the north this will connect in with Home Farm Road via a further gap in the hedgerow. To the south the shared provision will connect with Knowsley Lane and existing bus stop provision.
- 4.2.15. To ensure permeability throughout the Site and to encourage active travel, pedestrian and cycle accesses will be provided through and at various point along the Site boundary to connect in with existing infrastructure to the north of the Site. This includes direct active travel connections onto Home Farm Road to provide connections to amenities and educational opportunities to the north.
- 4.2.16. Car parking across the Site will comply with the Council's current parking standards and include on plot spaces.
- 4.2.17. Off-site improvements at the following junctions are proposed:
- Knowsley Lane/ School Lane junction; and
 - Knowsley Lane/ Stockbridge Lane junction.
- 4.2.18. Whilst the detail of the improvements are in discussion with Highways Authorities, general arrangement drawings have been presented and are discussed further in the Transport Assessment (**Appendix 9.1**) and associated ES Chapter (**Chapter 9**).

Surface Water Drainage

- 4.2.19. An outline drainage strategy has been presented which will be refined at the detailed design stages, however demonstrates how the Proposed Development can be successfully drained, whilst incorporating above ground attenuation basins, with the potential for swales. The drainage strategy has been designed to manage surface water runoff in accordance with best practice design standards.
- 4.2.20. Surface water runoff will be directed to the existing culvert under Knowsley Lane to the north-west of the Site, which flows into the existing drainage ditch within the wooded area to the west referred to as Aker's Pit and ultimately Croxteth Brook.
- 4.2.21. Attenuation storage is proposed within the central and north western areas of the Site within the Green Infrastructure Strategy demonstrated on **Figure 4.3**. These will store surface water runoff and have been sized to store the 1.0% AEP event including a 45% increase in rainfall intensity to allow for climate change in accordance with Government guidance. Surface

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water discharge rates will be restricted to the existing greenfield QBAR rate (2.4 litres/second/hectare) post development.

- 4.2.22. SuDS components will be used as part of the surface water drainage strategy in order to provide the necessary surface water attenuation required to restrict runoff rates from the proposed impermeable areas. The use of SuDS within the Proposed Development will reduce pollutant concentrations in stormwater, thus protecting the quality of the receiving waterbody and will also act as a direct buffer for accidental spills by preventing a direct discharge of high concentrations of pollutants to the receiving waterbody.
- 4.2.23. Further information regarding the proposed drainage strategy is provided within the Flood Risk Assessment and Drainage Strategy at **Appendix 12.1**.

Service Infrastructure / Utilities

- 4.2.24. Discussions are currently ongoing with the statutory undertakers in relation to the provision of the necessary services. In order to facilitate these connections, it is envisaged that this will require the laying of pipework / cables within trenches to the relevant point of connections. Once in position the equipment will not be visible. Details of the outline foul water drainage strategy are discussed in Chapter 12: Flood Risk and Drainage.
- 4.2.25. Consideration to the impacts of provision of these services has been given, where necessary and to the appropriate detail at this stage, within this ES.

4.3. Construction

Programme and Phasing

- 4.3.1. Should Outline Planning Permission be achieved for the Proposed Development, it is reasonable to assume, for assessment purposes, that development could commence in 2028 and would last for approximately 11 years, with first dwelling occupations in 2028 (i.e. the opening year) and completion in 2039.

Construction Methodology

- 4.3.2. Preliminary works in the form of site set-up, and the implementation of any required ecological protection works would initially be carried out and would be undertaken in accordance with construction best practice and ecological guidance and/or license as appropriate to the species/habitat.
- 4.3.3. It is anticipated that a site compound providing site office, welfare facilities, storage cabins and external materials setting down areas, would initially be set up in proximity to the application site's entrances, albeit the site compound is likely to be relocated throughout the construction programme as appropriate for the works being carried out. It is anticipated that the site compound would be hard-surfaced, security fenced with CCTV cameras and external temporary lighting for use during hours when illumination falls below safe working levels and for security. The temporary lighting will adhere to best practice guidance outlined in Guidance Notes for the Reduction of Light Pollution.
- 4.3.4. A Construction Environmental Management Plan (CEMP) will be prepared so to ensure that the likely significant effects that may arise from the construction of the Proposed Development are actively managed and reduced to an acceptable level. It is anticipated the CEMP will evolve as

the project progresses to ensure its content reflects the current construction programme. An outline CEMP is submitted separately with the planning application.

4.3.5. The CEMP will likely provide information such as:

- Details of the site set-up, site compound facilities and services;
- The plan of the phasing of the works;
- Prohibited or restricted operations (location, hours etc.);
- Details of construction operations highlighting any operations likely to result in disturbance and/or working hours outside the core working period, with an indication of the expected duration of key phases and dates;
- The details of proposed routes for HGVs travelling to and from the Site;
- Details of all works involving interference with a public highway, including temporary carriageway/footpath closures, realignment and diversions;
- Housekeeping procedures and environmental control measures;
- Procedures for managing environmental risks and responding to environmental incidents;
- Standard measures to control and mitigate potential for noise, dust, air quality and water pollution;
- Standard measures for the management of run-off due to construction activities to reduce the risk of pollution and elevated flood risk on and off site;
- Any requirement for monitoring and record keeping;
- Contact details during normal working hours and emergency details outside working hours;
- The mechanism for the public to register complaints and the procedures for responding to complaints;
- Provision for reporting, public liaison, prior notification etc; and
- Procedures for regular dialogue with the Council, relevant authorities and the local community.

4.3.6. The standard construction best practice measures are likely to include:

- Selection of construction methodologies to minimise generation of noise, vibration and/or dust;
- All vehicles and/or plant to be switched off when not in use;
- All vehicles and/or plant to be used in accordance with the manufacturer's instructions and subject to regular maintenance;
- The site compound / storage of materials to be appropriately sited to reduce environmental risk and appropriately secured;

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- Stockpiles of soil materials to be appropriately sited to reduce environmental risks, of an appropriate height/batter to avoid slippage, with appropriate surface water management and subject to dust control measures;
- Implementation of surface water drainage traps/attenuation, where required, with appropriate arrangements for discharge and/or collection as appropriate;
- All liquids and solids of potentially hazardous nature (e.g. diesel fuels, oils and solvents) to be stored on surfaced areas with appropriate bunding to reduce the risk of spillage;
- Use of plant that may give rise to nuisance (noise and/or dust) to be adequately screened (where deemed necessary);
- Wheel and/or vehicle body washing facilities to be used to prevent tracking out of mud/dust onto the public highway using wheel wash or wash skip out as appropriate (where deemed necessary);
- Deployment of a road sweeper/road cleaning for use on the public highway (where deemed necessary);
- Programme of cleaning traffic management cones, lights and signs where deployed (as necessary); and
- Vehicles carrying materials to/off-site to be enclosed and/or sheeted as appropriate.

4.3.7. Any proposed departures from the approved CEMP will be submitted to relevant authorities and affected parties in advance.

4.3.8. The construction of the Proposed Development would use standard construction plant and machinery. Likely plant and equipment would include (but not limited to):

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| • Long-reach Excavators; | • Scrapers; |
| • Bulldozers; | • Hydraulic excavators; |
| • Tippers; | • Backhoe Loaders; and / or |
| • Front-end loaders; | • generators. |

Hours of Work

4.3.9. It is anticipated that the working hours will be as set out below:

- 08.00 – 19.00 Monday to Friday; and
- 08.00 – 13.00 Saturday

4.3.10. All work outside these hours will be subject to prior agreement, and/or reasonable notice, with KMBC, who may impose certain restrictions. Night time working will be restricted to exceptional circumstances. These working hours will be agreed with the Council prior to the commencement of the works.

Traffic Management and Vehicle Routing

- 4.3.11. Construction traffic will include the movements of workers associated with the construction of infrastructure and individual plots, along with the movement of material. Detailed Construction Traffic Management Plans (CTMPs) will be agreed with the highway authority on a parcel by parcel basis prior to commencement of construction activities. This approach will facilitate flexibility and allow the contractor(s) to reflect the nature of their own operations. Notice regarding any planned closures and diversions of roads and footpaths (if required) shall be given by the Applicant or their Contractor to the Highways Authority, the Police, the Fire Brigade and other emergency services sufficiently in advance of the required closure or diversion dates.
- 4.3.12. All construction traffic entering and leaving the Site will be closely controlled and is likely to access the Site via Knowsley Lane (B5202). Vehicles making deliveries to the Site and/or removing spoil etc., will travel via designated routes, which would be agreed with the Highways Authority. The construction routing detail will be secured via the CTMP, which will form part of the CEMP and will be secured via planning condition. Further information on the likely broad terms of the CTMP is provided within the Transport Assessment at **Appendix 9.1**. For the purpose of assessment, it is estimated that there would be around 24 daily HGV trips and 99 daily car/van trips associated with construction.
- 4.3.13. In order to minimise the amount of construction vehicles using the public highway, the following factors will be considered:
- Recycling of materials on site, where possible;
 - Preparation of a Site Waste Management Plan (SWMP);
 - Preparation of a CEMP;
 - Managing construction traffic access times to minimise peak hour movements;
 - Communication of clear traffic route requirements to contractors and suppliers to reinforce the appropriate routes to site; and
 - Contractual obligations imposes on the supply chain.
- 4.3.14. Site management and workers would be encouraged to travel to the Site by public transport. The use of public transport for workers will be a consideration during pre-tender discussions.
- 4.3.15. On-site parking will be managed to ensure that site staff and visitors do not park along or obstruct the access and circulation roads. The site will be set up to:
- Designate an area on site for site personnel and visitor parking;
 - Prevent delivery vehicles from queuing outside the site boundary; and
 - Make delivery drivers aware of traffic restrictions on and around the site.
- 4.3.16. Most materials will be ordered in bulk and will be delivered to the site as required by the construction programme. The arrangements for deliveries and traffic routes will be communicated to all suppliers and sub-contractors.

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- 4.3.17. Construction plant deliveries will be managed in coordination with traffic police who may need to escort abnormal loads. The timing and route of all such deliveries will be arranged at times when disruption can be minimised.
- 4.3.18. A detailed traffic plan will be produced prior to commencement of construction clearly stating the routes to be used and identifying any local site rules and directional requirements. Contractors will be required to share this with staff and operatives during the site induction process and include it within supply chain sub-contracts to ensure that it will be enforced.
- 4.3.19. Pedestrian routes through the site for the workforce will be segregated from vehicle routes using barriers and crossing points will be clearly defined in appropriate locations with good visibility of approaching traffic.

Construction Materials and Resources Use

- 4.3.20. Materials and resources used during construction of the Proposed Development would be sourced from sustainable and/or local sources where practicable.
- 4.3.21. Where possible materials arising from the breaking out of hard surfaced areas would be recycled and reused on-site or transferred to an appropriately licensed recycling facility.

Waste Management, Recycling and Disposal

- 4.3.22. The off-site re-use, recycling or recovery of construction and excavation waste would be maximised, where possible.
- 4.3.23. Waste arisings from construction are expected to comprise packaging materials, plastics, timber, brick, metals, inter-materials, and concrete among others. Opportunities to reduce waste through careful management and procurement will be set out in the CEMP and secured through planning conditions.
- 4.3.24. A Site Waste Management Plan (SWMP) would be prepared to set out the procedures to sort, reuse and recycle construction waste. Adherence to the SWMP would support better control over materials handling and waste, compliance with relevant waste legislation for the handling, transport and disposal of wastes, compliance with environmental management systems and management of waste-related costs.

Prior Notice

- 4.3.25. In the event of unusual activities or events that can be anticipated, these will be notified to KBMC and to any relevant property owners or occupiers wherever possible, in advance of the activity. The relevant activities will be agreed, as appropriate, once the detailed programme of construction is defined. This will include:
- Necessary night-time, weekend or evening working (outside core areas) of a type which may affect properties; and
 - Road or footpath closures/diversions and movements of wide loads (unlikely to be required).
- 4.3.26. The community will be kept informed during the construction phase, as appropriate.

Management of Contracts

- 4.3.27. Individual contracts (for example waste removal) will incorporate relevant requirements in respect of environmental control, based largely on the standard of 'good working practice' as well as statutory requirements. Any sub-contractors (where used) will be required to demonstrate how they will achieve best practice, how targets will be met and how potential effects will be minimised.

Public Liaison

- 4.3.28. There will be a designated Construction Liaison Officer who will deal with public and other complaints and enquiries. This nominated individual will be identified to KMBC prior to the start of site activities, and whenever a change of responsibility occurs.

Responses to Complaints

- 4.3.29. Any complaints will be logged on Site, where necessary. The procedures will specify the roles and responsibilities of the Construction Liaison Officer and the Council in respect of breaches and complaints from the public. The required actions will be different in each specific case, depending on the operation, equipment or location or applying additional controls.

Decommissioning

- 4.3.30. Given the design life of the Proposed Development, decommissioning has been scoped out of this EIA (as agreed at the Scoping stage).

4.4. Alternatives

- 4.4.1. The EIA Regulations (Schedule 4, paragraph 2) require for inclusion in an ES:

"A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects"

- 4.4.2. It is noted that the Site forms part of the safeguarded land site under Policy SUE1 within the Knowsley Local Plan Core Strategy (adopted January 2016) for the provision of a notional capacity of 1,093 dwellings. Therefore the suitability of the Site for a residential development is already established. Further, as the Applicant can deliver the Proposed Development on the Site, and the Site is well placed for the development proposed, in this context no alternative locations or uses were considered further.

- 4.4.3. The main alternatives to the Proposed Development which the Applicant has considered include:
- The 'No Development' Alternative; and
 - Alternative designs.

The 'No Development' Alternative, Alternative Locations and Alternative Uses

- 4.4.4. The 'No Development' alternative evaluates the likely environmental conditions at the Site in the absence of implementing the Proposed Development. Schedule 4 of the EIA Regulations states that the assessment of alternatives provides *"an outline of the likely evolution thereof without*

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implementation of the development as far as natural changes from the baseline scenario can be assessed". A description of the baseline scenario is set out in Chapter 3: The Site.

- 4.4.5. The 'No Development' alternative means leaving the Site in its current use as arable agricultural land. The beneficial and adverse effects outlined in this ES would not occur. There is no indication that in the absence of the Proposed Development, the use of the Site would alter and therefore the environmental conditions of the Site would remain at its baseline level as described in Chapter 3: The Site. The Proposed Development seeks to provide up to 700 residential dwellings contributing to local housing provision. As such, the 'No Development' option was not considered by the Applicant.

Alternative Designs

- 4.4.6. As part of the iterative EIA and design process, the design of the Proposed Development has evolved to take account of various environmental constraints and opportunities. In this respect, environmental desktop reviews, interim assessments of the emerging Proposed Development and relevant knowledge gained from environmental baseline surveys and consultation with consultees, have influenced the evolution of the proposals at an early stage in the design process. In adopting this iterative design process has enabled the early identification of mitigation measures which have then become inherent in the design.
- 4.4.7. The Design and Access Statement (DAS) that accompanies the planning application describes the design evolution and concepts. However, in essence, over the period of the development of the masterplan and the associated environmental work, the early design of the Proposed Development has been influenced by the key constraints and opportunities, which in turn have helped refine and structure the scheme. The key constraints and opportunities at the Application Site were identified as:
- Proposed highways improvements / access along Knowsley Lane to create a well-defined central street corridors for wider connectivity and permeability;
 - Existing vegetation is very strong with an opportunity for enhancing existing vegetation on Site through connecting the central woodland to corner vegetation;
 - Protecting and enhancing existing trees and hedgerows along and within the boundaries of the Site, through the creation of ecological corridors;
 - The inclusion of offsets to the ancient woodland and heritage boundaries as opportunities for enhanced landscaping and biodiversity. Keeping a rural, landscape edge along the southern / eastern boundary of the Site to define the edge of development whilst creating a buffer to the heritage assets and blend with the wider landscape and surroundings;
 - The Site has a fairly level topography which provides an opportunity for SUDs features to be incorporated into the design of the proposals;
 - Opportunity to offer formal and informal play in an enclosed park setting by offering an attractive green focal parkland space, providing opportunities for people to meet and socialise and grow;
 - Opportunity for key frontages along Knowsley Lane, creating a new gateway feature into the south of the Village. Maximising views out from dwellings fronting the landscape edge to provide an attractive setting; and

- Creating a network of pedestrian connections to facilitate active travel within the Site and to the wider area; and
- Creating active travel links through to the immediate context to the north and west to provide access to the local bus services via Knowsley Lane and Home Farm Road.

4.4.8. The preferred option which forms the Proposed Development conforms to the Development Parameters that have been subject to environmental impact assessment, as reported in this ES.