



Former Glen Dimplex

Design and Access Statement

August 2026/PLANNING



Consultants

Applicant

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Wimpey**

Ecology



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Gate** EST. 1998

Highways & Transportation



Landscape



Acoustics

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Air Quality



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Executive Summary

The proposed development is located at the Former Glen Dimplex, Land South of Stoney Lane in Whiston, Liverpool. Taylor Wimpey propose to redevelop the existing factory buildings into a high-quality residential development that responds to its urban setting within a sustainable location with excellent access to nearby Whiston, Prescott and Rainhill. Our proposals will integrate highways, landscaping, sustainable urban drainage and landscaping with 205 aspirational dwellings.

The proposal is for a range of 2, 3 and 4 bedroom properties within detached, semi-detached and mews house types. From the 205 dwellings offered, 184 are to be sold as open market homes and 21 as affordable homes (this equates to 10% of the total number of homes in reference to policy CS5 – Current Urban Area.)

The affordable housing is tenure blind and distributed evenly across the site as 2 and 3 bedroom mews properties. We are providing a 24% shared ownership and 76% affordable rent split in line with comments received from Knowsley's Housing Officer during the pre-application process.

The proposed development will offer green open space to Stoney Lane, surface water drainage features within the site, landscaping proposals and ecological enhancements. These allow us to achieve 65.17% net gain, in terms of Biodiversity on site. However, to meet Biodiversity Net Gain (BNG) trading rules, additional off-site provision for woodland and meadow grass planting is required. Full details of our proposals can be found in our BNG Strategy and Metric prepared by United Environmental Services (UES.)

The Stoney Lane public open space and attenuation are served by

the creation of pedestrian walkways through the site

The development will demonstrate compliance with statutory requirements for sustainability under the relevant building regulations. To meet these, consideration will be given to the use of Photovoltaic Panels in conjunction with our fabric first approach and in accordance with the applicable Building Regulations Part L. Electric Vehicle (EV) Charging Points are proposed for all dwellings.

The proposed development has been assessed for Building for Health Life (BfHL) which confirms that careful consideration has been given to ensure the delivery of an integrated development and offer a distinctive sense of place.

Key Facts

- 205 new homes.
- 10% affordable houses of which 24% are shared ownership and 76% affordable rent.
- A range of 2, 3 and 4 bedroom properties to meet local needs.
- The provision of public open space appropriate to the site's urban location.
- Landscaping to enhance biodiversity.
- The provision of surface water drainage features centrally located within the development and off-site developer contributions.
- Pedestrian connectivity to Cumber Lane, south to Whiston Woods and open countryside.
- Regeneration of a vacant industrial site.



Vision

Our vision is to provide a welcoming and attractive neighbourhood, through the delivery of aspirational family homes within a distinctive character area. The proposals will ensure a positive benefit to the existing neighbourhood of Whiston through careful consideration of an active and green frontage to Stoney Lane and routing through the site to the existing residential estates, transport connections, local amenities and green open spaces

Our Aspirations Family Homes



Introduction

This Design and Access Statement (DAS) is to support a full planning application for the site known as the Former Glen Dimplex, Land South of Stoney Lane in Whiston, Knowsley, Liverpool.

The application description is a Full planning application for the erection of a residential development (Use Class C3) with associated access taken from Stoney Lane, parking, public open space, and landscaping.

To justify our design principles and to ensure that the development will provide suitable access for all users, we have engaged with several stakeholders. Pre-application meetings with Knowsley Metropolitan Borough Council (KMBC) have taken place along with appropriate community engagement.

We have appointed a full design team of specialist consultants and will refer to their standalone reports which form part of our planning submission. To fully understand how the application is supported by a thoughtful design process our DAS should be read in conjunction with:

- Planning Statement.
- Noise Report.
- Arboriculture.
- Landscape design.
- Drainage strategy.
- Flood Risk Assessment.
- Building for a Health Life Assessment.
- Community Involvement Report.
- Air Quality Assessment.
- Travel Plan/Transport Assessment.
- Energy Report.
- Health Impact Assessment & Socio-economic Statement.



Background

The site has historically comprised of a large factory structure with associated smaller buildings, car parking and infrastructure (Use Class B2). The main factory structure was surrounded on the southern and western boundary by a service road connecting to Stoney Lane at the north. An associated area of hardstanding car parking was located at the east of the site. There were small areas of soft cover landscaping at the north and east of the main structure, with sporadic semi-mature trees towards the northern boundary fronting Stoney Lane. The redevelopment of the site will offer a significant improvement to its surroundings and alleviate the health and safety concerns that surround redundant sites.

The land was first developed as a factory in the early 1900's, used as a munition works during both the first and second World Wars; the site has also been used as an iron foundry, inclusive of railway sidings. More recently, it has been used for the manufacturing and distribution of household goods for Glen Dimplex Home Appliances Ltd; the factory ceased operations in 2024.

The National Planning Policy Framework (NPPF) states that high quality design is fundamental to the planning and development process and ensures that new places positively contribute to their setting. The National Design Code (NDG) provides a toolkit for the creation of sustainable, attractive and enduring communities.

Our DAS follows these national policies and the relevant design policies within the KMBC Local Plan. Our proposal section is structured around the common themes of:

- Amount
- Use

- Access
- Connectivity
- Layout
- Scale
- Appearance
- Sustainability

The Local Planning Policies relevant to our proposals are:

Joint Merseyside and Halton Waste Local Plan 2013

- WM8 – Waste Prevention and Resources
- WM9 – Sustainable Waste Management Design and Layout of New Development
-

Saved Policies – Knowsley Replacement Unitary Development Plan (adopted June 2006)

- EC2 – Sites Allocated for Employment Land.
- E3 – Primarily Industrial Areas.
- T5 – Location of Major Traffic Generating New Development.
- T7 – New Development and Walking & Cycling Routes.
- T8 – Transport Assessments.
- T9 – Travel Plans.
- T10 – Access for the Less Mobile.
- DQ2 – Security in the Built Environment.
- DQ3 – Gateway Sites and Corridors.
- DQ4 – Trees and Development.
- ENV2 – Noise and Vibration.
- ENV3 - Light Pollution.
- ENV5 – Contaminated Land.

Knowsley Local Plan Core Strategy

- SD1- Sustainable development.

- CS1 – Spatial Strategy for Knowsley.
- CS2 - Development Principles.
- CS3 – Housing Supply, Delivery and Distribution.
- CS4 – Economy and Employment.
- CS7 - Transport Networks.
- CS8 – Green Infrastructure.
- CS15 – Delivering Affordable Housing.
- CS17 – Housing Standards and Design Standards.
- CS19 - Design Quality and Accessibility in New Development.
- CS21 – Greenspaces and Trees.
- CS22 – Sustainable and Low Carbon Development
- CS23 – Renewable and Low Carbon Development
- CS24 - Managing Flood Risk.
- CS26 – Waste management.
- CS27 – Planning for and paying for new Infrastructure.



Place

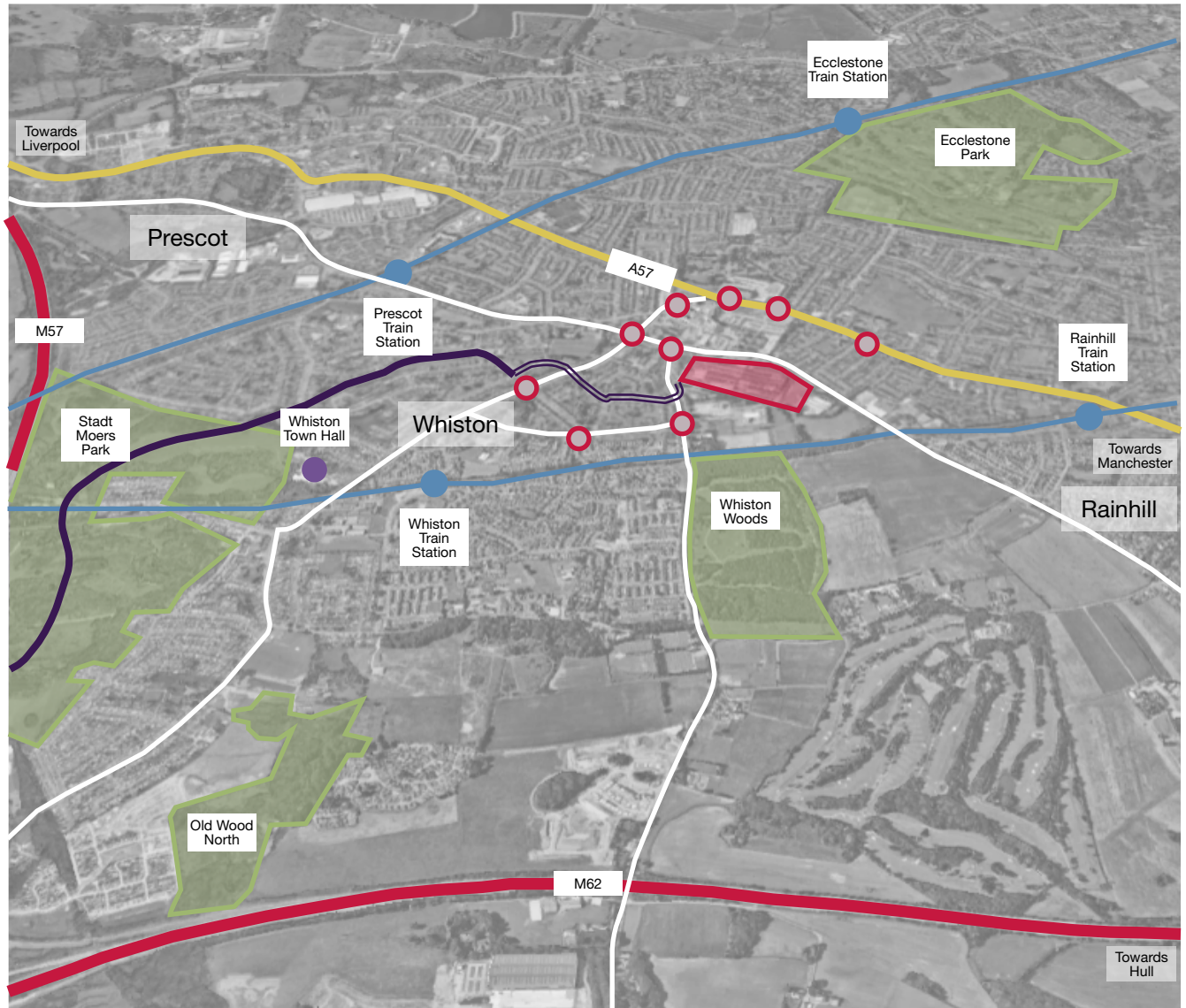
The Site

The site is located within the town of Whiston, within the jurisdiction of Knowsley. The site immediately borders the desirable settlement of Rainhill to the east, with Prescott Centre to the West. Whiston Hospital is directly to the north of the site. The northwest boundary of the site abuts the administrative boundary of St. Helens. The site is ideally located in proximity to both the M62 (1.8 miles / 5 min) and M57 (2 miles / 7 mins) and therefore sits within an easy commute of the centres of Liverpool (11 miles / 25 mins), Warrington (8.5 miles / 23 mins) and Manchester (24.6 miles / 37 mins). This is supplemented by access to the nearby rail facilities at Rainhill, Whiston and Prescott. Both Rainhill and Whiston train stations sit on the Liverpool-Manchester line, providing on average 2 trains per hour each way. Prescott station sits on the Liverpool-Wigan line, again providing on average 2 trains per hour each way.

The site is bound to the north by Stoney Lane with Whiston Hospital directly opposite, to the east by Elis Laundry Plant, to the south by St Edmund Arrowsmith Academy and to the west by residential properties located on Cumber Lane.

KEY

	Site Boundary		Parks
	Key Buildings		National Cycle 56
	Key Vehicular Route		Cycle Connection
	Key Pedestrian Route		Bus Stops
	Key Motorways		
	Main Train Stations		



Surrounding Character & Identity

The site is located on the corner of Stoney Lane and Cumber Lane. Cumber Lane is a residential suburbs of mid – C20th housing which is typically 2-storey terraces with pitched roofs within a simple street scene. There is a mixture of cul-de-sacs and through routes leading to open countryside. Stoney Lane is dominated by Whiston Hospital, an imposing multi-storey building with large ancillary car parking provision. The urban fabric of Stoney Lane is less uniform than Cumber Lane with a mixture of residential and light industrial units.

Photographs illustrating the existing character are provided for a clear visual reference.



1 - Example Housing on Dee Road



2 - Example Housing on Severn Road



3 - Example Housing on Stoney Lane



4 - View on Byron Avenue



5 - Example Housing on Milton Avenue

Surrounding Character & Identity

Local amenities include:

- Blundell Hills Golf Club, distance 1.3 miles.
- Ecclestone Park, distance 2.2 miles.
- Henley Park, distance 0.3 miles.
- Prescott Gym and Soccer Centre, distance 0.7 miles.
- Local centre on Milton Lane, distance 0.4 miles.
- M&S food to go, distance 0.3 miles.
- RAF Air Cadets, distance 0.3 miles.
- St Edmund Arrowsmith Catholic Academy, distance 0.4 miles.
- Tesco's Extra, distance 1.5 miles.
- Whiston Woods, distance 0.6 miles.
- Whiston Hospital, distance 0.5 miles.
- Tesco Extra, distance 1.5 miles

KEY

- | | | | |
|---|---------------------|---|---------------------|
|  | Site Boundary |  | Main Train Stations |
|  | Retail |  | National Cycle 56 |
|  | Recreation |  | Cycle Connection |
|  | Public Services |  | Bus Stops |
|  | Park | | |
|  | Key Vehicular Route | | |



Constraints & Opportunities

As a brownfield site that was largely dominated by buildings and hard surfacing there are few known design constraints. Normal brownfield conditions can be expected and investigated, and historic records show an old well and contamination associated with its historic use.

The following have been considered:

- Demolition of existing buildings and services. As a brownfield site the health and safety concerns relating to demolition, contamination and existing site services are a site constraint. Known services on the site include gas mains, electricity supplies, with substations, and drainage systems.
- Noise from the laundry factory, school, road networks, and the Liverpool to Manchester railway line affect the site and are dealt with by mitigation set out within the Acoustic Report prepared by Hepworth Acoustics Ltd.
- Access from Stoney Lane, the presence of the hospital, ambulance station and ward boundaries requires careful consideration of siting of the access point.
- Existing dwellings on Cumber Lane which share a boundary with our site.

The site offers development opportunities including:

- The creation of a green frontage to Stoney Lane.
- The integration of green and blue infrastructure within the site.
- The creation of pedestrian links through the site from Stoney Lane to Cumber Lane, the existing local centres, Whiston Railway Station and Whiston Woods.



Process

Development Objectives

The design objectives of the development are:

- To create a sense of place with a defined character and key nodal points through the provision of tree lined streets and green infrastructure.
- To provide a green gateway to Stoney Lane.
- To provide pedestrian permeability through the site creating routes which are attractive, safe and accommodate all users.
- To create a character area which references local architectural features.
- To further promote character by responding to the local distinctive development patterns.
- To promote continuity of street frontages and enclosure of space by development which clearly defines private and public spaces.
- To promote way finding through the development by providing recognisable routes, gateways and focal points.
- To promote diversity through a range of housing typologies including, mews, semi-detached and detached properties.
- To create an attractive neighbourhood that is not dominated by cars.

Design Concept

The following design concepts were developed to respond to the site, its surroundings and the development objectives:

Density

The housing within the surrounding area is defined by dense development blocks providing predominantly smaller detached, semi-detached and mews housing. These blocks become less distinctive along Stoney Lane which is dominated by Whiston Hospital. A dense urban development is considered appropriate and is compatible with the development's neighbourhood. A dense urban form to Stoney Lane also replaces the historic urban grain and offers a uniformity and frontage that it is currently lacking.

Green/Blue Infrastructure

The location and provision of open space within the proposal is to be appropriate to its urban setting and reflect the existing urban grain. The provision of surface water features as part of a sustainable development is considered essential, as is its integration into the design to ensure a positive impact within an urban setting. The inclusion of a green frontage to Stoney Lane to offer a gateway into the development and an opportunity for extensive tree planting.

Pedestrian Permeability

The site surroundings have an excellent selection of amenities and access to public transport. Good development permeability is considered to be essential to ensure a variety of connections to Stoney Lane and Cumber Lane.



Design Evolution and Engagement

There has been extensive pre application consultation with KMBC under reference 25/00012/PREAPP. Meetings with the council took place on 15/08/25 and 27/08/25 after we received a formal written response.

The council's design related comments and the design team's response have been collated to demonstrate the collaborative approach to the design process.

Community Engagement

KMBC advised during the pre-application consultations that a letter/leaflet drop to addresses in proximity to the site would be an appropriate form of public consultation.

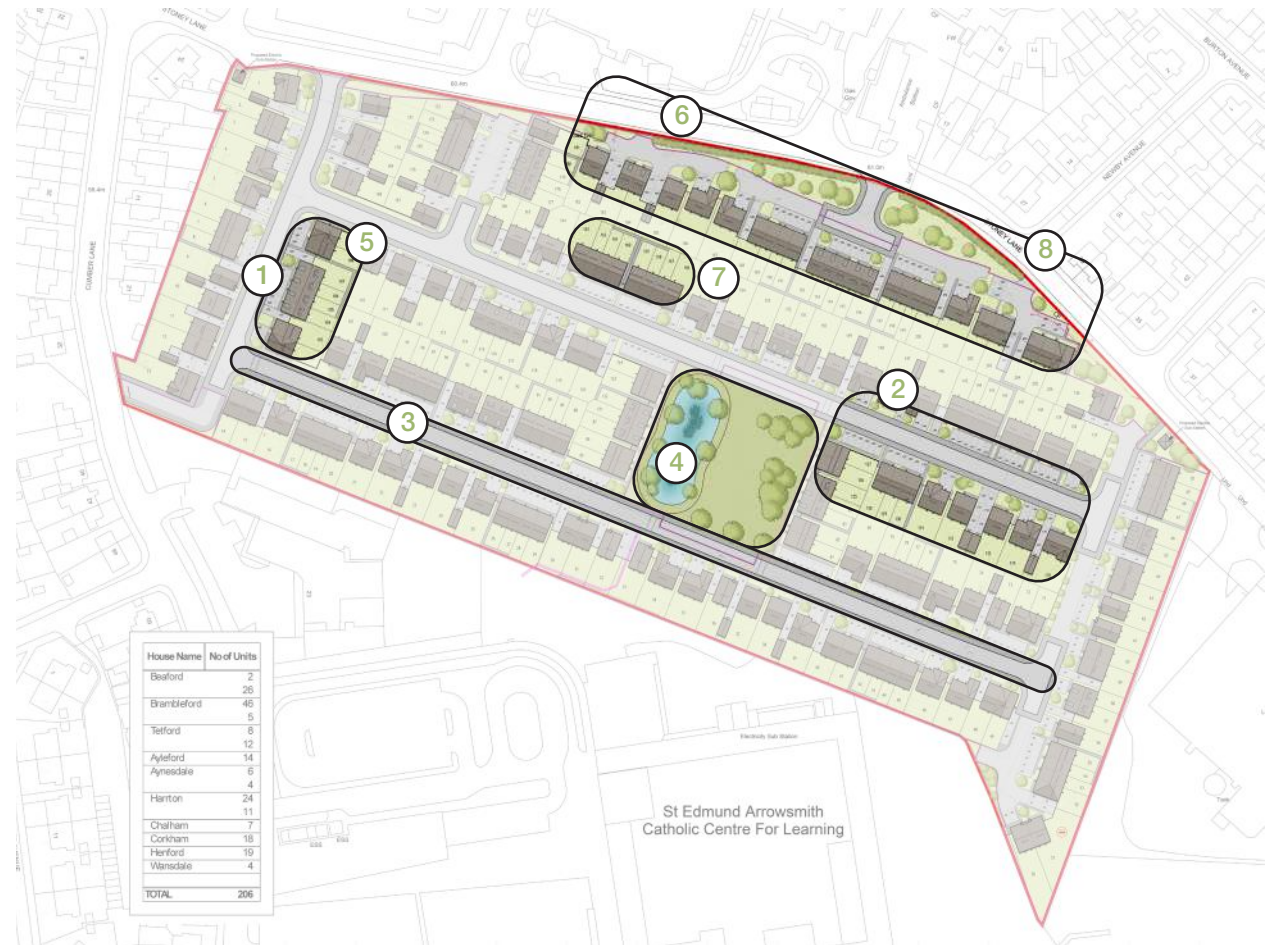
Prior notification was given to allow the council to inform its stakeholders. We have issued a formal letter drop allowing the local residents to have their say on our proposals. There is also a website available to leave comments.



Process

Pre-Application KMBC Comments

- 1. Density** - Opportunity for further density and height to make the most efficient use of this brownfield site potentially in the form of apartments or townhouses. KMBC acknowledged apartments are less commercially viable as demonstrated on an alternative layout.
- 2. Landscaping & Car Parking** - The scheme provides parking in line with the maximum standards but there is opportunity to further reduce this to provide landscaping.
- 3. Road Layout & Traffic** - The internal long, straight road would require heavy traffic calming measures to reduce speed unless an alternate solution can be found. Potential for road to be narrowed to create opportunity for further landscaping.
- 4. Green & Blue Infrastructure** - Proposed development includes too many dwellings with no provision for blue and green corridors, green spaces and landscaping.
- 5. Aspect** - All corner plots are properly dual fronted.
- 6. Stoney Lane** - Stoney Lane should be 'greener'.
- 7. Rear Garden Access** - KMBC generally averse to rear alleys, particularly servicing multiple plots or back-to-back alleys due to the encouragement of anti-social behaviour. Taylor Wimpey and KMBC mutually agreed to review a solution but accepted they are necessary for bin storage.
- 8. Access to Stoney Lane** - Additional access point to Stoney Lane suggested to be taken from the St Helen's boundary - separate access application would be required.



Our Response

1. Density - 2.5 storey town houses have been incorporated within planning proposals with their location carefully considered to provide interest to the street scene and act as nodal points. Development density is over 17,000sq. ft per acre.

2. Landscaping & Car Parking - The planning proposals show a variety of parking options, typically 2 spaces have been allocated for 2 and 3 bed dwellings and 3 spaces for 4 bed dwellings. However, smaller 4 bed dwellings have been given 2 parking spaces in some instances and front parking has provided within 5mx2.5m bays. Most of the front parking provision has been limited to 4 continuous parking spaces, in line with BfHL guidance. These measures have been introduced to maximise the opportunities for landscaping.

3. Road Layout & Traffic - Whilst the proposed estate road has remained generally unaltered, traffic calming has been introduced along with a narrower "country lane" carriageway.

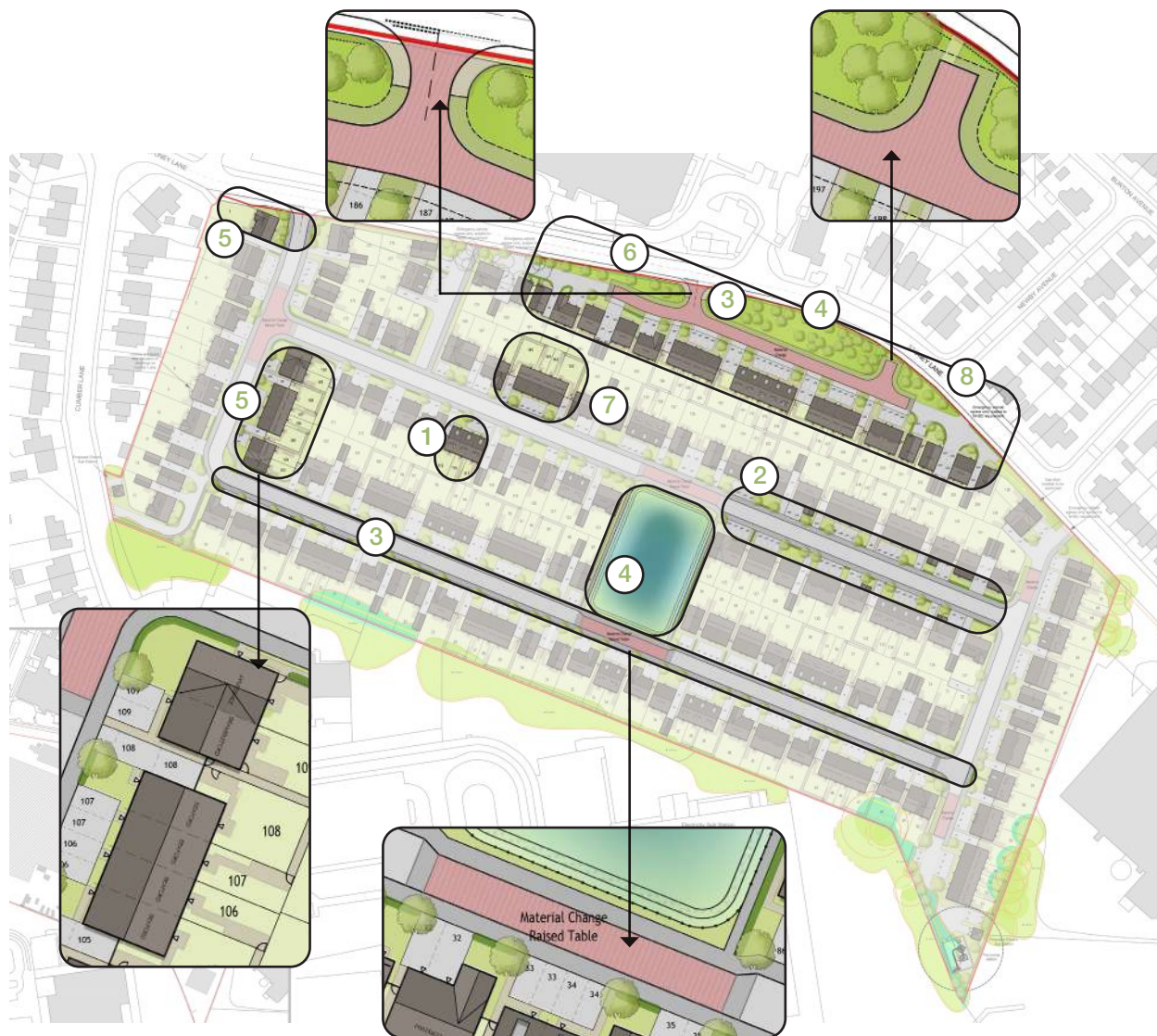
4. Green & Blue Infrastructure - The pre application layout submitted was for 206 dwellings, the planning application proposals are for 204 dwellings. Additionally, surface water drainage features and open space to Stoney Lane are incorporated within the design proposals. In addition, KMBC have indicated that they require a dense development on a brownfield site.

5. Aspect - Purpose designed dual aspect dwellings have been used to all corner plots. These include the Aynsdale and Wansdale house types.

6. Stoney Lane - A positive response to Stoney Lane is identified as a site opportunity and has been developed through the design development. The existing high boundary wall to has been removed and will be replaced with Cheshire Railings and hedges.

7. Rear Garden Access - Alleyways to the rear of dwellings, especially those serving multiple plots, have been reviewed and eradicated or mitigated by the provision of a double alleyway to avoid shared use.

8. Access to Stoney Lane - 2 formal vehicle access points and designated pedestrian access points introduced to Stoney Lane.



Highways Consultation Comments & Responses

1. Access - Accesses on Stoney Lane, particularly opposite the ambulance entrance, create risk of conflict with emergency vehicles. Accesses should be located away from emergency accesses and overall number reduced.

2. Plot 176 - 178 Access - The emergency access should be either an adoptable cul-de-sac or compliant private shared driveway with a clearly defined access. Hybrid emergency corridors are not supported.

3. Cumber Lane Connection - The pedestrian connection adjacent to Plot 13 should provide a safe, overlooked and well-lit pedestrian/cycle route. The maintenance waiting area is less than 4m and appears insufficient.

4. Visibility - Visibility plays should reflect the posted speed limit. Where no enforceable 20mph TRO exists, 30mph standards should apply. Junction protection and parking restrictions should maintain visibility.

5. Internal Layout - Layout is dominated by long, straight roads, front parking, limited landscape and weak street hierarchy. Design should encourage self-enforcing 20mph environment.

6. Junction Geometry - Uniform 6m kerb radii and limited horizontal deflection do not reinforce street hierarchy or encourage lower speeds. Junction geometry should reflect individual street functions.

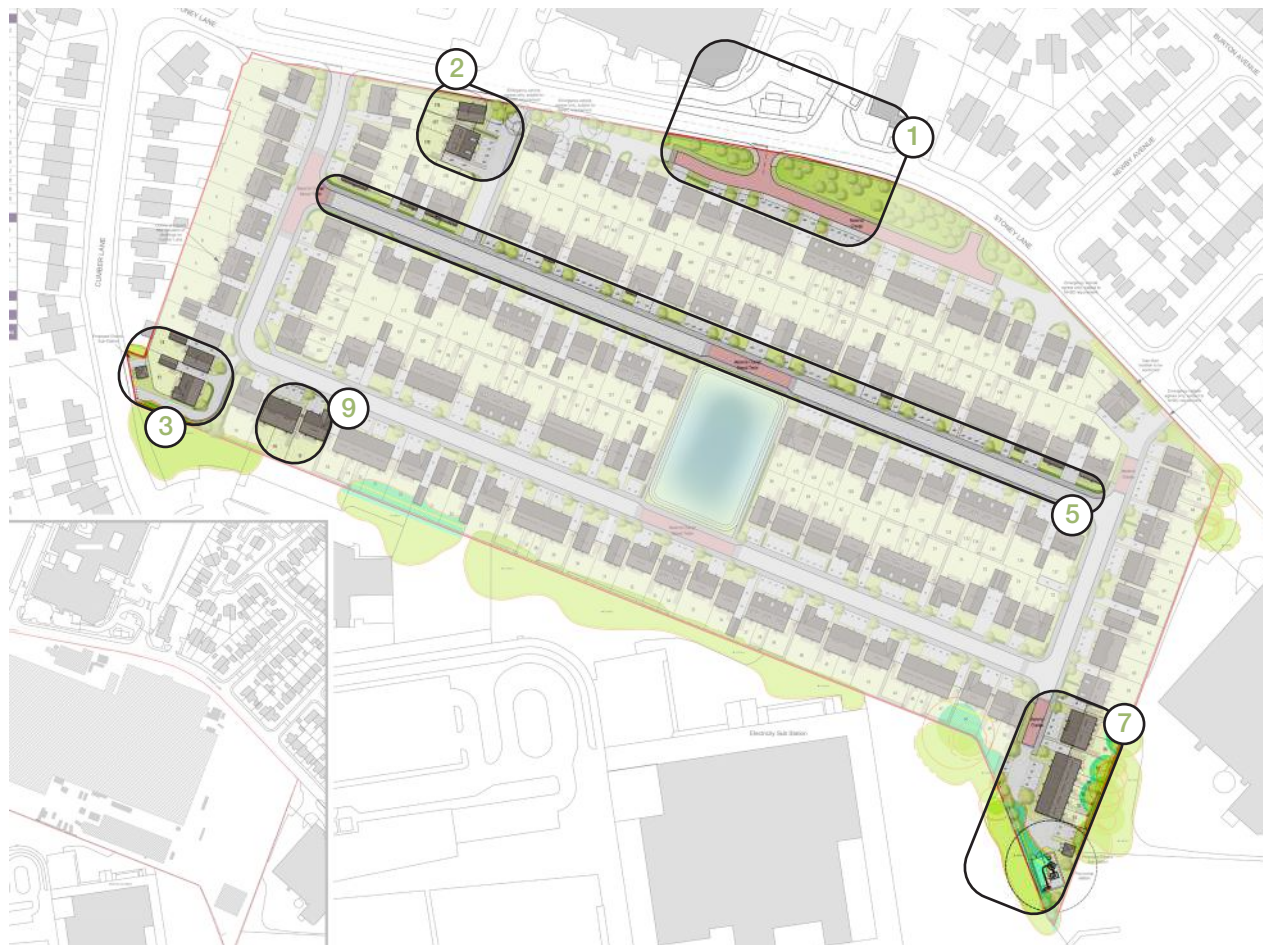
7. Adoptable Areas - The adoption strategy is fragmented, with adopted footways alongside private drives and verges. Private drives exceed preferred standards and pumping station requires reliable highway access.

8. Swept Path and Services - Excessive vehicle overrun of opposing lanes, footways and pedestrian waiting areas require review. Service vehicles should be able to manoeuvre without excessive reversing or reliance on private roads.

9. Parking - Some 4-beds do not provide three spaces. Some spaces are remote or conflict with neighbouring plots. Given the hospital and existing parking pressures, the development should be incorporated into the Residents' Parking Zone.

10. Servicing Alleyways - Servicing arrangements require further review.

11. Cycle Parking - Cycle parking arrangements require further review.



Highways Consultation Comments & Responses

1. Access - Stoney Lane access has been re-sited and widened. Proposal now removes the need for emergency-only accesses, with private drives meeting NHBC requirements and the maximum requirement for a fire tender.

2. Plot 176 - 178 Access - Emergency access relocated from Cumber Lane to the adopted road fronting Plots 176–179 on Stone Lane. An additional footpath has also been provided.

3. Cumber Lane Connection - The layout has been redesigned so plots front onto the pedestrian/cycle connection to Cumber Lane. The maintenance area has been enlarged and lighting columns provided.

4. Visibility - Visibility amended with splays indicated on drawings.

5. Internal Layout - Speed cushions introduced to support a self-enforcing 20mph strategy. Layout redesigned to limit parking runs and maximise landscaping. Block density reduced to three dwellings, with tandem parking.

6. Junction Geometry - Revised layout, replotting and speed cushions reinforce street hierarchy and encourage lower speeds.

7. Adoptable Areas - Private drives serve a maximum of four dwellings and are limited to 25m. Pump station access to be managed by Management Company, reducing the risk of obstruction, and has been redesigned to accommodate tanker tracking and Merseyside Police comments.

8. Swept Path and Services - Stoney Lane junctions widened. Bin collection points reviewed and are all within 25m of adopted highways, as shown on the Waste Management Plans.

9. Parking - 4-bed semi-detached units have been replaced with detached units providing two spaces and a double garage. Tandem driveways are sufficiently long to accommodate two vehicles.

10. Servicing Alleyways - Mews blocks have been reduced and redesigned to remove drag-run distances.

11. Cycle Parking - Cycle storage is shown on the plans. Separate storage is not provided for plots with garages.



Police Consultation Comments & Responses

1. Garage and Parking - Several detached garages and parking spaces have limited natural surveillance due to their position, landscaping and lack of overlooking. Particular concerns relate to Plots 1, 10–11, 23–24, 36, 63, 74–75, 112–113, 137, 175, 179 and 202–204. Remote parking at Plots 50, 103, 110 and 169 is also considered vulnerable, particularly Plot 169.

Responses - Garage positions allow for the erection of scaffolding, with house types providing overlooking windows where possible. Intruder alarms can be recommended to homeowners. Revised proposals provide lighting to Plots 50 and 169, with Plot 169 benefiting from an adopted emergency access.

2. Landscape Management - Planting should not obstruct visibility. Height restrictions and minimum tree canopy heights should be included within the Landscape Management Plan.

Responses - Landscape Management Plan updated with height restrictions and homeowner maintenance recommendations.

3. Cumber Lane Connection and Lighting - The route should provide clear sightlines, with no obstructive planting. Bollard lighting is not supported; column lighting should be retained, with trees at least 5m from lighting columns.

Responses - Path straightened to improve sightlines and the revised landscaping scheme ensures trees are at least 5m from lighting columns. Column lighting will be retained.

4. Substation - The area behind the substation could provide access and concealment opportunities to the rear of Plots 13 and 14.

Responses - A thorny hedge is provided around the substation to deter climbing and restrict access. This area is to be maintained by the Management Company.

5. South East Corner - The pump station, substation, parking and rear garden access arrangements should create opportunities for crime and anti-social behaviour.

Responses - Redesigned to improve natural surveillance. Pump station and

substation access is gated for Utilities Maintenance.

6. Side Gates - Recessed side gates can create concealed areas and should be brought forward where possible.

Responses - Gates remain positioned to allow meter box access without requiring rear garden access.

7. Refuse and Cycle Stores - Storage adjacent to street-facing boundaries can create climbing opportunities.

Responses - A minimum 1.5m separation from fence lines will be provided at affected plots where storage is revised.

8. Hedgehog and Biodiversity Measures - Hedgehog highways and biodiversity enhancements should be incorporated.

Responses - 13cm x 13cm hedgehog gaps, bird boxes, native planting and bee bricks are included within the submitted plans.

10. Fencing - 1.8m close-boarded fencing is recommended around rear gardens and site boundaries.

Responses - The proposed boundary treatments provide 1.8m fencing, including where existing boundaries are retained.

11. Bicycle Storage - Cycle stores should provide appropriate security.

Responses - Cycle stores will be provided to dwellings without garages and secured using Sold Secure padlocks, with recommendations provided to homeowners.

12. Lighting - Adequate lighting should be provided to footpaths and areas vulnerable to crime, with appropriate coverage across the site.

Responses - Additional lighting columns have been incorporated, including at the south-east of the site and Cumber Lane connection, with the lighting design and calculations submitted.



Design Consultation Comments & Responses

1. Materials - Brick - The grey brick was not supported. Revised brick options should be used and shown on updated elevation drawings.

Responses - The grey brick has been removed. The revised brick palette comprises Forterra Farmstead Antique, Ibstock Leicester Weathered and Crest Selbourne Red Multi. Updated house type elevations, street scenes and CGIs have been provided.

2. Cladding - The proposed black cladding was considered excessive and inappropriate to the local residential character. A more restrained approach or alternative finish was requested.

Responses - The cladding will be removed and replaced with a white rough-cast render finish.

3. Interface Distances - Some plots do not meet the required 22m separation from existing dwellings. Plot 13's garden also requires improvement.

Responses - Plots 9–12 have been re-plotted to achieve the required 22m separation. Plots 13 and 14 gardens have also been redesigned to provide more usable space.

4. Boundary Treatments - Public-facing rear boundaries should use brick walls, with 1.8m close-boarded fencing along the southern boundary. Boundary treatments should be clearly identified on the plans.

Responses - Brick walls will be provided to public-facing rear boundaries. The existing southern boundary will be retained, with 1.8m close-boarded fencing where required. Revised boundary plans clearly identify the treatments.

5. Bollards - Details of the proposed bollards and their operation should be provided.

Responses - BX01 5503 Heavy Duty Tall Bollards are proposed as lift-out units with integrated handles and a high-visibility black and white finish. Operation will be agreed with Highways.

6. Street Scenes and House Heights - The arrangement of dwellings along Stoney Lane should provide a coherent increase in ridge heights towards the

centre, avoiding inconsistent roof forms.

Responses - The 2.5-storey dwellings have been repositioned centrally and bookended with gable-fronted properties to create a more coherent increase in ridge heights and improve the street scene.

7. Open Land and Maintenance - Areas of open land and landscaped areas should be clearly identified, with responsibility for their maintenance confirmed.

Responses - These areas will be maintained by the Management Company and identified on the revised Adoptable Areas Layout.

8. Plot 51 - Parking arrangements were considered vulnerable due to limited surveillance.

Responses - Plot 51 now includes a gable window to the lounge overlooking the driveway and pump station. The garden has also been enlarged to meet the existing paladin fencing, reducing the open area around the plot. Updated house type drawings show the additional window.



Proposals

Amount & Use

The proposal is for 205 dwellings offering 25 two-bed, 129 three-bed and 51 four-bedroom properties within detached, semi-detached and mews house blocks. From the 205 dwellings offered, 184 are open market and 21 affordable (10% in reference to the Brownfield Site Affordable Housing Policy.)

The affordable housing is provided through a mix of 2 and 3-bedroom properties which are tenure blind and distributed evenly across the site to ensure an inclusive residential environment. We are providing a 24% shared ownership and 76% affordable rent split as per the Executive Summary, noting that fewer households moving into the area are considering affordable housing and the need is lower than in other townships with the borough.

A site density of 39.6 dwellings per net hectare reflects a brownfield development and densities of the housing within the surrounding area. A range of densities, and building heights, are distributed throughout the site, allowing for a green edge to Stoney Lane and a pocket of green and blue infrastructure centrally located for maximum benefit to residents. The dwellings are 2 and 2.5 storeys to reflect the urban grain of the site's surroundings; associated garages are single storey and where double garages are provided these have a double pitched roof to ensure a suitable scale.

The proposal is for a single character area with a variation of densities and Nodal Points throughout the proposal to help with navigation, these are emphasized by material changes, building heights, orientation and building line. The proposals offer a safe, inclusive family environment with good links to local amenities and sustainable transport options.



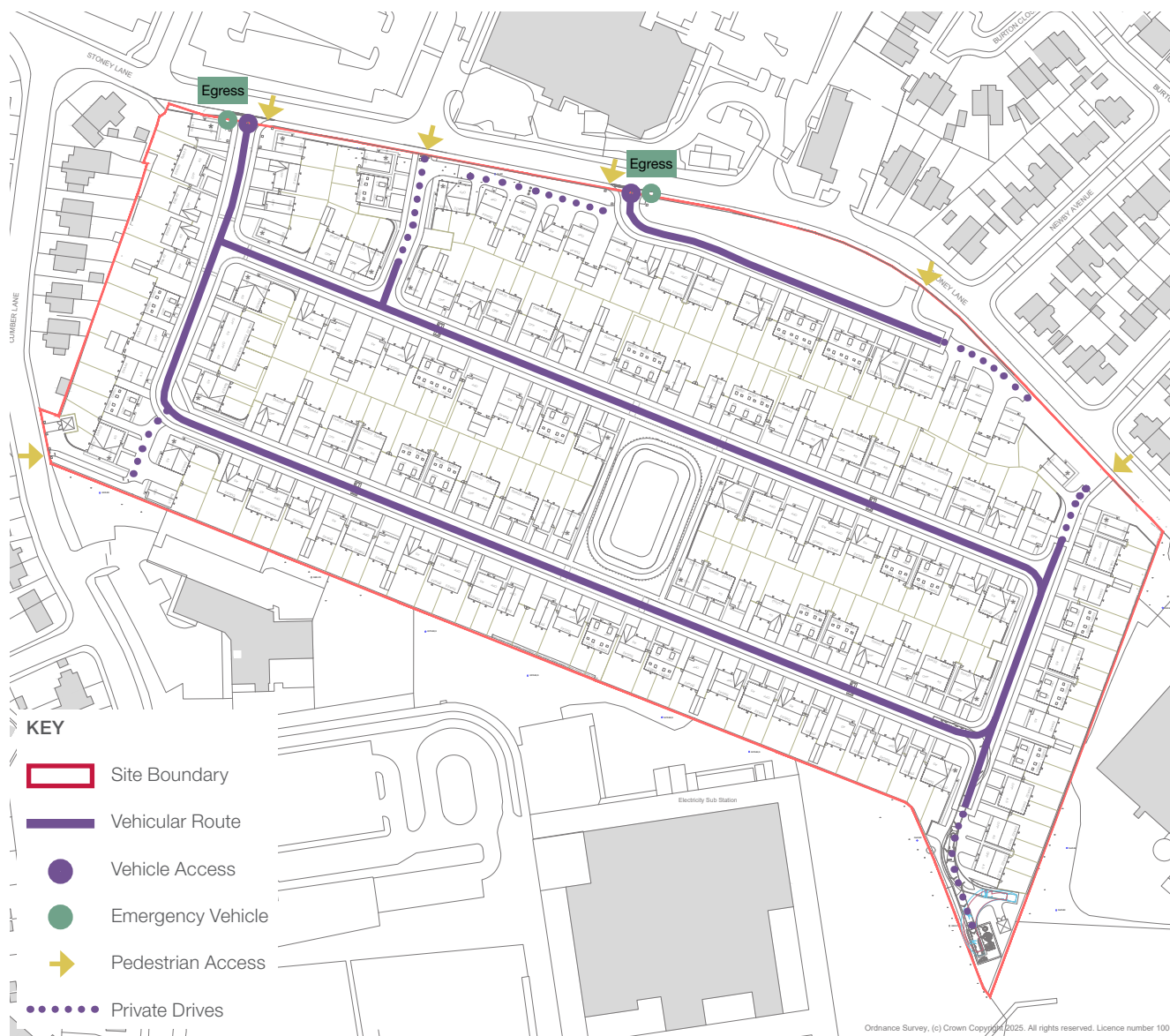
Access & Connectivity

The main access is proposed from Stoney Lane and has been positioned considering Whiston Hospital and the Ambulance Station access' and to promote safe and efficient traffic movements on the surrounding highway network. As part of the formation of the new access the Stoney Lane footpaths are also being altered to improve pedestrian movements where the existing access point is. The design of this access, it's alignment and footpath improvements are all detailed within the proposed Section 278 works which have been prepared by our consultant engineers Eddisons.

Sustainable transport measures will include charging points for electric vehicles for all dwellings and good accessibility for walking and cycling between homes and through the site to public transport. There will be cycle storage provision to all plots either within their associated garages or within sheds provided to plots which do not have a garage. In addition to the main vehicle access there are 5 further pedestrian access points to Stoney Lane and 1 pedestrian access to Cumber Lane. These offer formal and informal access' and correspond with anticipated desire lines.

The development has a large highways loop which promotes connectivity through the site. To ensure low traffic speeds, traffic calming through reduced road widths, raised highways tables and junctions have been integrated into the proposals.

The topography of the site is relatively flat and good access for all users can be achieved.



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Proposals

Layout & Block Structure

The layout has been developed to provide a clear and legible urban form influenced by the site's constraints and opportunities. The public open spaces have been carefully considered to form a gateway from Stoney Lane into the development and to provide a centrally located distinctive character.

All dwellings are positioned to front on to the street to generate an active frontage with dual aspect dwellings located on block corners to reinforce this. A continuous building line with small setbacks and projections has been created to offer visual interest and define public and private space. The layout backs on to its neighbours forming a back-to-back block with the existing properties to Cumber Lane and rear gardens facing on to the Elis Laundry Plant and St Edmund Arrowsmith Academy. These neighbours, the Manchester to Liverpool railway line and Stoney Lane have been identified as noise sources and a full acoustic report has been commissioned to investigate, report and provide robust mitigation. Increased height boundary features have been provided as indicated on the Boundary Treatment Plan, as well as Acoustic Glazing and Acoustic Trick Vents as detailed within the Hepworth Acoustic Ltd report.

By backing on to our neighbours we have been able to form the highway loop which is fundamental to the connectivity through the site and allows a predominately southern orientation of the development blocks; a key factor for effective sustainability options such as Photovoltaic Panels. The block structure created reflects the existing dense urban form within the Cumber Lane environment and sets a structure for the landscaping features such as trees, hedging and boundary treatments to further define public and private space.



Scale

The dwellings are 2 and 2.5 storeys in height to reflect the urban grain of the site's surroundings; associated garages are single storey and where double garages are provided a double pitch roof has been used to ensure a suitable scale. There will be a variation of densities and nodal points throughout the development to help with site navigation, these are emphasized by material changes, building heights, orientation and the building line.



Proposals

Appearance

The architectural approach draws on the characteristics of the existing urban form of simple streets of brick and tile housing by offering a single character area of traditional brick and tile housing with a uniform approach to doors and windows styles and colour.

We are offering a variety of red brick choices for the dwellings with a single grey roof tile option. Focal plots feature rough-cast render, arstone cills, arstone gable detail and bellcast beads to the heads where rendered.

The materials have been chosen for durability and low maintenance and to offer a variety of choices within a cohesive and distinctive identity whilst respecting its surroundings as required by BfHL.

The boundary treatments are coordinated with the overall materials palette reinforcing the public and private realms, low open boundaries such as railings are provided to public open spaces whilst tall secure boundaries such as screen walls and fences define private garden areas.

Our approach to the dwellings appearance and elevational treatment matches dwellings within the existing neighbourhood. Elements of uniformity for examples window and door appearance and colour reflect the uniformity of the previous industrial buildings.



Key Materials



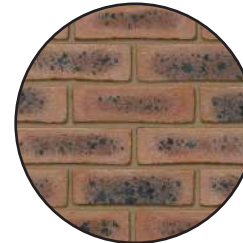
PRIMARY BRICKS



Red Brick 1
Such as Crest
Shelbourne



Red Brick 2
Such as Forterra
Farmstead Antique

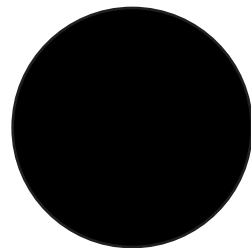


Red Brick 3
Such as Ibstock
Marlborough Antique



DPC Course
Such as Smooth Red
Engineering

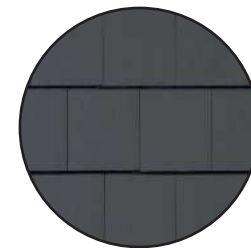
SECONDARY MATERIALS



**Windows, Doors &
Rainwater**
Black



Feature Materials
Whitecast White Render



Roof Tile
Such as Russel Roof Tile,
Galloway, Slate Grey

Proposals

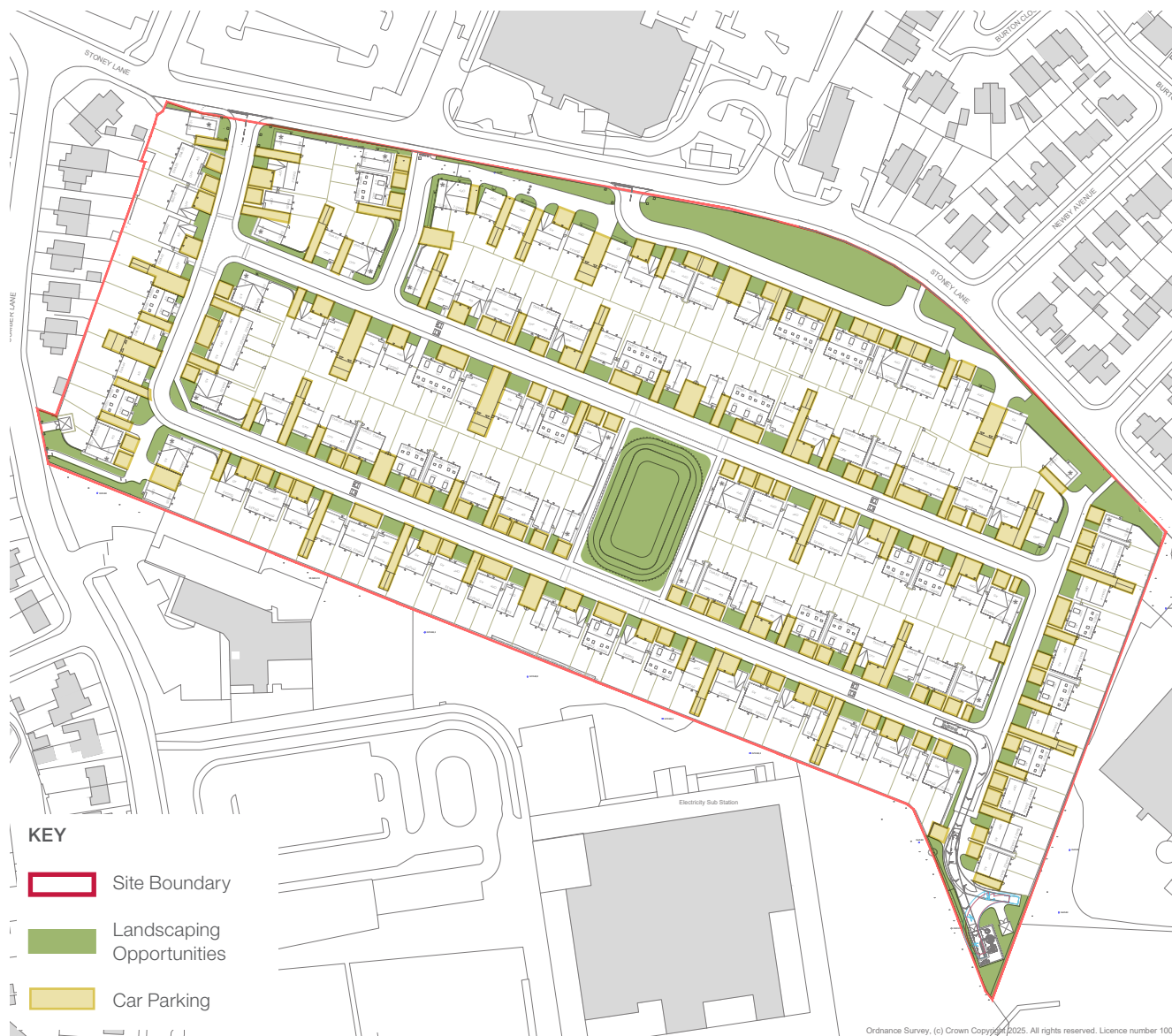
Landscape & Car Parking

Landscape

The landscape strategy has been developed to provide an aesthetically pleasing landscape setting and framework for the development as well as providing high ecological benefits to optimise the biodiversity potential on the site. The boundary with Stoney Lane will provide a green entrance feature to the development comprising of a mixed native hedgerow and a new native broadleaf woodland complete with an understory of shrubby plants such as hazel, hawthorn and holly. A species rich wildflower grassland wildflower will form the margin of the new woodland, and this open area will also accommodate groups and single tree native specimens. The attenuation basin within the heart of the site will have a species rich swale mix to the embankments and native alders will align the top border to add biodiversity and provide an attractive setting for the basin. The streets within the development will be tree lined and the boundaries of the dwelling will mostly be aligned with ornamental hedgerows. There is a different species palette to add character to the various streets to aid waymarking and provide distinction.

Car Parking

Car parking provision is vital to the quality and sustainability of the proposals and the choice made on how to travel. The level of parking provided has been considered in relation to the pre-application discussions. The frontage parking has been carefully considered to allow landscaping to soften its impact. Vehicle movements to these parking provisions will also naturally slow traffic speeds. The frontage parking has also been integrated into dwellings with side parking to provide further opportunities for planting. Generally, continuous frontage parking is limited to 4 spaces in line with BfHL guidance.



Biodiversity

The site primarily comprises disused factory buildings and hardstanding, with areas of neutral grassland and broadleaved woodland along its margins. Onsite habitat creation and enhancement have been prioritised to maximise biodiversity net gain, with offsite provision required for grassland and woodland under the trading rules. Further details are provided in the UES Biodiversity Report. Proposals include woodland, native hedgerow and grassland planting, as detailed in the PGLA Landscape Architects proposals.

Key landscape and ecological benefits include:

- 183 trees, including 100 native species
- 1,390+ linear metres of hedgerow, including 747m of mixed native species
- 496m² shrub planting
- 337m² native woodland/whip planting
- 2,318m² species-rich grassland
- 1,368m² marginal/wetland planting, including swales and ponds
- 496m² ornamental shrub beds
- Species-rich wildflower meadow planting
- Mixed native hedgerow planting using double-staggered planting and native transplants

House Sparrow Terrace Nest Box



General Nest Box



Starling Nest Box



Swift Nest Box



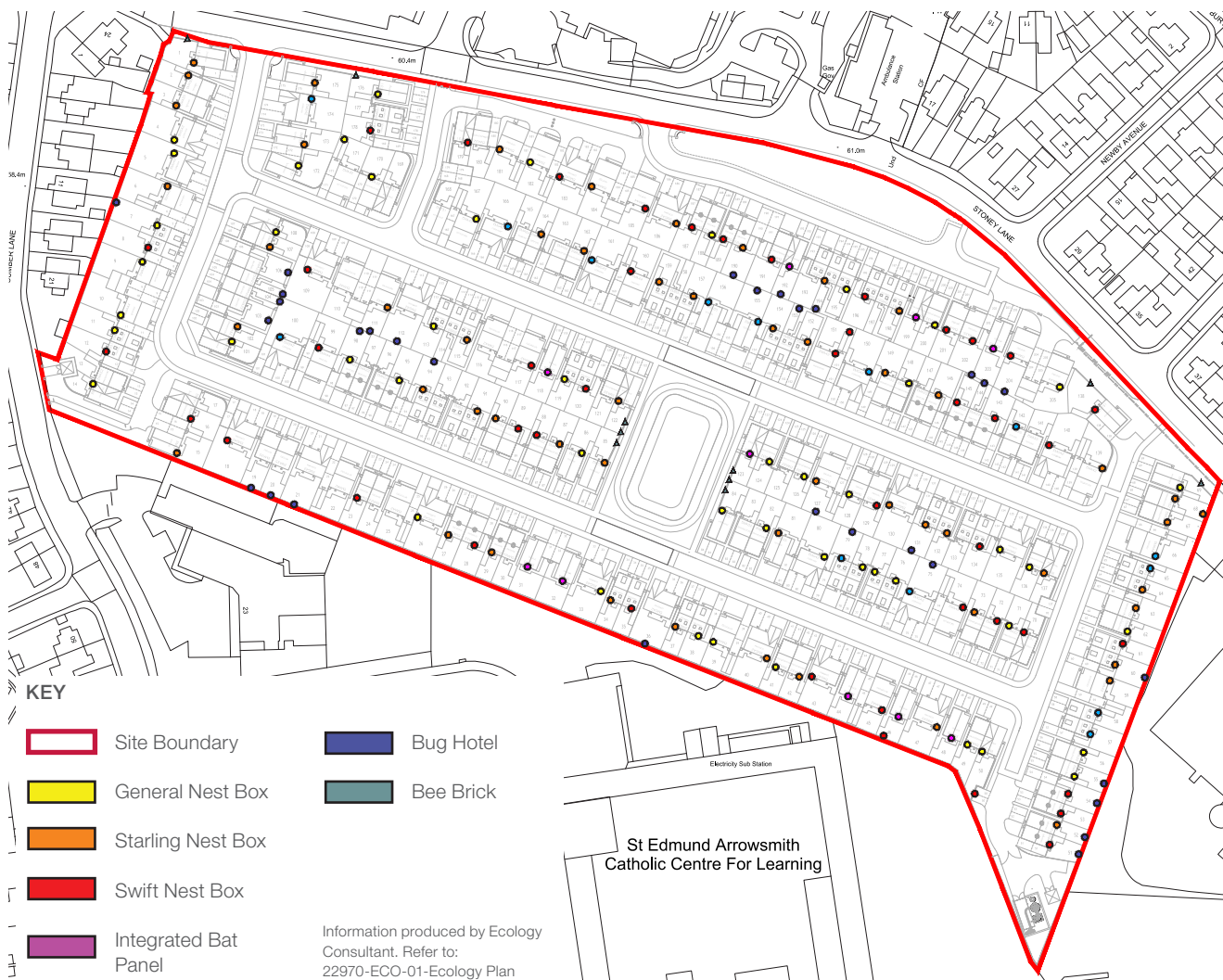
Integrated Bat Access Panel



Bug Hotel



Bee Brick



Proposals

Sustainability

The development is designed to maximise a north-south orientation which together with dual aspect properties within the block structure enable views and opportunities for sustainable technologies subject to our preferred energy strategy for the site.

The development will be designed to meet the current building regulation requirements, and in line with Part L 2021. Our specification currently includes Solar Panels, Wastewater Heat Recovery, Triple Glazing and High-Performance Insulation.

Our national policy is to promote the reduction and effective management of construction waste; to work closely with suppliers and sub-contractors to minimise and recycle packaging. During construction quality control procedures are in place to achieve high levels of air tightness, all dwellings are air tested.

Our proposals will offer a wide range of ecological benefits to improve habitats for local wildlife, including an extensive hedgehog highway provision across the site, 10 bat boxes, 163 bird boxes, 10 bee bricks and 30 bug hotels.



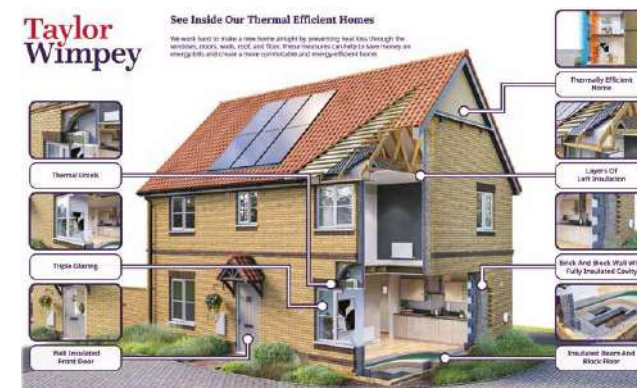
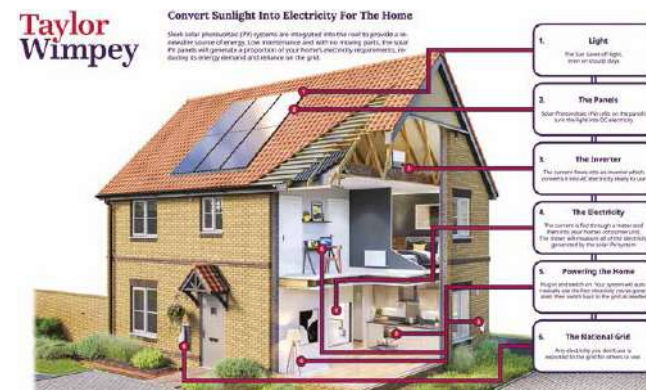
Energy-generating solar panels

With solar panels, your home can generate its own renewable energy to generate a proportion of your home's electricity requirements. If you generate enough, you can sell the leftover energy back to the National Grid, or store it to use when you need it.



Appliances

Your home will have modern, energy-efficient appliances that allow you to enjoy all the comforts of home, whilst helping to keep your carbon footprint down.



Well-insulated building fabric

Better insulation in your walls and roof and high performance glazing means your home loses less heat in winter, and it cools down slower in summer, so you'll always enjoy a comfortable temperature.

To align with Building for a Health Life (BfHL) and the Government's commitment through its National Planning Policy Framework (NPPF) to sustainable development. The BfHL assessment was undertaken by Shape Urbanism Ltd (independent consultant).

The design objectives of the development are:

- To create a sense of place with a defined character and key nodal points by the provision of tree lined streets and green infrastructure.
- To provide a green gateway to Stoney Lane
- To provide pedestrian permeability through the site through creating routes which are attractive, safe and allow for all users
- To create a character area which references local architectural features
- To further promote character by responding to the local distinctive development patterns.
- To promote continuity of street frontages and enclosure of space by development which clearly defines private and public spaces
- To promote way finding through the development by providing recognisable routes, gateways and focal points.
- To promote diversity through a range of housing typologies including, mews, semi-detached and detached properties.
- To create an attractive neighbourhood not dominated by cars.

Criteria	R	A	G
Natural Connections			
Walking, Cycling & Public Transport			
Facilities & Services			
Homes for Everyone			
Making the most of What's There			
A Memorable Character			
Well Defined Streets and Spaces			
Easy to Find Your Way Around			
Healthy Street			
Cycles & Parking			
Green & Blue Infrastructure			
Back of Pavement, Front of Home			



The Atrium at Overstone



Stone Ridge Hall

Conclusion

This Design and Access Statement give's the benefits of our proposal in reference to planning, sustainability, design and accessibility.

The known site constraints have been indicated and opportunities identified embedded with the proposals for a high-quality residential development that responds to its urban setting within a sustainable location with excellent access to nearby Whiston, Prescott and Rainhill.

Our design team has worked collaboratively to integrate highways, landscaping, sustainable urban drainage and landscaping with 205 aspirational dwellings and to meet our vision of a welcoming and attractive neighbourhood of aspirational family homes within a distinctive character area.



Taylor
Wimpey