

Design Compliance Statement

Our ref 41497/19/SPM/IZ
Date 22 July 2022
To Knowsley Council
From Lichfields
Copy Redrow Homes Limited (Lancashire)

Subject East Halewood Plot 3 Reserved Matters

1.0 Introduction

- 1.1 This Design Compliance Statement [DCS] has been prepared by Nathaniel Lichfield & Partners [Lichfields] on behalf of Redrow Homes Ltd (Lancashire Division) [Redrow]. This accompanies an application for reserved matters approval for part of Plot 3 pursuant to hybrid planning permission 19/00521/HYB at East Halewood.
- 1.2 The application site forms part of the wider East Halewood SUE which is allocated for a new residential within the Knowsley Local Plan Core Strategy (Policies SUE1, SUE2 and SUE2b) adopted in 2015 with an indicative development capacity of approximately 1,100 dwellings to be developed up to 2028. Other land parcels are being delivered by Bellway Homes Ltd (North West Division) [Bellway] and Miller Homes Ltd [Miller]. Together the developers have engaged with the Council for a considerable period of time through the Local Plan, Masterplan and Supplementary Planning Document [SPD] preparation. They continue to work with the Council in order to take the sites forward.
- 1.3 The application relates to part of Plot 3 and proposes the following development:
“Approval of reserved matters, namely layout, scale, appearance, and landscaping pursuant to hybrid planning permission A/12/76665 (as amended) for residential development, internal access roads, public open space, a substation and other associated works.”
- 1.4 The Council has produced a comprehensive Masterplan for the wider SUE site. A Design and Access Statement [DAS] and addendum was prepared to accompany the hybrid application which demonstrates how Redrow’s proposals have responded to the Masterplan. Whilst the DAS was not formally approved document as part of the hybrid permission, it forms the basis to which the detailed element of the hybrid application was considered acceptable and thus, together with the Masterplan, establish board parameters for this reserved matters application. This application is therefore accompanied by a Design Compliance Statement which demonstrate that the layout and design of the new homes will comply with these parameters and complement the other proposals within the wider SUE site, as well as the existing housing in the local area.

2.0 Site and Surrounding Area

- 1.5 The application site forms part of the wider East Halewood SUE which is located to the east of the settlement of Halewood within the KMBC administrative authority area.

- 1.6 The wider East Halewood SUE extends to a gross area of circa 80 ha. It comprises three distinct development parcels which are physically subdivided by the Manchester to Liverpool railway line and the A562 (Higher Road / Speke Boulevard link). The area to the north of the railway line comprises around c.30 ha, whilst the central and southern portion of the site comprises c.50 ha.
- 1.7 In a general sense the SUE is located in close proximity to numerous convenience shops, play areas, schools, Halewood train station and a leisure centre. The SUE is easily accessible by road and other modes of transport. A regular bus service operates along the western boundary of the site on Baileys Lane. The Halewood train station is in close proximity to the SUE. There are a number of ponds within the SUE and on the land surrounding it.
- 1.8 This application site comprises 11.42 ha. The site is located centrally within the wider East Halewood SUE and sits within the approved development for the remaining part of Plot 3 which is currently being delivered by Redrow. Plot 3 is bounded by the Manchester to Liverpool (via Newton-le-Willows) railway line to the north-west, Lower Road to the north-east, Baileys Lane to the west, Finch Lane to the east and Plot 4 to the south. Plot 4 has detailed planning permission for residential development which is currently being delivered by Bellway.
- 1.9 The entire site is located within Flood Zone 1 and is at little or no risk from flooding. There is a small pond adjacent to the site's western boundary with Finch Woods.
- 1.10 The site is irregular in shape and predominately flat, comprising agricultural land. The boundary between Plot 3 and 4 comprises a line of trees/hedgerows running through the site. There are no designated heritage assets located on the site.

3.0 Proposed Development

- 1.11 This application provides details reserved for future consideration including details of the layout, scale, appearance and landscaping of 318 dwellings. The dwellings will comprise a mix of 57 one-bed apartments and 44 two-bed, 44 three-bed and 173 four-bed family homes. Out of these, 131 dwellings will be delivered as affordable housing comprising a mix of 57 one-bed apartments, 44 two three bed and 30 three bed homes. The proposed apartments are three storeys, and the dwellings are two storeys in form.
- 1.12 The site is split into two residential areas as detailed above. These are referred to the north-western [NW] parcel and south-eastern [SE] parcel. Vehicular access into these parcels is already approved as part of the full element of the hybrid permission and through the full planning permission for the Bellway development to the south (detailed in planning history section above). The proposed dwellings are arranged around a hierarchy of estate roads.
- 1.13 There is an area of open space proposed in the NW parcel. This includes a LEAP. Further open space is provided on the east boundary of the application site and around the woodland to the southwest. The total amount of open space to be provided by this phase comprises 1.89ha. Footpaths are provided through the areas of open space including along the eastern boundary of the site and connections to the woods, the Bellway development to the south alongside the vehicular access connection and to the public right of way which crosses the southern boundary of the site.
- 1.14 A varied mix of housetypes are proposed but remain similar in terms of materials and design. This provides variation and provokes interest and enhanced legibility within the

site. The buildings follow a consistent building line and the properties have been orientated to ensure principal windows of the proposed dwellings do not face each other. Consideration has been given to the orientation of dwellings to ensure that these front onto areas of open space and other prominent areas.

- 1.15 Dwellings are set back from the road with a front garden and driveway area. Dwellings are proposed to address street corners and enhance natural surveillance throughout the development. Dwellings are proposed with a front and rear garden and car parking spaces either to the front or side of or near to the respective unit. Some are also proposed within garage which can be used for the storage of bicycles. All properties are provided with designated areas for storage of waste and recycling bins. The proposed apartments will be served by communal parking areas and cycle and bin stores.
- 1.16 The boundary treatments and landscaping have been carefully considered to create defensible back gardens, utilising close board fencing, brick garden walls, walls and railings and knee rails.

4.0 The SPD Design Principles

- 4.1 The SPD sets out the following design principles for the SUE site allocation:
 - 1 The development should include a number of character areas, to build distinctive neighbourhoods within the development which add richness and contribute to a sense of place.
 - 2 A broad range of green spaces, suitable for a variety of purposes, should be an integral part of the development and should provide safe, accessible walking and cycle connections within and beyond the site.
 - 3 Variations in density and style of building should respond to the site's transition from suburban to semi-rural surroundings, create a legible and permeable townscape, and contribute to making an interesting and stimulating place.
 - 4 The site should be linked into the wider Halewood area with active housing frontages (principally to Greensbridge Lane, Baileys Lane, Lower Road and Aldersgate Drive).
 - 5 The interface with Higher Road should be present a distinctive and positive gateway for the development, for Halewood and for Knowsley as a whole.
 - 6 A design framework should set out principles for key places within the site such as gateways and main streets – to create a coherent sense of place and embed local distinctiveness. This can include “design code” type materials, providing clear guidance for character areas and key spaces and places.
 - 7 Design and layout proposals should respond appropriately to ecology, heritage, landscape, environmental resources and protection and other matters identified by the technical evidence set out in Box EH2, including an appropriate response to the Listed gravestone and its setting.
 - 8 The Council strongly encourages independent design review to be undertaken as part of the process of preparing the masterplan and planning applications.

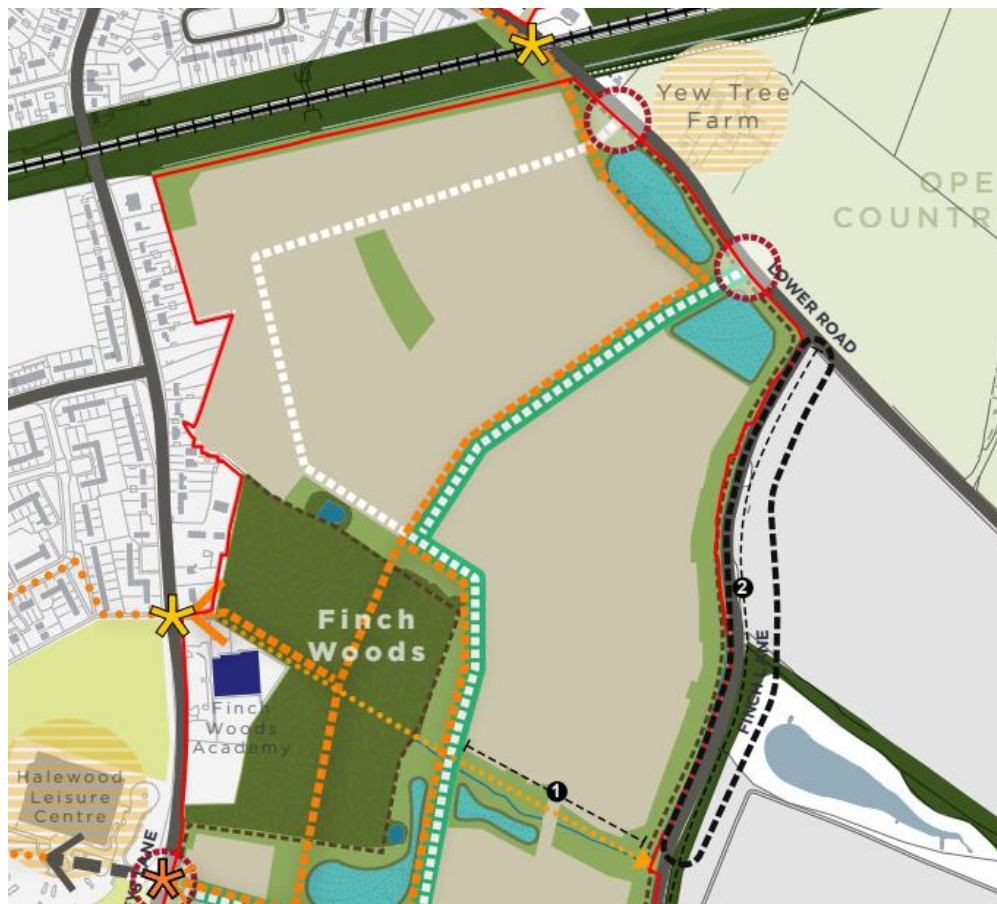
5.0 Compliance with the Key Development Parameters

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

Land Use and Amount (05b)

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

Figure 1 KMBC Framework Plan



Source: KMBC SUE Site Allocation Masterplan Document

5.3 The Framework Plan shows the application site as a proposed area for residential development (grey). It shows dedicated pedestrian and cycle routes from Finch Woods towards Lower Road (orange dash) which includes a bus route (teal green line) and key avenue (white dash) and another parallel key avenue to the west. It also includes areas of on-site green space (green) the northwest corner, a small area in the middle, along the northern boundary, around Finch Woods, on the southern and eastern boundaries. It also outlines a PROW on the southern boundary (black dash) which requires improvements and historic hedgerow (brown dash) on the eastern boundary.

5.4 An updated Framework Plan was submitted with the hybrid application which identified residential areas and landscaped areas which is broadly consistent with the masterplan document. An extract of this is shown in Figure 2 below.

Figure 2 Redrow Framework Plan



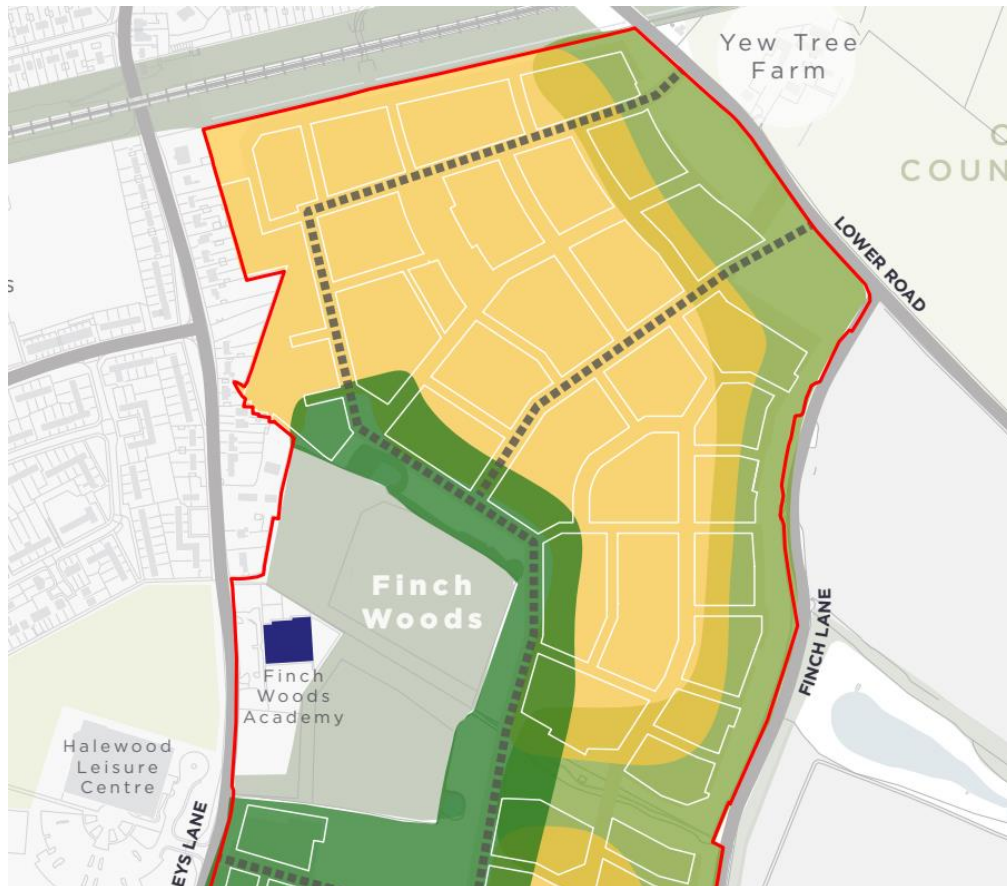
Source: Application 19/00521/HYB Redrow Design and Access Statement Addendum

5.5 The indicative masterplan established the basis for the detailed element of the hybrid planning permission which was found to be acceptable by officers and approved. The proposed development has been designed to follow these principles, incorporating green space in accordance with these indicative parameters within the wider residential area. Provisions have also been made for key avenue in the form of a primary route in accordance with the masterplan document.

Residential development (o5c)

5.6 The approved masterplan document sets parameter for the housing mix (which is assessed within the planning statement) and character and density of future residential development. In terms of Character Areas Figure 3 below provides an extract of the plan.

Figure 3 KMBC Character Areas Plan



Source: KMBC SUE Site Allocation Masterplan Document

- 5.7 The character areas plan shows the application site as predominantly community core with country edge on the eastern boundary and to the south at plot 5 and woodland edge around Finch Woods.
- 5.8 **Community Core** -this is the largest character area comprising medium density (c.30-35dph) with general increase in density from north to south. It comprises a legible and permeable street layout providing for good overlooking of streets with a relatively informal feel; and contains local open spaces which are well connected to Finch Woods and other landscape features by permeable, pedestrian friendly links.
- 5.9 **Woodland Edge** - this character area meets and integrates the development with the edge of Finch Woods. The scale and intensity of built form will comprise medium density (c.35-40dph) with opportunity for 2.5 - 3 storey dwellings overlooking Finch Woods. This comprises prominent continuous frontages with a consistent building line and strongly defined public/private boundaries.
- 5.10 **Country Edge** - this area provides an interface between the new community edge and the surrounding countryside. Future development should be outward facing, towards the rural character of Finch Lane and its junction with Lower Road. This comprises a lower density area (c.25-30dph) presenting a 'soft' gateway with prominent high-quality landscape.

- 5.11 A more detailed character area plan was developed which was submitted with the hybrid application. This is consistent with the proposed spatial character areas set out in the masterplan document.

Figure 4 Redrow Character Area Plan



Source: Application 19/00521/HYB Redrow Design and Access Statement Addendum

- 5.12 The differentiation in character between streets is enhanced through variations in building set-back distance as well as through boundary treatments and landscaping. For example, the primary routes are defined by street trees on both sides as well as brick pier and railing boundaries to reinforce the formal character of these routes and the secondary streets will feature estate railings to create a more rural character. These railings will be of a bespoke design with the initials of the development name incorporated contributing to a sense of place and identity.
- 5.13 The indicative parameter plans established the basis for the detailed element of the hybrid planning permission which was found to be acceptable by officers and approved. The proposed development has been designed to follow the same principles of the character areas established as part of the hybrid permission.

- 5.14 In accordance with the masterplan document, density of the built form increases from north to south. Dwellings have been orientated to overlook Finch Lane and the areas of open space including Finch Woods. The placement of dwellings on the eastern boundary have been spaced out to create a soft gateway view from the countryside edge to reinforce the rural character of this boundary.

Green Infrastructure (05d)

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

Figure 5 KMBC Green Infrastructure Framework Plan



Source: KMBC SUE Site Allocation Masterplan Document

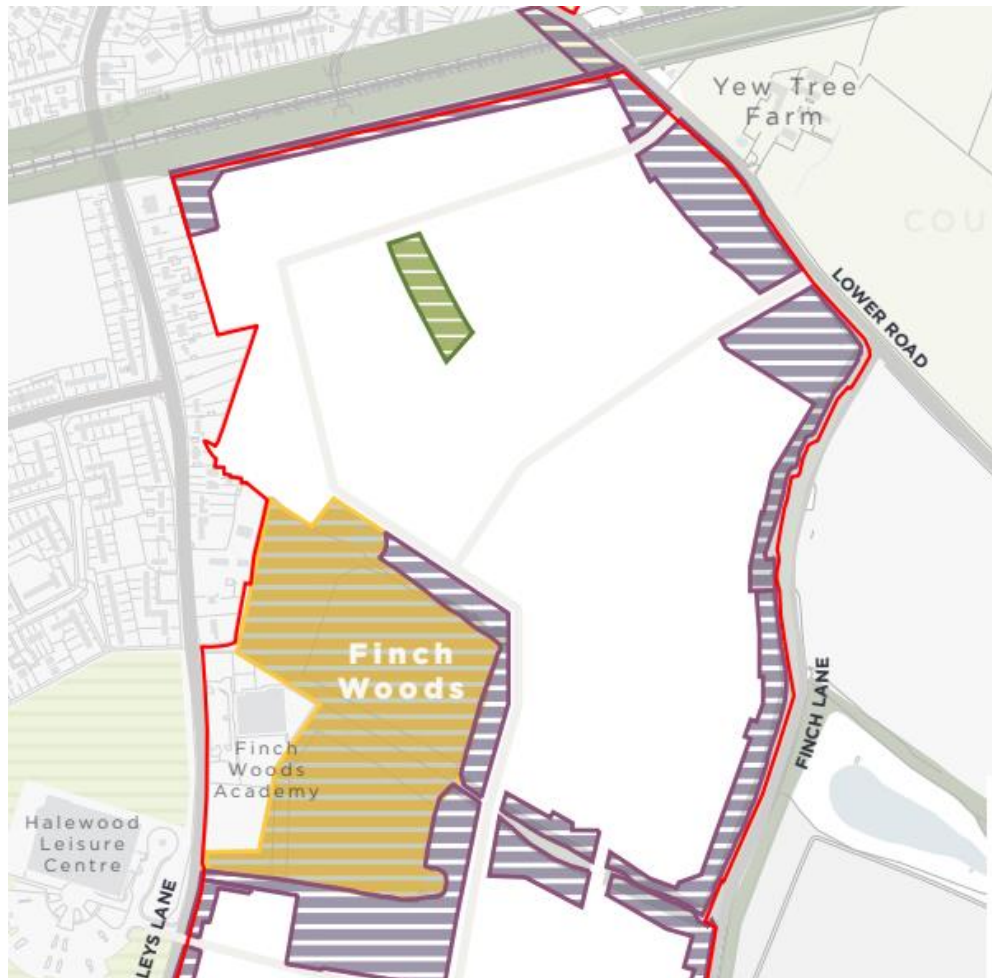
- 5.16 This plan incorporates a LEAP (orange circle) within an area of open space for children and young people (light green). It also shows a utilities easement to the north, eastern and southern boundary of the site (light green with dark green stripes). A strategic green connection runs from Finch Woods towards Lower Road which turns left along Lower Road (light green parallel lines) and from Finch Lane towards and through Finch Woods. These incorporate a dedicated pedestrian and cycle route (orange dashed lines). A neighbouring uses buffer is shown around Finch Woods.

- 5.17 The indicative parameter plans / masterplans worked up and submitted as part of the hybrid application followed the broad principles of the green infrastructure parameter plan. This includes a dedicated area of open space and the green boulevard representing the strategic green connection. It also includes green buffers along the north-eastern and southern boundaries in accordance with the masterplan document. The indicative plans established the basis for the detailed element of the hybrid planning permission which was found to be acceptable by officers and approved. The proposed development has been designed to follow the same principles established as part of the hybrid permission.
- 5.18 The detailed proposals for this phase of development includes the provisions for a LEAP and incorporates the relevant green space and buffers along the perimeter of the site boundaries in accordance with the masterplan document. Provisions have also been made for active travel links through the green infrastructure proposed in accordance with the wider principles established as part of the masterplan document.
- 5.19 Further details of proposed landscaping and planting are shown on the landscaping plans which have been submitted with the application and a summary is provided within the planning statement.

Open space Requirements (o5e)

- 5.20 The delivery of open space for the SUE allocation is guided by tiers which are set out in the approved masterplan document and are summarised below and illustrated on the extract at Figure 6:
- 1 Tier 1 – Strategic open space located outside the development areas, but of strategic place-making significance (orange);
 - 2 Tier 2 – Strategic open space located outside of the development areas, but to be incorporated into and delivered as part of development proposals (blue);
 - 3 Tier 3 – Strategic open spaces serving defined attenuation, mitigation, easement and amenity functions in fixed locations (purple); and,
 - 4 Tier 4 – Smaller scale open spaces distributed throughout the residential development area (green).

Figure 6 KMBC Open Space Tiers Plan



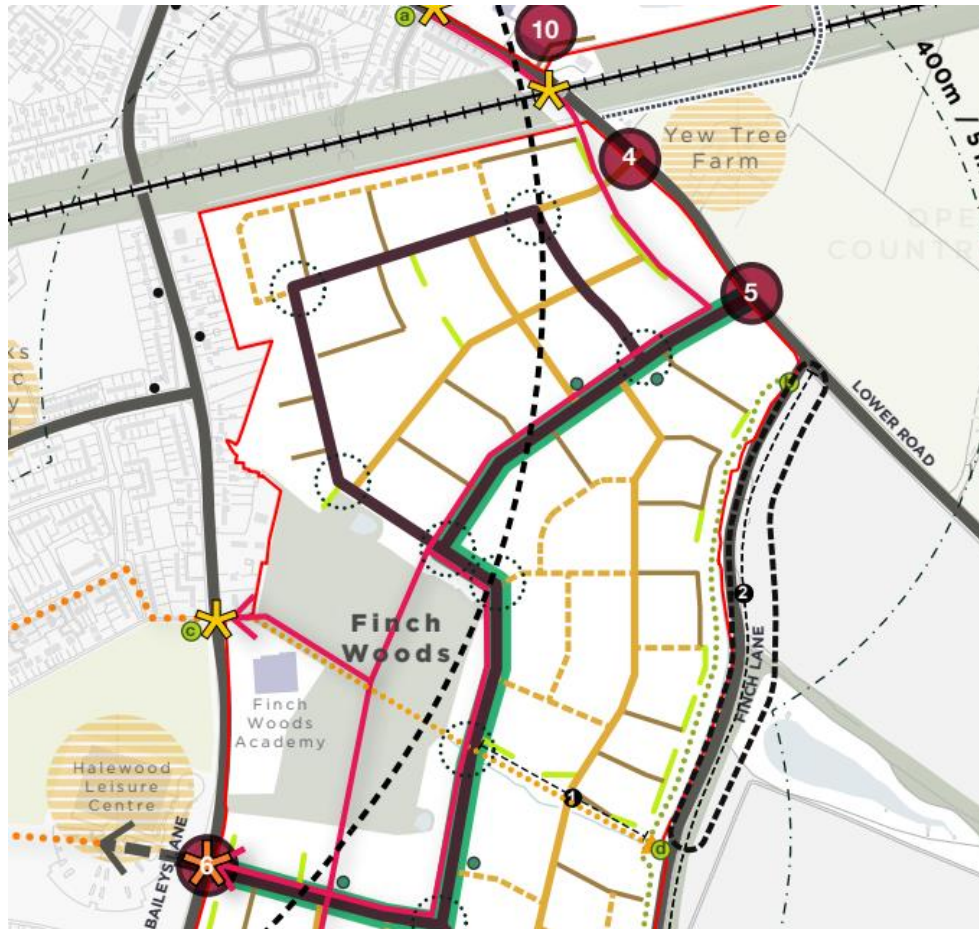
Source: KMBC SUE Site Allocation Masterplan Document

- 5.21 The plan shows Tier 3 (proposed new spaces serving attenuation, mitigation and easement functions in fixed locations) and Tier 4 open space (smaller scale open space distributed throughout the masterplan) within the application site.
- 5.22 The hybrid permission was approved on the basis that Tier 4 open space would be provided as part of future reserved matters applications within Plot 3, in accordance with the Masterplan document. The indicative parameter plans / masterplans worked up and submitted as part of the hybrid application followed the broad principles of the open space tiers plan. This includes provisions for the Tier 4 open space as required by the masterplan document. Further Tier 3 open space is also provided for around the northeast and southern boundaries of the site.
- 5.23 Further detail regarding compliance with open space policies is contained within the planning statement.

6.0 Access and movement (o5f)

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

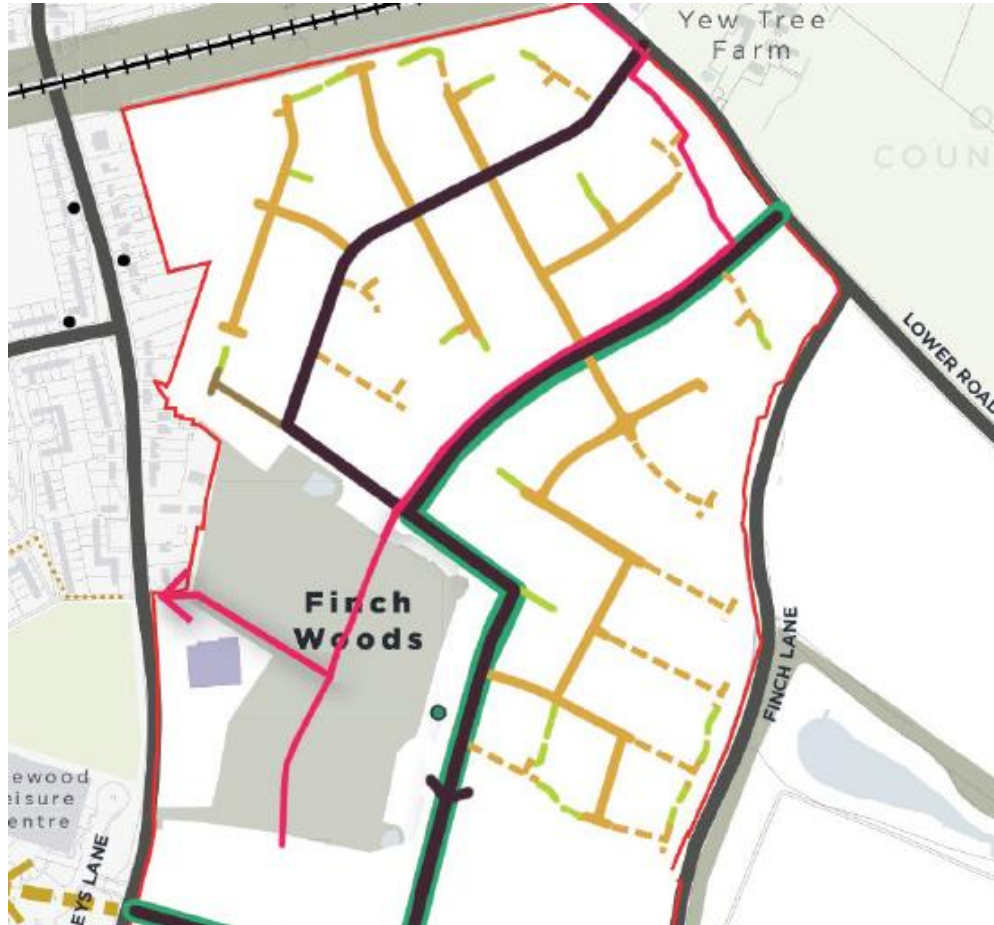
Figure 7 KMBC Access and Movement Framework Plan



Source: KMBC SUE Site Allocation Masterplan Document

- 6.2 The site is made up of Finch Woods Park Way incorporating bus routes and stops (dark green) key avenues (black), incorporating a dedicated pedestrian cycle routes (red) neighbourhood streets (orange) lanes (brown) local streets (dashed orange) and private drives (light green). A pedestrian link is also shown parallel to Finch Lane (green dotted) and a public right of way on the southern boundary (orange dotted).
- 6.3 An updated Access and Movement Framework Plan was submitted with the hybrid application which outlined the route hierarchy for the proposed development and the layout of the internal rout network.

Figure 8 Redrow Access and Movement Framework Plan



Source: Application 19/00521/HYB Redrow Design and Access Statement Addendum

- 6.4 This comprises primary routes, secondary routes and tertiary routes as well as cycle and pedestrian routes. This allowed for a permeable and legible street network and incorporated the boulevard for the Finch Woods Park Way incorporating views towards Finch Woods. The indicative masterplan established the basis for the detailed element of the hybrid planning permission which as found to be acceptable by officers and approved. The proposed development has been designed to follow the same principles.

Utilities and Services (05g)

- 6.5 The allocation is influenced by existing utility infrastructure as illustrated in the approved masterplan document and are shown in the extract of the plan at Figure 9 below.

Figure 9 KMBC Existing Utility Infrastructure Plan



Source: KMBC SUE Site Allocation Masterplan Document

- 6.6 This plan shows development parcels within the application site. The northern and eastern boundaries show constraints to development parcels due to easements (dark blue) and the northern boundary also identifies constraints from combined foul sewer south of railway line. This requires development to be set back by 10.0m buffer and incorporate 7.0m protective strip. The eastern boundary also shows an easement corridor which requires 7.0m protective strip for combined rising mains and 4.5-5.0m set back from top of bank. An overhead cable (orange) is shown to be provided within the development parcel.

7.0 Compliance with Key Principles

- 7.1 The masterplan document incorporated an urban design framework for the arrangement of building frontages and location and treatment of arrival gateways and key views. Of relevance to the application site, this comprises:
- Dwelling frontages to internal residential streets and public open space and prominent frontages to significant green spaces.
 - Potential location for key / landmark buildings.
 - Key internal views towards Finch Woods, between Plot 3 and 4 along the vehicular access and from the south of plots towards the north on the eastern side of the parcel.
- 7.2 Consideration has been given to the key principles to accord with the masterplan document. The proposed design has reflected the orientation of dwellings stipulated by the framework to front onto open space and significant green spaces. Care has been taken to ensure that dwellings are positioned in the centre of the relevant terminating vistas to create a sense of place.
- 7.3 These principles are illustrated in Figure 10 below which comprises an Urban Design Framework Plan produced by Redrow based off the approved masterplan document.

Figure 10 Redrow Urban Design Framework Plan



Source: Application 19/00521/HYB Redrow Design and Access Statement Addendum

8.0 Conclusion

- 1.17 Overall, the proposed development follows the broad principles of the approved layout of the detailed element of the hybrid permission which were established by the granting of this permission. This in turn was previously considered to broadly accord with the requirements of the approved masterplan document. As there is no deviation away from that envisaged by the hybrid permission, it is considered that the proposals demonstrably accord with both documents.
- 1.18 This DCS demonstrates that the proposed scheme is in accordance with the established principles and the masterplan document, is appropriate in its context and responds to the surrounding developments already approved.
- 1.19 For the above reasons, the proposed development complies with the masterplan together with the policies contained in the Development Plan. As a consequence, we consider that the submitted reserved matters should be approved for the proposed scheme.