

Integrated Neighbourhoods

Consideration	Assessment	Score
Natural connections Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.	- Multiple points of vehicular access into the site are propose which provide logical connections into the site, linking it directly with the wider neighbourhood and surrounding residential areas. Primary access into the site is via Stoney Lane in the site's north-east corner, positioned considering Whiston Hospital and the Ambulance Station access' and to promote safe and efficient traffic movements on the surrounding highway network. A secondary access is proposed approximately 160m to the east which will serve plots 179 - 204 along the site's frontage with Stoney Lane. - Four points of egress for emergency vehicles are proposed onto Stoney Lane (subject to NHBC requirement) with a further emergency egress onto Cumber Lane at the site's south-west corner. - A well-connected street and path network is created based around an internal loop road arrangement benefiting from good surveillance from surrounding houses. - Desire lines through the site have been accommodated through the provision of two pedestrian routes through the centre of the site connecting the northern and southern arms of the spine road. - A highly permeable layout has been created based around an internal loop road. The use of cul-de-sacs and circuitous routes has been avoided in order to make pedestrian routes as direct as possible. - Pedestrian access into the site is provided via the main access points (including emergency accesses) along segregated footways. Pedestrian connections through the site are provided along streets, either on pavements or along a shared surface and along segregated footpaths (e.g. alongside the attenuation basin). - All streets pass in front of people's homes, rather than to the rear, and are well overlooked. Connections through the site will be attractively landscaped with street trees proposed within front gardens and will be well lit, direct and convenient. - Good edge to edge connectivity is achieved with direct east-west and north-south connections through the site along the spine road.	
Walking, cycling and public transport Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.	- The layout of the development encourages access to local amenities by non-car modes of transport by ensuring direct and convenient routes through the site which connect with surrounding streets and public transport routes. - The site layout, including the location of pedestrian access points, ensures convenient access to bus stops located along Stoney Lane. The layout has been designed to be both legible and permeable in order to encourage walking and cycling for short journeys within the development. - Streets through the development are designed to be cycle friendly through the incorporation of traffic calming measures including raised tables and localised carriageway narrowing. - Pedestrian routes are provided through the centre of the site, passing the proposed attenuation area, and providing a direct link that connects the northern and southern arms of the spine road. - Cycle parking will be provided in secure sheds within private rear gardens. - All streets and routes pass in front of people's homes rather than to the back of them creating a well overlooked public realm. - Legibility will be reinforced by the use and choice of different materials to distinguish primary and secondary routes with adoptable roads finished in black Bitmac whereas adoptable lanes will be finished in black bitmac with red chippings with grass service verges.	

Integrated Neighbourhoods

Facilities and services

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

- The location of the proposed access points provides direct and convenient access onto Stoney Lane and Cumber Lane. From here, a range of local facilities can be accessed by foot including a Londis convenience store on the corner of Warrington Road and Brook Street, a small parade of shops between Gilbert Road and Edward Road (a 700m walk from the site), a parade of shops along Dragon Lane (800m to the south-west) and shops along Bryon Avenue (450m to south-west). Whiston Woods lies 500m to south and Blundells Hill Golf Club is 1.5km to south. Childrens playgrounds can be found at Penny Pit Park (1km to east), Old Lane Park (900m to east), Rainhill Rockets Football Club (600m to north) and Henley Park (650m to north).
- The layout of the development encourages access to local amenities by non-car modes of transport by ensuring direct and convenient routes through the site which connect with surrounding streets and public transport routes.
- Multi-functional public open space is located along the site's frontage with Stoney Lane so that it is easily accessible by all residents and benefits from good surveillance by surrounding homes and streets. The open space will incorporate new tree and shrub planting, wildflowers and native hedgerow boundary to create an attractive green edge to the street, replacing the high concrete wall that currently extends along the southern side of Stoney Lane.
- Sustainable drainage systems have been incorporated into the site layout in the form of a single attenuation basin located centrally within the site.
- Generous front gardens and active frontages throughout the development will encourage inter-action between residents.



Homes for everyone

A range of homes that meet local community needs.

- The development comprises a broad mix of housing types including semi-detached properties, detached homes and short rows of terraces.
- The housing mix includes 2, 3 and 4 bed homes.
- The proposed mix of housing types and tenures has been selected to suit the needs of the local community and to create a socially cohesive and balanced community. This includes first time buyer homes, family homes and homes for those downsizing.
- All homes have access to at least some private outdoor space.
- 74% of the housing mix is M4(2) and NDSS Compliant. There are no M4(3) house types on site. Homes will be built to relevant building regulations with provision for Future Homes Standards 2025.
- Homes will be designed to be tenure blind in terms of the architecture, landscape, access, car parking, waste storage or other differences.
- Affordable homes will be distributed in small clusters throughout the development. The development is providing a 25% shared ownership and 75% affordable rent split in line with comments received from Knowsley's Housing Officer during the preapplication process.
- All homes are designed to be flexible to respond to changing needs. This includes flexible floor plans, ample storage space and minimum space standards.
- A total of 10 different house types are proposed (excluding handed variations) to encourage a diverse community of residents, provide housing choice and a characterful development.



Distinctive Places

Consideration	Assessment	Score
Making the most of whats there Understand and respond.	• Homes have been orientated to benefit from views of the proposed attenuation basin located towards the centre of the site. • Appropriate noise mitigation is proposed to houses closest to the railway line, Stoney Lane and the commercial laundry facility adjoining the site’s south-east boundary (refer to acoustic report for details). • The layout ensures a secure boundary to the rear of existing houses along Cumber Lane through the use of inter-locking rear gardens. A minimum back to back distance of around 22m is achieved between new and existing houses along this boundary (more in most cases). • The site layout responds appropriately to non-residential uses adjoining the site. Houses back onto the site’s southern and eastern boundaries to preserve the visual amenity and outlook of new properties. This approach also facilitates the retention of existing trees along (but outside) the southern boundary with root protection areas accommodated within the rear gardens of new houses. • The proposed attenuation basin will be designed to enhance biodiversity with margins planted with a variety of trees, shrubs, grasses and aquatic plants to create a variety of different habitats. Permanantly wet areas and varying depth levels will also assist in promoting biodiversity. The attenuation basin will discharge into an existing culvert to the south (within the school grounds). • Local character is reflected in the proposed building materials being used which include a mix of black cedral cladding, slate grey roof tiles, red facing brick (two types) and grey brick. • The proposed development of 204 new homes makes efficient use of a brownfield site in a sustainable location close to existing services and facilities and benefitting from good access to public transport options. • The proposed open spaces, in conjunction with new planting in private gardens and public spaces, will contribute to the biodiversity of the site. • The visual envelope of the site is restricted by surrounding landuses and built form resulting in no adverse landscape and visual effects. • An existing gas main crosses the part of the site’s north-east corner and is accommodated within an area of open space along the site’s frontage with Stoney Lane. • A site density of 39.6 dwellings per net hectare reflects a brownfield development and densities of the housing within the surrounding area.	
A memorable character Create places that are memorable.	• The palette of building materials will reflect and complement those found locally and include a mix of red and grey brick, cedral cladding and grey roof tile. • The proposed house types complement the local vernacular architecture, being of traditional style and appearance with contemporary detailing. • The proposed attenuation area will be a strong feature of the development that will help to give it character and identity. • Careful consideration has been given to the public realm and way in which buildings are grouped and arranged to create memorable spaces and a cohesive streetscene. A strong sense of symmtery is achieved across key frontages as shown on the submitted streetscenes (e.g plots 161-150 • House types will be tailored to reflect local characteristics. Typical detailing will include decorative three-course brick banding on principal elevations; projecting brick quoin detailing; dentilled brick eaves detailing and; contemporary style flat roof door canopies • A strong and attractive gateway feature into the development is proposed with Cheshire Railings (painted black), brick piers and a hedgeline at the bellmouths onto Stoney Lane. An attractive green edge will be created along the Stoney Lane frontage with new tree and shrub planting and a hedgerow to the back of pavement. • The development will have a formal character and streetscape with houses set along relatively consistent building lines, giving a strong sense of coherence to the streetscene. • The proposal is for a single character area with a variation of densities and house types across the site.	

Distinctive Places

Well defined streets and spaces

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

- Streets and spaces are enclosed and well-overlooked by buildings. Dual aspect corner-turning house types (The Aynsdale and Wansdale) are used throughout the development on all key intersections and are designed to provide active frontages onto both street-facing elevations with generous glazing and attractive detailing.
- Streets are well overlooked by the principal elevations of the properties which enclose them, with front doors accessing the streetscape via front gardens. Blank walls onto the street are avoided. Buildings are positioned close to the street with small setbacks to allow for frontage parking.
- An urban block structure is proposed, providing good security to private rear gardens. A secure boundary is created to the rear of existing houses along Cumber Lane with new housing backing onto the site boundary.
- Houses along the spine road are positioned along a consistent building line to provide containment, enclosure and strong sense of coherence to the streetscene. A mix of frontage and side parking is proposed to avoid parking dominating the streetscene.
- Houses are designed to provide active and attractive frontages onto the street with front entrances articulated with contemporary style canopies, good sized front gardens, generous glazing and attractive detailing.
- Boundary treatments in the form of hedgerows, Cheshire style railings and brick walls will help to provide additional definition and containment to streets.
- A number of 2.5 storey houses are used as focal/header buildings including terminating the views east along the spine road. Elsewhere within the layout, 2.5 storey homes are used to add variety to the roofline by breaking up long runs of two storey houses. They are also used around the central attenuation feature and along the site’s frontage onto Stoney Lane.
- Careful consideration has been given to internal vistas. Houses have been carefully poistioned and grouped to bookend views along the primary spine road.
- Clear delineation is achieved between public and private space with careful space planning helping to avoi areas of ‘leftover’ space.



Easy to find your way around

Use legible features to help people find their way around a place.

- The detailed movement network is designed to create a permeable, inter-connected, logical and easily navigable development that provides direct routes from where people live to where they will want to go. The layout is formed around a simple street pattern based around an internal loop/spine road. A series of shared private drives extend off the internal loop road to serve properties in the corners of the site.
- The site hierarchy comprises of an internal spine road, an adoptable ‘lane’ and series of shared private drives, each route having its unique character. Legibility will be reinforced by the use and choice of different materials to distinguish primary and secondary routes. The central spine road for example will be surfaced in black Bitmac whereas the lane serving houses along the site’s frontage with Stoney Lane will be surfaced in black Bitmac with red chippings.
- The proposed attenuation area occupies a central location and will aid orientation around the site.
- Legibility is further reinforced by the retention/framing of key views out of the site along proposed streets and shared drives towards Whiston Hospital and existing houses along Stoney Lane and adjoining streets.
- Header buildings are used to create landmarks and terminate vistas through the development to aid wayfinding. All focal plots feature Horizontal Black Cedral Click Cladding.
- Straight sections of street will permit longer views through the development with localised narrowing helping to reduce vehicle speeds.



Streets for All

Consideration	Assessment	Score
Healthy streets Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.	- Streets will be designed as low speed environments (20mph or less) prioritising pedestrians and cyclists. This is achieved by a combination of measures including street alignment, changes in surfacing, street design and use of soft landscaping and tree planting to create a strong residential setting. Localised narrowing to 4.5m and raised tables are introduced along the central spine road to help reduce vehicle speeds. - Road widths have been kept to the minimum necessary to achieve the safe movement of vehicles. The main spine road will have a carriageway of 5.5m whereas the adopted lane at the northern end of the site has a carriageway of 4.5m with 2m wide service margins. - Streets will have active edges with direct plot access, good surveillance by adjoining houses, front doors and habitable room windows facing the street. - Attractively landscaped front gardens and boundary treatments will add sensory richness to streets. Larger growing native trees will be planted in private front gardens where space permits to help create attractive streetscenes. - Raised tables are provided at key intersections and either side of the central attenuation feature as a traffic calming device.	
Cycle and car parking Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.	- Cycle storage is provided for in either garages or secure cycle sheds located within private rear gardens. - A balanced approach is adopted to parking which includes a range of solutions including side parking (on private driveways and garages), frontage parking, integral garages and unallocated on-street parking. - Streets and pedestrian routes will be designed for safety and security with good lighting and benefiting from active surveillance by adjacent houses. - Highly permeable network of inter-connecting streets, encouraging walking for short journeys. Use of cul-de-sacs has been avoided. - Private garages are set behind building lines to reduce their visual dominance along the street. - Long rows of frontage parking have been avoided by varying the housing mix and by locating parking to the side of houses in many cases. The layout ensures rows of no more than 4 frontage parking bays in most cases before an area of landscaping is introduced. - Electric vehicle (EV) charging infrastructure will be incorporated into the scheme ensuring the development is future-proofed. - Visitor parking is provided on-street and on private drives. - Integral garages (e.g. Corkham house type) are designed as singles to avoid dominating the front elevation.	

Streets for All

Green and blue infrastructure

management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

- The proposed development site mainly comprises hardstanding habitats with industrial buildings that were previously associated with the functioning of the disused factory. Small areas of other neutral grassland and broadleaved woodland are also present, with standing water to the south of the main central building.
- The development is supported by a strong landscape strategy which features an attractive area of open space along the site’s frontage with Stoney Lane.
- An area of open space along the site’s frontage with Stoney Lane will be planted with native trees, shrubs and wildflowers to enhance on-site biodiversity and provide new habitat.
- Sustainable Urban drainage systems are embedded within the design of the scheme and comprise a single attenuation basin located centrally within the site. The attenuation area is flanked by footpaths along both sides connecting the northern and southern branches of the spine road.



Back of pavement, front of home

Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

- The definition of public and private spaces is delivered through the use of urban blocks, the use of corner turning house types, as well as the use of boundary treatments such as hedgerows and /or railings.
- Clear delineation is achieved between public and private space with careful space planning helping to avoid areas of ‘leftover’ space.
- Utility boxes will be discretely located and will be painted to match the house elevations or located on secondary elevations where possible.
- Waste storage will be provided for in private rear gardens with a direct path to the street. Collection points will be provided in appropriate locations along the managed drives and lanes.
- A minimum setback of 2m is provided between pavement and front of house (with most plots having increased setbacks) creating an area of defensible space that delineates between public and private land and provides opportunities for personalising front gardens.
- Well-defined front gardens will play an important role in creating a characterful neighbourhood, encouraging residents to personalise the front of their homes.

