

Carr Lane, Prescott

Created on behalf of Partner Construction
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INTRODUCTION

SECTION 01

1.1 Foreword

This Design Statement has been prepared by Baldwin Design Consultancy Limited on behalf of Partner Construction Ltd, in support of their Full Planning Application for a residential development comprising of 88no. dwellings. The proposals incorporate an approved access into the site (Ref:22/00376/FUL) along with proposed parking, private amenity space and enhanced landscaping. The development is situated on designated land safeguarded for housing as set out in policy SUE1 (Sustainable Urban Extension and Safeguarded Land) of the Local Plan. The site is located at land south of Carr Lane and Prescott Park Way, Prescott.

This document should be read in conjunction with the Supporting Planning Statement and supporting technical reports. The purpose of this document is to describe the site, its context, relevant design guidance and the design concepts and principles which have informed the final design.

The structure of this document and the detail within follows the guidance from CABE's 'Design and Access Statements: How to read and use them' (2006) and Part 2, Article 8 of the Town and Country Planning (Development Management Procedure)(England) Order 2010.

This Statement is set out as follows:

- Section 2: Site Analysis - an assessment of the site's wider context in terms of urban structure, historic development, streets and landscape character.
- Section 3: Planning Context
- Section 4: Design Responses
- Section 5: The Scheme - final layout that demonstrates how the site is developed in accordance with key design principles and which shows how the scheme ties into the surrounding vernacular, incorporating architectural details, materials and scale of building, with reference to landscaping.
- Section 6 and 7: Building for a Healthy Life Assessment & Summary and Conclusions.



Aerial view of the application site with the site boundary edged in red.

SITE ANALYSIS

SECTION
02

2.1 Local Context Setting

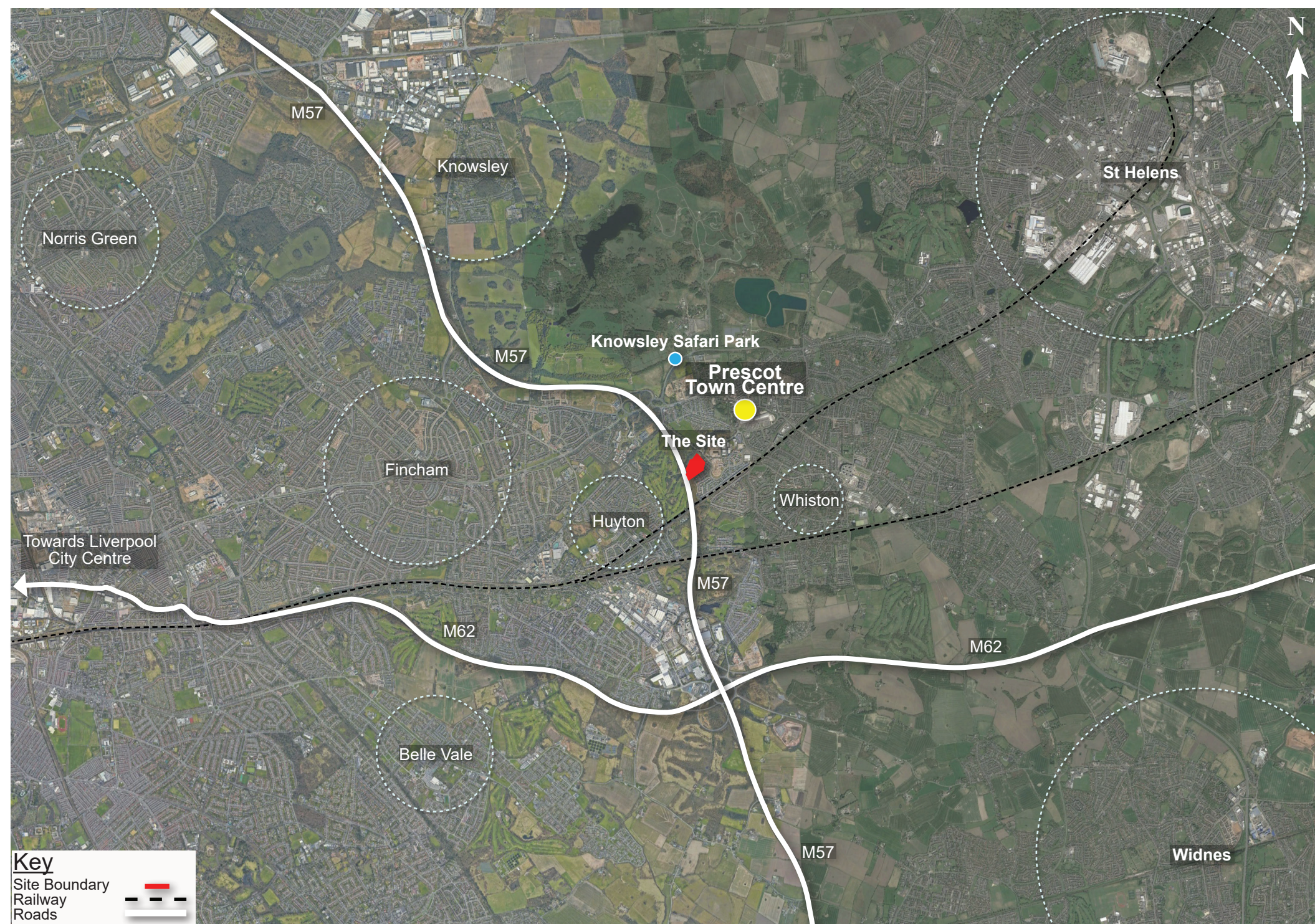
The site is located in the town of Prescot, a historic town located in the Metropolitan Borough of Knowsley, Merseyside. The town centre is approximately 0.7 miles (1.2km) to the north-east of the site. Prescot is also well-connected to neighbouring areas. It lies approximately 8 miles east of the city of Liverpool and 8 miles (12.9km) west of St Helens.

The site benefits from excellent accessibility to public transport hubs, with Prescot Train Station situated just 0.7 miles (1.2km) north-east of the site. This station provides regular and direct services to Liverpool and Wigan, from which the wider rail network can be accessed, providing easy access to neighbouring towns and cities.

Additionally, the site benefits from several nearby bus stops within easy walking distance, offering regular and frequent services to Prescot town centre, St Helens, Whiston and Speke. This ensures that the site is easily accessible via local, regional, and national road networks, providing a range of options for transport other than the car.

The development site covers an area of approximately 3.4 hectares. It is bordered by an existing residential development to the south-east and Carr Lane Woods borders the site to the north-west. M57 motorway runs to the south-west of the site.

The site is safeguarded for housing in the Knowsley Local Plan under Policy SUE1, ensuring its purpose aligns with the town's growth trajectory and development objectives.



Aerial view of the proposed development site with the site shaded in red

2.2 Context Plan

The contextual analysis on the right shows the distribution of local amenities and services within reasonable walking distance of the development site.

The NPPF (National Planning Policy Framework) document highlights the importance of sustainable transport and pursuing sustainable development through the promotion of walking and cycling.

It is commonly accepted that walking has the greatest potential to replace short car journeys, particularly those under two kilometers. The plan opposite shows the 400m (approx. 6 minute walk), 800m (approx. 9 minute walk) and 1km (approx. 12 minute walk) catchment areas. Walking represents an alternative to the car for short range 'top up' shopping trips as well as some local leisure journeys to the nearby town centre. In addition to the above, the site is located in a sustainable location with excellent access to the rest of the North West area via M57 and M62 motorway.

Community facilities such as eateries, doctor's surgery and shops are all located within 800m of the site. Due to the site's close proximity to services and public transport, reliance on the private car will be reduced which can only have a positive impact on the environment.

The site is also located close to the National Cycle Route (National Cycle Route 56), which provides sustainable links to the surrounding areas of Prescot. This encourages people to use push bikes and walk to various amenities and workplaces as an alternative to private car use.



2.3 Site Photographs

Arranged on this sheet are photographs that reflect the areas around the site and an aerial view that shows the current condition of the site. The vacant brownfield site is composed of scattered scrub and trees with significant trees located along the site boundaries.

The demand for new, high quality homes is high and these would significantly contribute to the housing stock in the area. Overall, the proposed development will aim to rejuvenate the under utilised land, improve local connections to the green infrastructure and create a unified housing development. In addition, by re-developing the existing brownfield site, the environment in and around the site will significantly improve.



Viewpoint 1
View of the Carr Lane/ Prescott Park Way roundabout.



Viewpoint 2
View looking towards an existing site entrance.



Viewpoint 3
View looking north west towards the development site.



Viewpoint 4
View along the M57 Motorway, looking south east towards the development site.

2.4 Local Vernacular

The site is situated in Prescot, a town located in the Metropolitan Borough of Knowsley, Merseyside. It features a diverse range of residential houses that reflect the town's rich architectural history. The town has a mix of traditional and modern housing styles, with particular emphasis on red brick 2-storey terraced and semi-detached houses.

Prescot and its immediate locality have a pre-existing distinctive style. Georgian and Victorian-era houses are prevalent in the town centre, these buildings often feature symmetrical facades, sash windows and decorative molding. The rows of terraced houses are also a common sight, showcasing a consistent architectural style. In the post-war period, Prescot experienced a significant period of housing development to accommodate the growing population, resulting in the construction of many semi-detached and detached houses. More recently, there has been a move towards modern and contemporary housing styles, with the development of new housing estates and low rise apartment blocks. These homes often feature a combination of brick and other features and materials such as rendered finishes, contrasting soldier course detail and terracotta or grey pitched roofs.

The selection of images below provides a representation of the local vernacular, with particular focus on the architectural detailing and materials used in the surrounding area. Adjacent to the site's south-eastern boundary is a recently constructed housing development "Carr's Rise" that draws inspiration from the local vernacular. These homes are primarily two-storey with rendered or brick exterior walls and pitched roofs. The proposed dwellings will draw inspiration from the surrounding architecture, with elevational styles and materials carefully selected to compliment the existing housing in the neighbouring area. This approach ensures that the proposed development seamlessly integrates into the local surroundings.



Recently Constructed Development "Carr's Rise"



Local Architectural Detailing



2.5 Constraints and Opportunities

The site has a number of constraints and opportunities which have influenced the proposed design of the layout:

- Opportunity to utilise an approved access (Ref:22/00376/FUL) into the site taken off Prescott Park Way.
- Opportunity to create a high quality residential development that is located within an already established residential area that is in close proximity to various employment opportunities, services, facilities and road infrastructure making it an appropriate location for the proposed development.
- Opportunity to transform the scrubland site into a new vibrant neighbourhood with on-site amenities such as usable green open space that would benefit the local community.
- Opportunity to create a scenic outlook on the northwest boundary with views towards Carr Lane Woods and fishing pond.
- Potential noise and sources have been identified as coming from the southwest. Mitigation measures must be considered along the southern and western boundaries.
- An existing PRow runs along the southern and eastern boundaries. This will need to be suitably addressed.
- The site slopes slightly towards the northeastern boundary. This is the most likely place for any SUDS requirement.
- Existing Longwood Mill Brook/Prescot Brook has been identified on site. To ensure unobstructed maintenance access 8m clearance must be provided from top of brook bank.
- The locations of the mineshafts have been established and indicated on the plan (see right). Road layout and subsequently parcel configuration must be considered and it must be ensured that no building footprint falls within these zones.
- Water main drainage easement was established on site, which requires careful consideration of the road layout and parcel configuration.



KEY

	Approved Site Access		Existing Employment Land		Existing Category B Trees/ Hedges		Existing Bus Stop
	Public Right of Way		New Residential Development		Existing Category C Trees/ Hedges		Potential Location for an Attenuation Pond
	New Residential Area		Coal Seam		Views into the Site		Prescot Brook
	Existing Woodland and Fishing Pond		Existing Mineshaft		Potential Frontage		8m Offset (dashed line) from top of Prescot Brook Bank (solid line)
			Approximate location of an approved attenuation swale				Noise Source

PLANNING CONTEXT

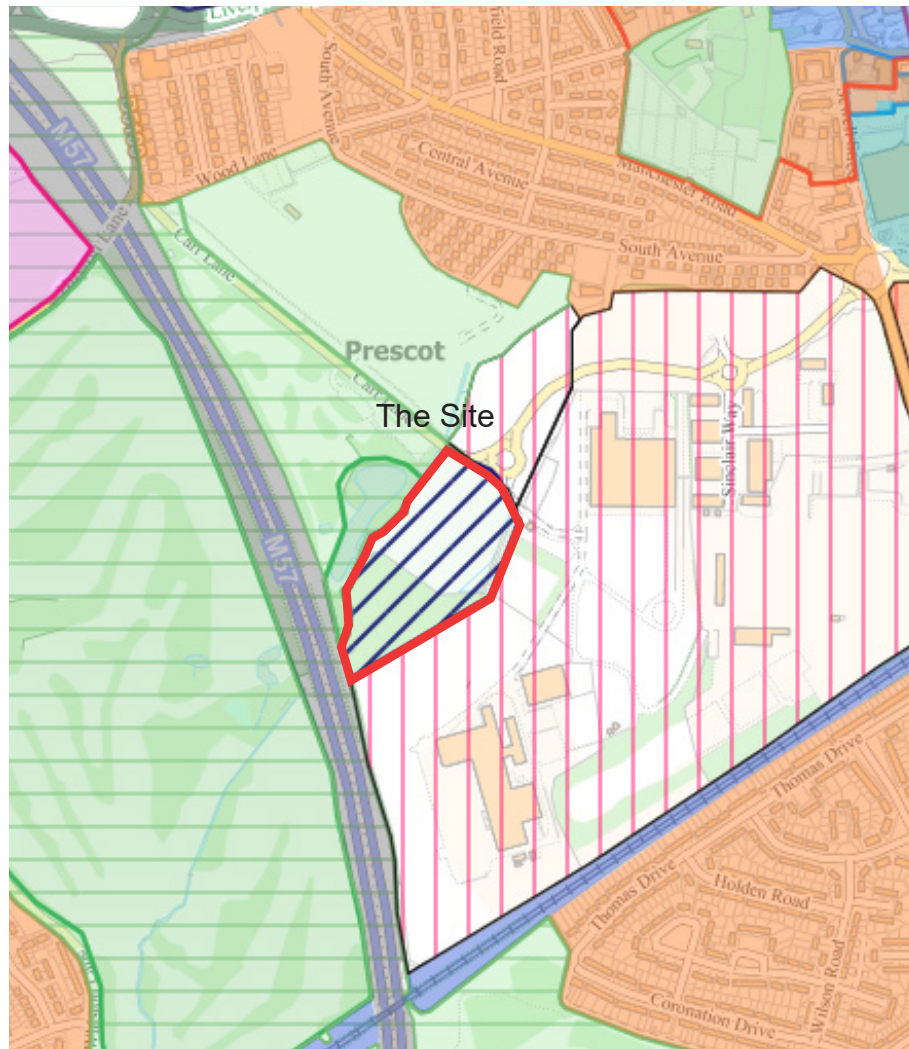
SECTION 03

3.1 Planning History

The site is situated in Prescott, a town that falls within the Metropolitan Borough of Knowsley. The site is comprised of 3.4 hectares of land with a total number of 88no. units proposed on site.

The development site has been delisted from the Green Belt land and has been safeguarded for housing as outlined in Policy SUE1 (Sustainable Urban Extensions and Safeguarded Land), as shown on the diagram below. The SUE site's capacity is indicated at a notional value of up to 74 dwellings. This development is expected to harmoniously integrate with the redevelopment of the adjacent industrial land situated off Carr Lane.

Vehicular access into the site has received approval and is to be taken via Prescott Park Way (Ref:22/00376/FUL). The approved access forms road access into the SUE1 site allocation. The approved access takes the form of a priority junction with a central island on the access route itself as well as Prescott Park Way. This design is intended to restrict right turn movements for enhanced safety of future residents of the residential site.



Local Plan Policies Map, site edged in red.

3.2 Summary of Relevant Design Policies



Knowsley Local Plan Core Strategy (January 2016)

Policy SD1 - Sustainable Development

- 1) When considering development proposals, a positive approach will be taken, which reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Work will be undertaken proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 2) Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.

Policy CS8 - Green Infrastructure

Approach to Green Infrastructure and New Development -

New development must be served by Green Infrastructure to meet the needs of residents and the local environment, in a manner which will:

- Contribute to the creation of a high quality residential environment;
- Provide access to high quality open space for leisure and recreational purposes;
- Seek to protect, maintain and where possible enhance biodiversity within and around new developments according to their designation and significance to provide space for nature; and
- Provide adequate mitigation and/or, as a last resort, compensation for Green Infrastructure or biodiversity loss, in circumstances where harm resulting from the development is otherwise unavoidable.

A per the “**Developer Contributions Supplementary Planning Document**” (June 2016), new residential developments that exceed 10 units are required to provide green open space provision on site at a ratio of 15.5msq of green open space per person.

Policy CS17 - Housing Sizes and Design Standards

Achieving a Mix of Housing Sizes

- 1) An appropriate mix of dwelling sizes will be sought across the borough, having regard to evidence of local housing needs and the monitoring of housing completions.

- 2) For individual residential developments of 15 dwellings or more, developers must demonstrate how their scheme contributes to the re-balancing of Knowsley's housing market in terms of the size of dwellings provided.
- 3) For smaller residential developments, a mix of housing sizes should be provided which complement the overall mix available in the area.

Residential Design Standards

4) All new residential development in Knowsley will be encouraged to comply with the following design standards (or equivalent replacement standard):

- a) Building for Life standards;
- b) Lifetime Homes design criteria; and
- c) Specific design and sustainability guidance in Policy CS19: Design Quality and Accessibility in New Development, Policy CS22: Sustainable and Low Carbon Development and relevant Supplementary Planning Documents.

Policy CS19 - Design Quality and Accessibility in New Development

- 1) To enhance the local distinctiveness, identity and accessibility of places, new development within Knowsley will be expected to:

- a) Respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment;
- b) Complement and enhance, existing landscape, topography, Green Infrastructure; and features of local importance and historic interest;
- c) Consider provision of landmark buildings and additional detailing at and adjacent to main gateways, movement corridors, town centres and strategic regeneration opportunities;
- d) Create spaces and places as a focal point, accommodating social interaction and active lifestyles, including provision and integration of high quality public realm and open spaces, public art; and landscaping which promotes biodiversity and integrates existing local habitats;
- e) Provide safe, secure and convenient routes for movement, with priority for walking, cycling and public transport, to meet the access needs of all users, particularly pedestrians, cyclists, less mobile people and the elderly;
- f) Integrate with existing development and link to existing amenities;

- 2) To maintain a good standard of amenity for all existing and future occupants of land and buildings, development proposals will be required to:

- a) Avoid unacceptable impacts on existing residents, business occupiers, and future occupiers;
- b) Minimise crime, fear of crime and anti-social behaviour, including good levels of natural surveillance and security; and
- c) Accommodate future maintenance and long term management requirements.

- 3) To address the challenges of climate change and future changes in social, economic and environmental priorities, new development should integrate:

- a) Sustainable design principles, with regard to Policy CS17: Housing Sizes and Design Standards and Policy CS22: Sustainable and Low Carbon Development as appropriate;
- b) Biodiversity (in accordance with Policy CS8);
- c) Flood risk mitigation (in accordance with Policy CS24);
- d) Waste recycling; and
- e) Energy and resource efficiency.

4.2 Summary of Relevant Knowsley “New Residential Development SPD” (September 2018) Policies



Integration with Existing Development - New residential development will be expected to:

- a) Respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment.
- b) Incorporate a gradual step up or down to neighbouring buildings where differences in height occurs, with lower buildings positioned around the edges of developments if surrounding buildings are lower.
- c) Provide adequate areas for parking, soft landscaping, bin storage etc.
- d) Avoid cramming where development is of high density, with floor areas of individual units complying with any current national or local minimum standards to ensure adequate living conditions.



Residential Mix - New residential development should:

- a) Include an appropriate mix of housing tenure, type and size to support the rebalancing of the housing market, to better meet housing needs and demands arising in Knowsley and promote social community integration.
- b) Where required, provide on-site affordable housing provision in accordance with Policy CS15 that is fully integrated with and not distinguishable from market housing



Accessibility and Movement: New residential development should:

- a) Connect into existing roads and footpaths, with linked streets to allow more flexibility and change in the future; cul-de-sacs should generally be avoided except as a limited part of a linked layout.
- b) Provide safe, secure and convenient routes for movement, with priority for walking, cycling and public transport, to meet the access needs of all users to and through the site.
- c) Incorporate layouts with priority for pedestrians, especially people with disabilities/emergency vehicles/cyclists/horse riders and public transport users.
- d) Where vehicle traffic volume is high, create appropriate crossings to encourage safe pedestrian movement.
- e) Slow traffic on residential networks utilising the design of buildings and spaces.
- f) Discourage through traffic (except buses) from residential roads by using carefully designed connected layouts. Routes which are for through traffic should be clearly defined.
- g) Ensure roads should lead to somewhere, be simple and clear, providing choice for residents and visitors, with positive social interaction to engender a sense of community of place/natural surveillance.
- h) Maximise connections to spread impact of traffic rather than concentrating it as far as practical.



Residential Layout - Proposals for new residential development should:

- a) Design & position buildings to provide a sense of place, with any focal points such as squares and green spaces being overlooked by front elevations where, and views of new and existing landmarks preserved.
- b) Ensure dwellings interact with public realm and private back gardens.
- c) Provide attractive and useful connections between places designed to follow natural desire lines, to encourage pedestrians rather than car use.
- d) Have a clear hierarchy of street types with differing characteristics that reflect their importance.
- e) Ensure public accesses have good natural surveillance & avoid public access around the rear of properties.
- f) Avoid high blank boundary treatments to public areas and ambiguous, indefensible spaces.
- g) Provide adequate amenity for existing occupiers having regard to any relevant spacing guidelines set out in the Householder Development SPD.
- h) Recognise environmental limits and minimise negative impact upon on-site constraints such as flood risk, land quality, mining legacy, water quality, etc.



Car Parking Requirements - New residential development will be expected to:

- a) Provide parking ideally in locations behind the building line at the side of buildings, or where this is not possible divided into small parcels screened by landscaping and surrounding buildings.
- b) Ensure any communal residential parking courts typically have no more than 10 spaces, and have direct visibility from public areas and/or neighbouring properties.
- c) Ensure rear parking areas are only accessible to residents, with full details of how these areas will be kept secure provided as part of the development proposal.



Electric Vehicle Charging Points - Proposals for new residential development will be expected to incorporate charging points for electric vehicles:

- a) Every new dwelling built with one or more dedicated parking spaces should be provided with one outdoor, weatherproof electric vehicle charging point readily accessible from one of the dedicated parking spaces;
- b) Where communal car parking is provided, electric vehicle charging points should be provided at a rate of at least one for every two communal parking bays.
- c) All electric vehicle charging points should be clearly marked as such;
- d) Compliance with these requirements will be secured by a planning condition.



Design of Public Realm and Waste Management - New residential development will be expected to:

- a) Ensure the design of any public realm is compatible with service provision
- b) Minimise waste, promote the use of recycled materials and facilitate the collection and recycling of waste
- c) Consider the recycling of waste as part of the design, and provide full details clearly indicating any provisions to be made for recycling. Storage areas should be located out of public view in a convenient location and with sufficient space to house all current and proposed recycling bins.



Integration of Public Open Space - Public open space to be provided as part of new residential development should:

- a) Have a clear function and not be purely ‘left over’ space.
- b) Ensure adequate natural surveillance and a secure environment that provides for the access needs of all users, including less mobile people.
- c) Integrate with the intrinsic landscape characteristics of the wider development whilst reinforcing and enhancing existing features of its setting and surrounding landscape.
- d) Be designed in a manner which considers planting provision at the outset, and co-ordinates with infrastructure, services and general building form.
- e) Take account of soil types, microclimate, water, and anticipated level of maintenance required.
- f) Plant native species wherever possible, as these contribute to local ecology.
- g) Connect open space networks with landscape elements, providing green corridor links to other sites and wider landscape.
- h) Soften boundaries adjacent to open land with planting belts – this may need a local reduction in dwelling density and specific building forms with enlarged gardens: alternatively arrange for off-site planting and its future management
- i) Ensure that suitable management arrangements are in place for the long term maintenance of open space.



Minimising Opportunities for Crime - Proposals for new residential development should:

- a) Ensure dwellings are securely designed, front onto the street, provide main entrance doors to properties from communal spaces and place windows in positions which enjoy good levels of natural surveillance.
- b) Avoid public footpaths and cycle ways which are segregated, and ensure roads and footpaths are direct and overlooked.
- c) Ensure that all public highways, footpaths and cycle routes, and car parking areas are highly visible (including at night) and have good levels of natural surveillance from nearby properties.
- d) Ensure that public and private spaces are clearly defined to provide defensible spaces, avoiding isolated private gardens and public spaces.
- e) Where residential curtilages adjoin public spaces (i.e. public footpaths, cycle ways, public open space, etc), use of walls and/or railings will be required to provide robust and durable boundary treatments. Fencing in such locations will not be supported.



Dwelling space - New residential development will be expected to:

- a) Demonstrate that dwellings will accommodate the furniture, access and amenity space required, including appropriately located private garden space.
- b) Demonstrate how the construction of the building will allow for the internal reorganisation of rooms or the extension of the dwelling.
- c) Be designed for flexible uses throughout their lifetime



Privacy and natural light - Proposals for new residential development should:

- a) Achieve and maintain adequate levels of privacy and outlook for occupants of the new housing and existing residents surrounding the site.
- b) Consider the position and orientation of habitable rooms, and location of their doors and windows to maintain privacy and minimise overlooking.
- c) Orientate habitable rooms to maximise their outlook and view, and overlook roads and paths where possible.
- d) Consider the orientation and design of buildings to maximise sufficient daylight and sunlight.



Energy and Sustainability - New residential development will be expected to:

- a) Comply with current Building Regulations by limiting energy use through incorporating high standards of insulation, heat retention, natural ventilation and passive solar techniques, and encouraged to achieve energy efficiency beyond mandatory requirements in accordance with Code for Sustainable Homes
- b) Demonstrate the incorporation of on-site renewable energy generation and low carbon energy, or alternatively provide contributions through the Council's Community Energy Fund/allowable solutions to reduce energy use.
- c) Use remaining fossil and other fuels cleanly and efficiently where opportunities exist through Combined Heat and Power (CHP) and District Heating systems or equivalent, where available.
- d) Use sustainable materials from local sources where possible and where appropriate recycle construction waste.



Water and biodiversity - New development will be expected to:

- a) Make the most effective and sustainable use of water, aggregates and other resources.
- b) Manage flood risk, including through the use of SuDS and flood resilient design.
- c) Ensure sustainable drainage systems are an integral part of the design of new development, with streams, ponds or lakes proposed as part of SuDS appropriately sited to enhance the layout.
- d) Consider the implications of the proposal for biodiversity and seek to protect, maintain and enhance biodiversity within and around new developments according to their designation and significance to provide space for nature.

DESIGN RESPONSES

SECTION 04

4.1 Mastersteps Plans



Mastersteps Plan - Step 1

The Site

- Application site identified edged red.
- The site boundary defines the outer limit of the application site.
- Vehicle access is to be taken off Prescott Park Way, as per the approved access. (indicated by arrow and dashed circle).
- Attenuation swale is also approved as part of a previous application.



Mastersteps Plan- Step 2

Existing Landscaping and Constraints

- Existing trees and other landscape features within the site boundaries have been identified;
- Existing landscaping located at the proposed site entrance points to be trimmed back in order to allow access.
- Longwood Mill Brook/Prescot Brook has been identified and it runs along the site's western edge(dotted blue).
- Existing drainage easements have been identified (dashed blue).
- Historical mineshafts have been identified on-site (outlined in magenta).
- Public Right of Way has been identified and it runs along the inner eastern edge (dotted orange).



Mastersteps Plan- Step 3

Connections, Views & Constraints

- Visual connections have been identified with opportunities to create multiple focal plots;
- Protection required on the Southern boundaries for sound penetration. Acoustic mitigation to be introduced into the area;
- The proposed layout must prioritise and address the transversing Public Right of Way.
- Proposed layout must be structured to accommodate the previously identified site constraints such as the historic mineshafts, drainage easements, existing landscaping and the Prescott Brook easement (dashed magenta).



Mastersteps Plan- Step 4

Vehicular / Pedestrian Routes

- Parcel configuration considered and developed with emphasis of creating an outward facing development;
- Spine road route is identified based on the orientation of development parcels. Road hierarchy established, access road in blue, private drives in pink;



Mastersteps Plan - Step 5

Public Open Space

- The western boundary is naturally segregated on site due to the presence of easement. In turn, this has created a natural buffer state between the park and the housing development.
- An additional public open space is proposed over the area occupied by the mineshaft. This space will act as a pocket park that could be utilised as an area of local play.
- Locations for sustainable drainage ponds have been identified on site according to the topography of the site as well as open public space.

4.2 Design Principles Summary

The mastersteps have attempted to demonstrate how the established design principles, derived from a detailed investigation of the surrounding local context, site opportunities and constraints as well as planning context analysis, have been implemented to ensure they can underpin the scheme to create an interesting place which is sympathetic and able to reference local context whilst ensuring the scheme has its own distinctive qualities. Below is a summary of design principles.

Site Access

Approved access taken via Prescott Park Way ensures convenient and well-connected access.

Parcel Structure

Parcel layout is structured around a series of site's constraints, optimising developable area, open spaces and enhancing the public realm.

Visual Integration

The proposed layout takes into account the broader landscape assets such as the Prescott Brook and Carr Lane Woods located to the west of the site. Landscaping abutting this edge are prioritised for retention and enhancement through proposed landscaping in order to minimise the visual impact of the development.

Noise Mitigation

The proposed layout is strategically set back from the M57 motorway in order to mitigate noise caused by passing traffic. Supplementary acoustic mitigation measures will be detailed in the following section of this document.

Sustainable Drainage

Attenuation ponds are proposed in locations on site that responds to the existing topography and existing landscape features on site.

Pedestrian Routes

The layout prioritises pedestrian routes that seamlessly link with the wider pedestrian routes and the Public Right of Way.

SECTION
05
THE SCHEME

5.1 Amount and Use

The development proposal are illustrated on the right, which identifies the intended landscaping, the proposed development and site access.

The application site covers an approximate total area of 3.4 hectares. The detailed masterplan comprises of residential use only with a total of 88no. units being proposed. These units are accompanied by off-street parking and landscaping. The buildings' structure comprises two stories consistently across the proposed development, with varying widths to add architectural variety.

The proposed units range from 2 to 4 bedroom properties, designed as detached, semi-detached and mews properties. The overall amount and locations is a result of layout design which in turn responds to the site's constraints and opportunities.



Proposed Site Layout

5.2 Scale

The scale of building is of importance if the development is to integrate into the existing context. With this in mind, the massing and rhythm of the surrounding buildings has been repeated within the proposed development, replicating the precedent set in the local area.

This consists of predominantly 2, 3 and 4 bedroom dwelling houses. Hard and soft landscaping features have also been chosen to reflect the scale and style of the surrounding area to enhance the amenity of residents.

All properties on site, as shown on the right, are 2 storey, the heights of which is approximately 8.5 metres with varying widths of buildings.

KEY

Legend



Proposed Storey Heights Plan

5.3 Layout and Structure

Development will be expected to reflect the relevant planning policy relating to matters of layout, scale, appearance and landscaping, as well as reflecting the principles set out in the “New Residential Development SPD”(September 2018). In addition, the proposed layout responds to the site’s constraints and opportunities detailed in the Planning, Design and Access Statement submitted as part of the outline planning application. Below are the key design principles that were considered:

- 1 The building’s orientation and layout were thoughtfully designed to create an outward-facing development that seamlessly integrates with the surrounding environment. Emphasis was placed on creating active frontages that overlook public open spaces, thereby ensuring constant surveillance enhancing security in these areas.
- 2 Vehicular and principal pedestrian site access is gained via an approved access taken off Prescott Park Way (Ref:22/00376/FUL).
- 3 All proposed dwellings are allocated their own off-road parking and their own secure private rear garden. Parking provision on site is in line with the Knowsley Borough Council car parking standards in quantum and size.
- 4 The existing boundary vegetation along the north-western site boundary is diligently preserved and is to be protected throughout the construction. Furthermore, this vegetation will be integrated into the site’s green infrastructure, ensuring its conservation and contribution to a sustainable environment.
- 5 All proposed building footprints fall outside of the perimeters of the existing mineshafts offset zone.
- 6 Previously identified easements that run through the site define the proposed road and parcel configuration. It has been ensured that no building footprint fall within the easement areas.
- 7 Dwellings are oriented to ensure that frontage is provided towards all public areas and footpaths.
- 8 Attenuation pond and swale are proposed in locations on site that responds to the existing topography and existing landscape features on site.
- 9 Proposed footpath connection.
- 10 Development parcels within the site have been designed to blend with the neighbouring residential area. These parcels adjoin the existing residential areas to the east creating a cohesive and integrated community.
- 11 Existing PROW retained. Dual aspect houses to front the public right of way



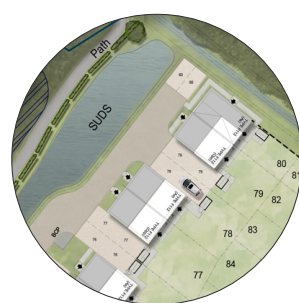
Proposed Site Layout

5.4 Servicing

Parking Arrangements

Varied parking solutions are proposed on site in order to reduce the impact of car on the street scene by ensuring each house has off street parking. Parking is provided to the side, to the front of the property or to the rear of the property where it's well overlooked. Where up-front parking is unavoidable, it has been restricted to short runs so as not to overwhelm the street scene with cars. Green space pockets, tree planting, low level hedging and incidental landscaping is to be implemented to help break up, screen and soften the impact of parking.

All proposed parking spaces are proposed off-road and within each plots private curtilage, causing no barriers to pedestrian movement on site. All proposed parking spaces proposed are adequate in size and compliant with the LPA parking standards.



Side Parking



Up Front



Rear

Electric Vehicle Charging Points

Electric vehicle charging points are provided to all proposed dwellings, in line with the principles set out in the New Residential Development Supplementary Planning Document (September 2018). Proposed EV charging points are provided at a ratio of 1:1 and are wall mounted or located at each individual parking space where parking is provided to the rear.

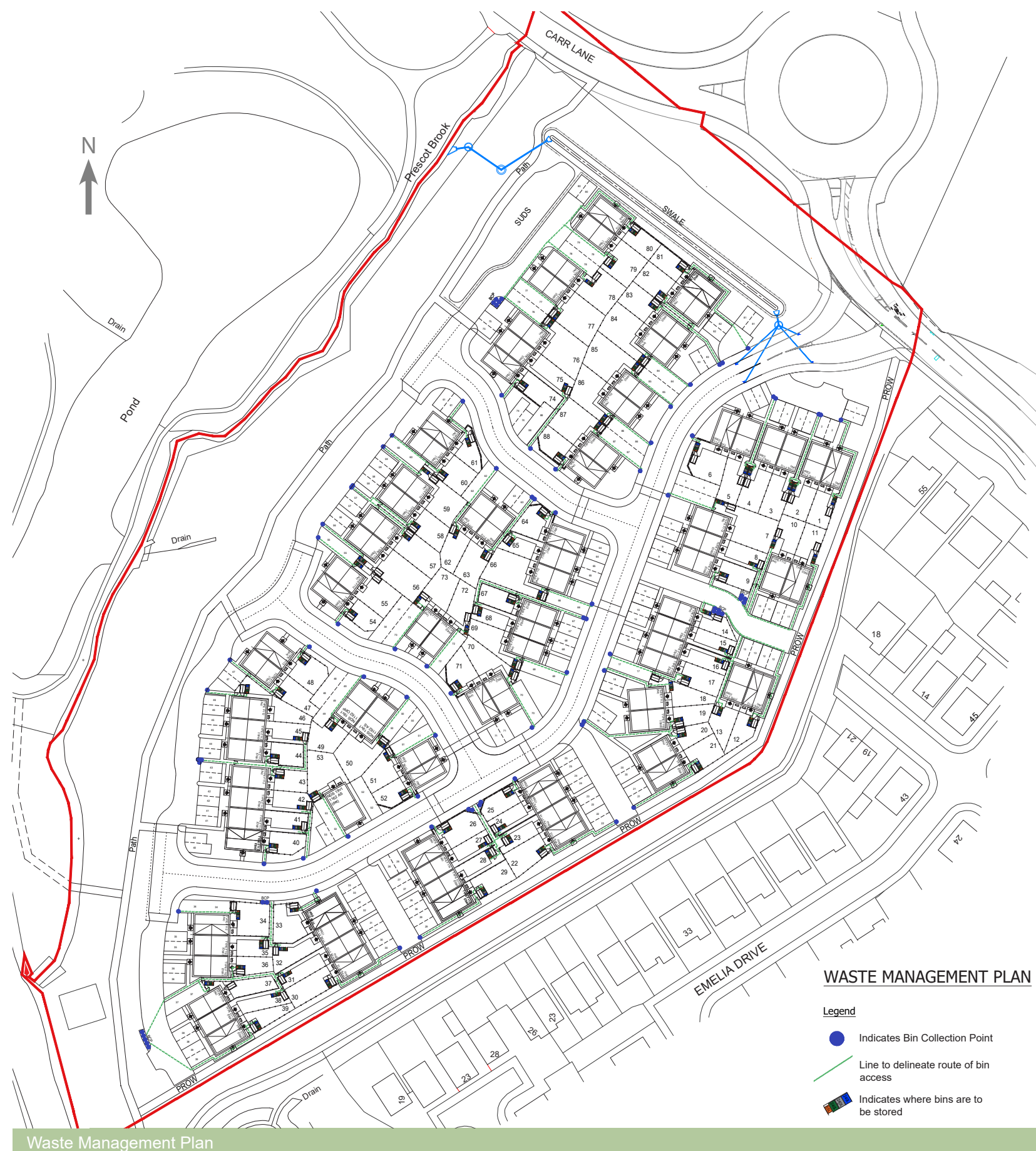
Refuse

Refuse and recycling has been a design consideration during the development of the proposed layout. As a result, each property will be provided with a hard standing area within the rear garden of the property, to site 1no. recycling bin, 1no. general waste and 1no. garden waste bin.

Additionally all plots will have a gated access route from the rear garden area to the highway at the front of the property to enable bins to be left out on collection day. Bins will be presented for collection by residents at the end of the private driveways or designated bin storage locations, no more than 15m away from the highway, in accordance with BS5906:2005 (British Standard: Waste management in buildings — Code of practice). Refer to the waste management plan - depicted on the right.

Cycle Storage

Each of the properties will have rear landscaped gardens that would provide adequate space for a lockable shed as a means of secure cycle storage.



Waste Management Plan

5.5 Access and Movement

Vehicular Movement

A key objective is to promote the efficient and safe movement of residents, visitors and goods throughout the site and promote connectivity with the existing residential settlement and the wider area. The design of the roads aims to calm traffic and suppress speeds with the use of direction changes, material changes and pinch points, forcing drivers to slow.

The access point is taken off Prescott Park Way, as per the approved access arrangement (Ref: 22/00376/FUL).

All primary vehicular routes are 5.5m wide with pedestrian footpath provisions to both sides. Narrower streets branch off these vehicular routes to create private drives, differing in surface treatment from the access road to aid legibility. Private drives are shorter, pedestrian friendly driveways that allow for access to a small number of properties.

Varied turning configurations are accommodated within the proposed layout to ensure the road pattern does not become repetitive, adds distinctiveness whilst maintaining adoptable standards. A number of private drives have been widened to 6 metres to increase maneuvering space and facilitate vehicular turns.

Overall, the road layout and hierarchy has been designed to promote a pleasant, low traffic impact environment, within which the proposed dwellings are designed to face outwards where possible in order to enhance natural observation within the layout that would subsequently minimise the creation of ‘negative spaces’.

Key

Indicates Primary Vehicular Route

Approximate Location of Private Drives

M57 Motorway

Prescot Park Way

Carr Lane

Approved Site Access Point

The map illustrates the proposed vehicular movement plan for a residential development. It shows the site's location relative to Prescott Park Way, Carr Lane, and the M57 Motorway. The map includes a north arrow, a scale bar, and a key. The site is divided into several plots, each with a unique identifier (e.g., F114, F112, F113, NDS19 v1, etc.). The map also shows the location of private drives, primary vehicular routes, and the approved site access point. The map is color-coded to show different types of roads and features.

House Type	Bed / Person	Type	No.	GIFA sqft	Total sqft	GIFA sqm	Total sqm	Type Split
F114	2b4p	Semi/Mews	20	781	15620	72.56	1451.1	22.7%
F112	3b5p	Semi/Mews	48	901	43248	83.71	4017.9	73.9%
F113	3b5p	Semi/Mews	17	907	15419	84.26	1432.5	
NDS19 v1	4b6p	Semi/Detached	3	1162	3486	107.95	323.9	3.4%
Total			88		77773		7225.4	100.00%
Gross Site Area:	8.44	Acre	3.42	Hectares				
SUDS	0.21	Acre	0.08	Hectares				
POS/Woodland	2.53	Acre	1.02	Hectares				
Undevelopable	0.23	Acre	0.09	Hectares				
Nett Site Area:	5.470	Acre	2.21	Hectares				
Gross Density:	10.43	Units/Acre	25.76	Units/Hectare				
Nett Density:	16.09	Units/Acre	39.75	Units/Hectare				
Gross Footage:	9214.81	SQFT/Acre	2115.41	SQM/Hectare				
Nett Footage:	14218.10	SQFT/Acre	3263.99	SQM/Hectare				

Vehicular Movement Plan

Pedestrian Movement

Accessibility and connectivity have been prioritised in the design of the site, with dedicated footways separating pedestrian from road traffic in the main public realm with clear visual links between the entrances to the site and entrances to buildings.

The orientation of plots has been carefully planned to promote an active frontage over all pedestrian routes. This approach ensures that pedestrian routes are appropriately surveilled, further enhancing safety throughout the site. In addition, all pedestrian circulation routes to be level or gently-sloping (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2013).

To further improve accessibility, the development proposes multiple pedestrian entry points that connect to existing footpath routes beyond the site's boundaries. These additional access points serve to provide residents and visitors with convenient and secure routes, enhancing connectivity to the surrounding community. By embracing these access points, the site becomes an integrated part of the neighbourhood, fostering a sense of community and ease of movement.

Overall, the layout prioritises sustainable modes of transportation, creating an ideal location for modern urban living. With enhanced accessibility and connectivity at its core, this development fosters a thriving, inclusive community that prioritises the well-being and convenience of its residents and visitors alike.



Pedestrian Movement Plan

5.6 Appearance



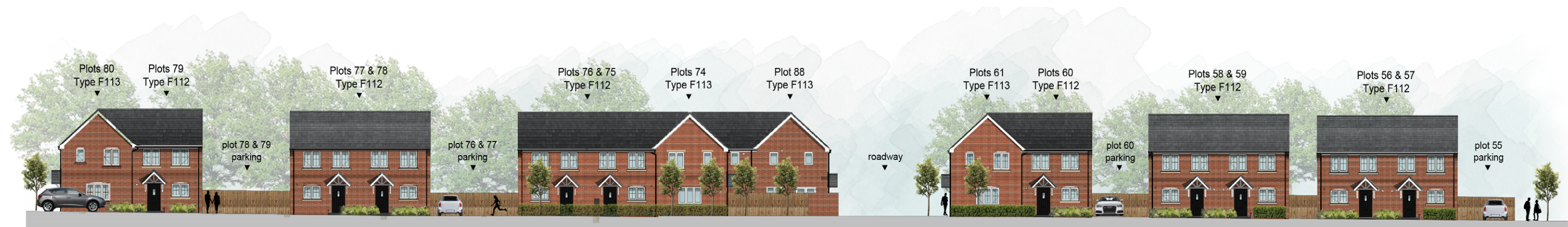
Street Scene A-A



Locator Plan



Street Scene B-B



Street Scene C-C

5.7 Proposed Materials & Hardstanding

The proposed dwellings in the layout will be predominantly constructed with red and orange brick, creating a cohesive and visually appealing aesthetic. The roofscape is intended to be grey, complementing the surrounding residential area's material pattern. To maintain consistency and unity within the development, all boundary brick screen walls will be built using the same material as the main property they abut.

Our objective is to create a blend of locally distinct, high-quality housing that adheres to the vernacular style of the surrounding area, as outlined in the Knowsley Design and Quality in New Development Document (September 2018) Wakefield Development Policy D 9: Design of New Development. The use of premium materials in construction will ensure the development's longevity, contributing to its attractive appearance for years to come.



Key

<u>Palette</u>	<u>Brick Type</u>
	Indicates red facing brick - Hawkins Antique
	Indicates red facing brick - Weathered Wren

<u>Brick Garden Wall Type</u>	
	Indicates red facing brick - Hawkins Antique
	Indicates red facing brick - Weathered Wren

<u>ROOF TILES</u>	
	Indicates Grey concrete roof tile

<u>Rain Water Goods</u>
All rain water goods to be black UPVC.
<u>Fascias & Soffits</u>
All goods to be white UPVC.
<u>Windows</u>
All goods to be white UPVC.



Proposed Materials Layout

5.8 Proposed Housetypes

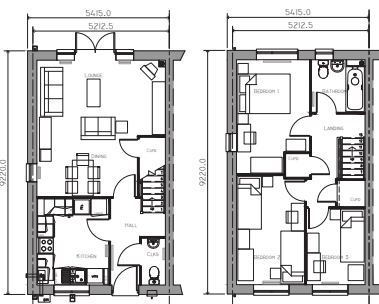
A character study of the local area was carried out, examining architectural form, details and materials. The housetypes have been designed to compliment their setting and surrounding context, designed as red and orange brick with a grey pitched roofscape. Consistent window style and fenestrations are proposed, with windows placed on principal elevations to ensure natural surveillance. The floor plans were created to cater to the diverse needs of potential residents, accommodating a wide range of users with thoughtful layouts and functionalities.

Residential Standards

Access to and within the public external environment is designed to ensure that there are no excessive changes in level between the highway and the private spaces. Houses are to be constructed at a minimum standard of latest Building Regulations ensuring each property has level access for ease of wheel chairs (as defined in Section 1, Approved Document M, Access to and Use of Buildings, Building Regulations 2013).

Energy Efficiency

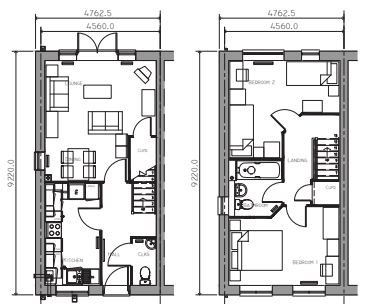
The proposals for the site will provide a sustainable form of development. In our view sustainability is derived from the provision of an inclusive safe and well managed environment. In line with Local Plan Policy D28 (Sustainable Construction and Efficient Use of Resources) the proposed dwellings within the proposed development would be built to achieve the equivalent energy requirements of Level 4 of the Code of Sustainable Homes (19% improvement over the Building Regulations).



Housetype F112



Example colour
Housetype F112



Housetype F114



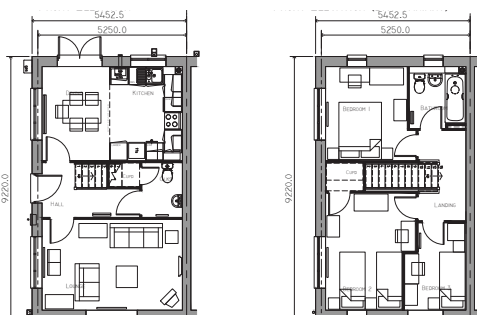
FRONT ELEVATION
Example colour
Housetype F114



Housetype NDS - 19V1



Example colour
Housetype 19(v1)



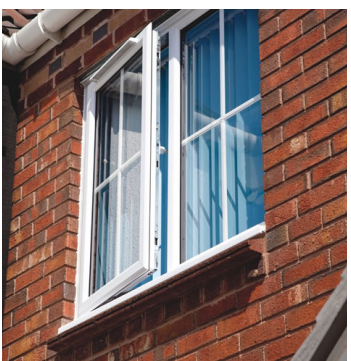
Housetype F113 (Dual Aspect)



FRONT ELEVATION
Example colour
Housetype F113

Precedent Images and Indicative Material Swatches

The following images serve as a visual representation of the array of features and materials found within the local vernacular that have influenced the design and material selection of the proposed housetypes.



5.9 Boundary Treatment Considerations

The proposed housing layout has been designed to create distinct spaces, reinforcing the divide between public and private spaces. Strong boundary treatments will further reinforce these boundaries and create distinct local characteristics.

Private Gardens

Each dwelling will have rear and front gardens, with simple landscaping featuring lawned areas and tarmac drives. Some properties will have tree and shrub planting for added visual interest.

To ensure that the privacy and security of each dwelling is maintained, all intermediate plot boundaries will be enclosed with a 1.8m high timber close boarded fencing and a lockable gate.

Boundary Treatment

Brick screen walls are proposed at focal boundaries in order to ensure security within the development as well as provide a visually appealing barrier along the street scene. The screen walls will match the materials of the proposed dwellings and be partially shielded by carefully selected planting.

- Indicates 1.8m High Brick Wall with piers.
- Indicates 2.1m High Acoustic Fence
- 1800mm high close boarded fence.
- 500mm knee rail fence
- Timber gates to be erected to rear gardens. (as indicated on site layout).
- Hedgerow
- Proposed tree planting. (Refer to Landscape Layout for further details).



Boundary Treatments Plan



1. Example of a 1800mm close boarded fence.
2. Example of a acoustic timber fence.
3. Example of plot landscaping.
4. Example of a 1800mm solid brick screen wall.

5.10 Landscaping and Public Open Space

The Landscaping

The site's landscape design incorporates several elements that aim to enhance the environment and create a visually appealing landscape. One of these elements is the use of tree lined roads, which not only provides shade and improve air quality but also add aesthetic value to the site.

The use of low-level hedging is proposed along the street scene that will aim to break up parking spaces and add visual interest. This can help define parking areas and provide privacy for adjacent properties.

In addition, front gardens are designed with ornamental planting to add colour and interest. Rear gardens are designed to be lawned, providing a space for recreation and relaxation.

Hard Landscaping

The palette of hard materials focuses on simple, robust and enduring palette that reinforces the landscape character. The lifespan of the hard landscaping will be of critical importance when considering surface finishes if longevity is to be achieved.

The proposed hard landscaping to all primary vehicular and pedestrian routes to be black tarmacadam, with private drives to be in black tarmacadam with red chipping. Tegula block paving is proposed to raised tables at focal areas.

Public Open Space (POS)

As per the “**Developer Contributions Supplementary Planning Document**” (June 2016), the required amount of public open space to be provided per person is per below breakdown:

Typology	Standard Provision in M ² per Person
Park and Green	8 m ²
Amenity Greenspace	5m ²
Provision for Children and Young People	1m ²
Allotments	0.5m ²
Total	14.5m ²

Type of Unit	Capacity per Unit (SPD)	Number of Units Achieved on Site	Total Capacity (Persons)
2 Bedrooms	3	20	60
3 Bedrooms	4	65	260
4+ Bedrooms	5	3	15
		Total	335

Based on the total number of persons on site, **4854.15msq** is required on site and the total amount of POS achieved on site is **10238.5msq**.



SECTION
BUILDING FOR A HEALTHY LIFE 06

6.1 Building for a Healthy Life



A 'Building for a Healthy Life' assessment has been produced by Baldwin Design Consultancy Ltd in accordance with the 'Building for a Healthy Life' headings.

Response Grade.

Green = go ahead

Amber = try & turn to green

Red = stop & rethink

Natural Connections



Primary vehicular and pedestrian routes have been extended to the site boundaries. Pedestrian routes have been provided throughout the site aligned with the proposed vehicular routes. It is proposed that vehicular and pedestrian access into the site is to be taken off Prescott Park Way. The single access point will allow good permeability and connections.

The access road hierarchy has been designed to promote a pleasant, low traffic environment and to design out 'rat runs', parcels have been oriented in order to provide natural observation over all pedestrian routes and minimise the creation of 'negative spaces'.

Existing trees and green assets to the north and north-west have been retained and enhanced through additional planting and a robust planting scheme in order to assimilate the site into its surroundings and the adjacent woodland - Carr Lane Woods.

Walking, Cycling & Public Transport



Pedestrian routes have been provided throughout the site, with priority being given to pedestrians and cyclists as they move through the development. Shared surfaces and pedestrian footpaths run alongside vehicular routes providing safe, coherent routes through the site.

The existing PRow has been retained up to the site's entrance, and its stretch along the southern boundary has been re-routed to run along the northern edge of proposed development. The re-routed PRow reconnects to the existing pathway to the south of the site. The new pedestrian pathway is integrated into the site's green infrastructure.

Facilities and Services



Community facilities such as health centres, retail provision, schools, places of worship and eateries all have adequate provision off-site within walking distance and are within an accepted walking catchment area. Large areas of woodland, green spaces and children's play area are located directly on site and are easily accessible.

Home for Everyone



The tenure of the development is for the provision of Rent to Buy and Shared Ownership properties, with a mixture of house typologies and scale provided across the site.

As the housing mix comprises of detached, semi-detached, mews units it is possible to give every dwelling private outdoor space and off-street parking. This mixture of house types allows for changing circumstances and promotes social mobility. The scheme delivers a good supply of family homes, ranging between 2-4 bedrooms.

A full breakdown of the proposed units can be found in Section 4, page 19. This scheme delivers a good supply of bespoke family homes that will give local people an opportunity to up size, down size or get on the property ladder.

Making the Most of What's There



The site is a brownfield site that is primarily composed of scattered scrub and trees. The existing trees and hedges have been retained where possible and have determined the form and structure of the development parcels and orientation of plots. The proposed additional planting will spread the green infrastructure network throughout the site.

Attenuation ponds have been located to the north of the site, strategically utilising the site's natural topography. The area over mineshafts, north-western and northern corners of the site have all remained undeveloped and are incorporated into the ecological mitigation and management plan.

The proposed residential development demonstrates how brownfield sites can be re-purposed and transformed into safe and sustainable housing solutions that cater to the needs of the community.

A Memorable Character



The house types have been designed with a contemporary style in response to the more modern influences of surrounding buildings. A cohesive visual style and materials will run through the development and will be tied back to the surrounding area through sympathetic landscaping and pedestrian, cyclist and vehicular connections.

Well-established existing vegetation around the north-western and northern boundary edges of the site will contribute to the site's integration into its surroundings along with the additional proposed landscaping around the site.

Well Defined Street and Spaces



The development has been designed to face outward towards existing green open space and the public realm, with distinct feature plots at intersections and dual aspect units at corners to avoid blank elevations facing onto public spaces.

Access to all plots is simple and direct, each plot is provided with off-street parking and all houses are provided with private outdoor spaces.

Street planting has been provided to augment the existing green infrastructure with standoff provided for the provision of in-plot landscaping.

Easy to Find Your Way Around



The development has a legible layout that promotes way finding through variation in surface treatment and the provision of vista plots at key locations to help people find their way around the development.

The house typologies and orientations are matched to the road layout to create a positive relationship with their surroundings.

The vehicular entrance to the site from Prescott Park Way is obvious and serves each area evenly providing easy access to the central locations and facilities.

Healthy Streets



The road layout has been designed to incorporate measures to ensure a healthy, secure environment for residents and visitors, such measures include a decreasing road hierarchy to reduce vehicular speeds through primarily residential areas. The well overlooked public open green spaces located to the north west of the site will provide people with an area to gather, chat and play in a secure environment.

The arrival area has been thoughtfully designed to exude a positive and welcoming outlook with green spaces, tree planting and outward facing properties creating an entrance gateway into the development.

Street-side landscaping has been provided to further enhance the public spaces. Layered landscaping has been provided to boundaries of the site to further complement the existing landscaping.

Cycle and Car Parking



As the development comprises of detached, semi-detached, mews properties, off-street car parking has been provided to all plots. Side parking has been provided where possible to break up large expanses of up-front parking. The parking spaces will be fully compliant with LCC parking standards.

Electric vehicle charging points are also provided to each property, in line with the aspirations set out in the "New Residential Development SPD" (September 2018).

Green and Blue Infrastructure



As mentioned previously, the existing green infrastructure has been retained at the boundaries of the site and enhanced with additional planting throughout. The net amount of on-site public green open space provided on site exceeds the required POS provision on site. Where possible, housing layout has been designed and oriented to provide the green spaces with natural surveillance. The additional planting will spread the green infrastructure network throughout the site. Rainwater attenuation is provided through the provision of a pond and a swale to the north-west of the site.

In addition, the site is directly adjacent to large areas of woodland - Carr Lane Woods. Well-defined pedestrian pathways have been strategically established to create a seamless and easy connections between the site and these green spaces. This serves to significantly enhance the potential for future residents to establish strong and accessible connections with natural green spaces.

Back of Pavement, Front of Home



The housing layout has been designed to create distinct spaces, reinforcing the divide between public and private spaces. Strong boundary treatments will further reinforce these boundaries and create distinctive local characteristics.

The scheme is made up of family homes with substantial gardens. Adequate space has also been allocated for front garden spaces that will create opportunities for social interaction. The layout has been designed to minimise 'left over' spaces that serve no public or private uses.

A coherent waste management strategy has been implemented to ensure that waste is safely stored and disposal is easy. Waste management strategy has been designed in accordance with BS5906:2005 (British Standard: Waste management in buildings - Code of Practice).

It is proposed that the bin facilities for these properties will be contained within the private garden area of the associated dwelling. Additionally all plots will have a gated access route from the rear garden areas to the highway at the front of the property to enable the bins to be left out on collection day.

SUMMARY & CONCLUSIONS

SECTION
07

7.1 Summary & Conclusions

This Design Statement accompanies a full planning application for the approval of application for a residential development of 88no. dwellings, with associated parking and landscaping. The layout of the proposed scheme has been designed to reflect the existing opportunities and constraints of the land at Carr Lane and aims to regenerate the vacant brownfield site in line with the emerging Local Plan and Council's vision for the locality. The existing site features have been retained and used to enhance the amenity of the site creating a development that positively responds to the existing landscape character of the site. The residential development will offer a wide range of much needed top-quality family homes, including two, three and four bedroom homes designed as semi detached and mews properties.

The evidence, analysis, and supporting images presented in this document reinforce our belief that a sensitive, aesthetically pleasing solution has been attained that embodies the characteristics of Prescot and the surrounding vicinity. The proposed development will not only regenerate the vacant land but also create an attractive living environment for the new residents. In conclusion, this Design Statement affirms that the proposed development will be an asset to the area, both in terms of meeting the housing needs of the community and enhancing the locality's character.



