

Integrated Neighbourhoods

Consideration	Assessment	Score
Natural connections Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.	• Phase 3a will be served by a single point of vehicular access located at the site’s south-east corner which connects it directly with Phase 2a and the wider Garden Village. Potential exists for a secondary access point to the north serving Phase 3B. The detailed layout for Phase 3a includes two potential connection points to Phase 3b to the north. • The site is well integrated into its wider natural and built surroundings - green infrastructure is used as connective tissue with proposed green corridors and Greenwats linking directly to Big Water, Halsnead Park, existing woodland and adjacent development phases. A consistent landscape character and material palette aligns the site with its wider context, helping it read as a natural continuation of the Garden Village rather than a separate enclave. • The site is physically connected to its surroundings through a well defined network of pedestrian and cycle routes. A 3m wide shared pedestrian/ cycle link extends along the southern boundary of the site, connecting with the wider movement network to form a continuous recreational circuit and connecting the site with Halsnead Park and Big Water to the west. • A generous green corridor of public open space is provided along the southern boundary which connects with the existing open space within Phase 2a to provide a continuous corridor for the movement of wildlife and pedestrians. Development is pulled back from the western boundary where a green corridor is proposed along the edge of Big Water and Halsnead Park. • Development is arranged around a clear and continuous network of permeable streets, paths and open spaces, avoiding isolated parcels or disconnected areas. The layout ensures clear legibility and wayfinding through street hierarchy, planting structure and focal spaces so that users can easily understand how the site relates to its surroundings. • The proposed dwellings are arranged to front onto streets, Greenways and open spaces, ensuring edges are active, overlooked and visually connected rather than enclosed or defensive. This ensures clear transitions between public and private spaces that are easy to navigate, supporting comfortable movement throughout. Such spaces will be attractively landscaped, incorporating robust tree and lighting design strategies.	

Integrated Neighbourhoods

Walking, cycling and public transport

Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

- The development is located within the wider Halsnead Garden Village, a masterplanned settlement designed to prioritise sustainable movement. The wider Garden Village includes a comprehensive network of walking and cycling routes, encouraging active travel and reducing reliance on the private car.
- The development is characterised by pedestrian-friendly street layouts and footway provision, supporting safe and convenient walking within the site.
- Bus services operate along nearby routes, providing regular connections to Whiston, Prescot, Huyton and Liverpool.
- Whiston and Prescot rail stations are accessible by walking, cycling and public transport, offering wider regional connectivity.
- The site benefits from good access to key destinations, including schools, local centres and employment areas.
- Street design promotes low vehicle speeds, improving safety and comfort for pedestrians and cyclists. This is achieved in part by the incorporation of focal squares at key intersections along the primary east-west streets where horizontal deflection is introduced into the carriageway to help slow vehicles. Formal pedestrian crossings, a change of surface material and introduction of soft landscaping within these focal squares will further assist in slowing vehicles by signalling to drivers that they are entering a slow speed residential environment.
- The masterplan supports future public transport and active travel enhancements as the Garden Village is delivered in phases.
- Walking for short journeys is encouraged through a highly permeable layout with inter-connecting streets and avoidance of cul-de-sacs where possible. The main east-west streets are connected by shared surface lanes which promote permeability through the site for pedestrians.
- All streets and routes pass in front of people's homes rather than to the back of them, creating a well overlooked public realm.
- A 3m wide shared footpath/cycle route extends the full length of the southern corridor, wrapping around the western boundary and along the edge of Big Water and providing access into Halsnead Park. A further pedestrian/cycle route extends the the northern Greenway connecting with the wider Active Travel network.
- Legibility will be reinforced by the use and choice of different materials to distinguish primary and secondary routes. Streets for example will be finished in bitmac with silver grey granite aggregate chippings whereas 'lanes' will be surfaced in Tegula paving.
- Private paths to the front of houses along the southern boundary inter-connect to create direct and convenient routes between houses.



Integrated Neighbourhoods

Facilities and services

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

- Fox Wood Garden Village Phase 3 forms part of the wider Halsnead Garden Village, a strategic, masterplanned settlement. The wider Garden Village includes employment land, supporting access to local jobs and reducing the need to commute.
- Healthcare facilities (GPs, dentists, pharmacies) are accessible in Whiston and surrounding centres, with planned infrastructure investment as the community grows.
- Everyday services (shops, food, pharmacy, post office) are available in Whiston and Prescot, within walking/cycling distance or short bus journeys
- Primary and secondary schools are located nearby (including Halsnead Primary School approx. 1km to the north), with capacity supported through developer contributions and future Garden Village provision.
- The site benefits from frequent bus services and access to Whiston and Prescot rail stations, linking to Liverpool and the wider region.
- Strategic road connectivity is strong, with proximity to the M62 motorway.
- The wider Garden Village is supported by a comprehensive green infrastructure network, including parks, play areas and a proposed country park that benefit from good surveillance by surrounding homes and streets.
- The proposed southern green corridor will be designed as a multi-functional space providing opportunities for play and recreation. Potential exists to incorporate informal 'play on the way' features within 'Halsnead Greenway' alongside the proposed footpath route.
- Walking and cycling routes are integrated within the site's green infrastructure network, promoting sustainable and healthy travel. Public open spaces within the development will include simple timber benches to provide opportunities for rest and social interaction. Generous front gardens and active frontages throughout the development will encourage inter-action between residents.



Homes for everyone

A range of homes that meet local community needs.

- The development delivers a mix of dwelling types and sizes, including family housing suitable for different household needs and life stages.
- The development provides a mix of 3, 4 and 5 bedroom homes, supporting growing families and longer-term residence. A total of 10 different house types are proposed including a mix of detached, semi-detached and terraced properties.
- The development forms part of the wider Halsnead Garden Village, which includes a range of tenures, including market and affordable housing, supporting social diversity.
- Homes are designed to be adaptable and flexible, with layouts capable of responding to changing household circumstances over time.
- Affordable housing provision is delivered in line with local policy requirements, and will be dispersed throughout the development. Homes are designed to be tenure blind.
- House types reflect local housing need and demand identified within the Knowsley housing market area.
- Streets and plots are designed to accommodate a range of accessibility needs, including level access and parking close to homes.
- 31 units (34%) are M4(1) and non-NDSS compliant (Brambleford & Ayleford). 62 units (66%) are M4(2) and NDSS compliant.



Distinctive Places

Consideration	Assessment	Score
Making the most of whats there Understand and respond.	• Fox Wood Garden Village Phase 3 is shaped by its position within the Halsnead Garden Village, responding positively to the site’s semi-rural edge setting. • Existing trees within the site are primarily located along the site boundaries and are retained within proposed green corridors. The built form is pulled back from the northern boundary to allow a landscape buffer (Halsnead Greenway) between new houses and Halsnead Park. A secure boundary is created to existing houses within Phase 2a along the eastern boundary through the use of inter-locking rear gardens. • Development is structured around a landscape-led approach, reinforcing natural character and integrating with the wider green infrastructure network to the north and west of the Site.The built form has been pulled back from the western boundary to preserve and respect the setting of Big Water. A landscaped Greenway (Big Water Greenway) is proposed along this boundary incorporating a shared pedestrian/cycle path from where attractive views of Big Water will be possible. • The proposed linear street layout facilities views through the site towards existing natural features including areas of woodland to the east. • The development connects into the wider country park and recreational network, maximising the value of existing and planned green assets. • Natural features are used to support biodiversity, drainage and climate resilience, contributing to environmental quality. The Southern Green Corridor accommodates a series of sustainable drainage ponds and natural planting which add ecological value and visual interest, whilst mitigating noise from the M62 and improving air quality for residents. • Houses along the southern edge of the development are setback behind deep front gardens to avoid the 90m air quality buffer associated with the M62. • The proposed drainage strategy utilises the natural topography of the site with a series of attenuation basins located on lower ground within the southern corridor.	

Distinctive Places

A memorable character Create places that are memorable.	• A strong sense of arrival into the site is created. The main access road sweeps into the site from Phase 2a and is flanked by an attractively landscaped area open space along its southern edge. • The proposed Focal Squares will be key features within the development that will give it a strong sense of identity that differentiates it from earlier phases. The Focal Squares will be designed to have a formal character and will include tree and shrub planting to help soften the harder landscape treatments. Pedestrian routes through the squares will be highlighted by a change in surface material. • The Site falls within the Halsnead Fox's Bank character area of the wider Garden Village Masterplan. The landscape will be designed in accordance with this guidance to create a semi-rural character which complements the surroundings, and the architectural style of the proposed and existing nearby built form. Native tree planting, mixed native hedges and meadow grassland, along with traditional estate rail fencing will set the rural scene. • The proposed shared surface lanes connecting the primary east-west streets will also be key features of the development. High quality block paving will be used to distinguish these routes, helping to create a strong residential character. • A high-quality, simple palette of furniture, and street and landscape materials will be used throughout the Site in accordance with the Halsnead Garden Village Design and Local Distinctiveness Guide. This palette will reflect the semi-rural setting and the surrounding countryside. Footpaths through open spaces will be self-binding or resin-bound gravel, to create an informal character. Natural materials will be used where possible. The nearby countryside and woodland setting will influence the boundary treatments, including native hedgerows, rural style fencing (estate rail), or brick walling to match the existing and new buildings. The public realm areas will comprise a simple palette of landscape treatments to create an informal, naturalistic character. Self-binding gravel paths, flanked by short cut grass verges, species rich wildflower meadow, and native trees and shrubs will provide an attractive and legible landscape character. • The proposed landscape strategy envisages a series of distinct landscape character areas that will help to give the development a strong sense of identity. These include: the Southern Corridor; Big Water Greenway; Halsnead Park Greenway and series of Focal Squares. • The proposed building pallette comprises three primary facing bricks: Forterra Farmstead Antique; Forterra Woodside Mixture; and Wienerberger Kansas Red Multi. The design intent has been to choose materials which will complement local charcater and earlier phases whilst creating a development with a distinct identity of its own. The material palette varies across the site to create an organic feel and avoid an overly homogenous feel. Three different roof tiles will be used across the development. • Key corner plots and focal buildings will be identified with white render. • A suite of house types have been developed which exhibit a consistent architectural language. Typical detailing includes angled solider course bricks heads with keystone, brick course, mix of flat roof and mono pitch door canopies, finials, stone cills and quion detailing to front entrances of some house types	
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Building for a Healthy Life	Proposed Residential Development at Fox Wood Garden Village, Phase 3
Distinctive Places	

Well defined streets and spaces Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.	• The layout establishes a coherent network of streets defined by continuous building lines and consistent plot frontages, ensuring streets are clearly enclosed and giving a strong sense of cohesion to streetscenes. • Streets and spaces are enclosed and well-overlooked by buildings. Corner-turning house types (The Aynesdale and Wansdale) are used throughout the development on key intersections. • Streets are well overlooked by the principal elevations of the properties which enclose them, with front doors accessing the streetscape via front gardens. Blank walls onto the street are avoided as much as possible. Homes are setback from the street to allow for frontage and integral parking and characterful landscaping to front gardens. • Hedgerow boundaries to front gardens will help to provide additional definition and containment to streets. • Public spaces such as green spaces and landscape corridors are framed by built form and structural planting, ensuring they function as identifiable places rather than residual land. • Structural landscaping in the form of hedgerows, tree planting and green buffers are used to reinforce street edges and spatial definition where built form is set back. • Careful consideration has been given to internal vistas. For example, views along central 'lanes' will be terminated with feature squares. • Houses are designed to provide active and attractive frontages onto the street with front entrances articulated with canopies of various designs, good sized front gardens and bay windows to some house types (e.g. The Wansdale). • A number of 2.5 storey houses are used as focal/header buildings including along the primary streets where they will assist in creating additional enclosure and sense of hierarchy to these primary routes. • Clear delineation is achieved between public and private space with careful space planning helping to avoi areas of 'leftover' space.	
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Building for a Healthy Life	Proposed Residential Development at Fox Wood Garden Village, Phase 3
Distinctive Places	

Easy to find your way around Use legible features to help people find their way around a place.	• The detailed movement network is designed to create a permeable, inter-connected, logical and easily navigable development that provides direct routes from where people live to where they will want to go. The layout is formed around a simple street pattern based on a strong perimeter block formation. Two east-west streets are linked with shared surface lanes to create a highly permeable layout and circular routes through the development. The linear arrangement of streets permit longer views through the site which alongside the proposed greenways and other open spaces, result in a development that is easy to understand and navigate. • Legibility will be reinforced by the use and choice of different materials to distinguish primary and secondary routes. Lanes will be surfaced in Tegula block paving whereas streets will be surfaced in Bitmac with silver grey granite aggregate chippings. • Corner-turning buildings will create landmarks to aid wayfinding. • The site is integrated into its wider natural and built context through a connected network of green corridors that link to Big Water, Halsnead Park, retained woodland and neighbouring development phases. Greenways act as strong linear landscape features, clearly signalling main movement routes and reinforcing orientation through consistent planting, path materials and enclosure. • Shared pedestrian and cycle routes are legible and continuous, running through green corridors and greenways to provide intuitive movement across the site and into surrounding areas. • Legibility is further reinforced by the retention/framing of key views out of the site towards adjoining open spaces including Big Wood, existing development and earlier phases of development. • Street trees and hedgerows define routes and frame views, helping users understand direction, scale and progression through the site. • Key connections are reinforced by landscape character changes, such as transitions between meadow, woodland and more formal street planting, which provide visual cues for wayfinding. • Focal squares introduce identifiable nodes within the neighbourhood, aiding legibility and creating memorable points along routes. • The consistent semi-rural landscape palette creates visual continuity, while subtle variations in planting density and form distinguish different spaces without causing confusion. • Clear delineation between public and private realms, using hedgerows, planting and boundary treatments, improves clarity of use and reduces ambiguity as people move through the site. • Development edges are clearly defined by green buffers and woodland planting, helping users understand the extent of the neighbourhood and its relationship to the surrounding landscape. • Routes are designed to be overlooked and active, reinforcing perceived safety and encouraging intuitive movement throughout the site. • Clear sight-lines are maintained to the pedestrian / cycle routes to ensure these feel safe and convenient to use.	
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Streets for All

Consideration	Assessment	Score
Healthy streets Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.	- The development proposals naturally promote lower speeds through a well considered street network that follows a clear residential hierarchy, with primary and secondary routes designed to reflect their movement function. - Street geometry, junction design and enclosure from buildings and landscape create natural traffic calming, reducing the need for engineered measures. The predominantly residential character further reinforces low-speed, people-focused streets consistent with Healthy Streets principles. - Road widths have been kept to the minimum necessary to achieve the safe movement of vehicles. The main streets will have a carriageway of 5.5m whereas the 'lanes' will typically measure 4.8m wide with localised narrowing where they join the main east-west streets. - The relationship between streets and adjacent green spaces encourages casual meeting and community use. - Streets provide safe, convenient and legible routes for all users, ensuring vehicles do not dominate the public realm. - Pedestrian crossing points are provided at appropriate locations including through the Focal Squares, connecting the streets with the shared pedestrian/ cycle route through the southern green corridor. - The permeable layout supports short, walkable journeys, reducing reliance on the private car. - Attractively landscaped front gardens and hedgerow boundaries will add sensory richness to streets. - Dwellings are consistently arranged to front onto streets, providing active edges and natural surveillance. This reinforces a strong sense of enclosure, legibility and safety. - Public spaces and pedestrian routes are well overlooked, enhancing user comfort and security. - Streets and footways are designed to be inclusive and accessible, accommodating people of different ages and abilities. Direct, level routes link homes to open spaces and key destinations within the development.	

Streets for All

Cycle and car parking Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.	- Cycle storage is provided for in secure garden sheds located within private rear gardens or within garages. Locations allow cycles to be accessed directly from dwellings without reliance on distant or inconvenient communal facilities. - The layout connects cycle storage directly to the internal street and path network, encouraging regular everyday cycling. - Residents car parking is successfully integrated within the street environment accommodated in various arrangements such as integral garaging, frontage, side parking, frontage tandem parking and detached garages. Landscaping and plot boundary treatments will help to soften the visual impact of parked vehicles, supporting a high-quality public realm. - Visitor parking is provided informally on-street and on private drives. - Long rows of frontage parking have been avoided by varying the housing mix, by locating parking to the side of houses in many cases and by use of tandem parking. - Private garages are set behind building lines to reduce their visual dominance along the street. - Streets and cycle routes will be designed for safety and security with good lighting and benefiting from active surveillance by adjacent houses. - The layout is characterised by a highly permeable network of inter-connecting streets, encouraging walking for short journeys. Use of cul-de-sacs is minimised. - A network of pedestrian routes is provided connecting houses with the development's open spaces and earlier phases of development. - The layout promotes pedestrian-friendly streets with clearly defined continuous footways along streets and open spaces. Vehicle crossings are minimised by use of tandem parking arrangements. - The development will provide electric vehicle charging infrastructure for all new houses with a 7KW charging point provided to each dwelling.	
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Streets for All

Green and blue infrastructure Management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.	• The landscape strategy establishes a comprehensive, interconnected green and blue infrastructure network, integrating SuDS features, green corridors and recreational routes throughout the site. • Water management features, including attenuation ponds, swales and wetland meadow planting, are designed as visible and accessible components of the public realm, rather than hidden engineering solutions, supporting interaction with water and nature. The SuDS strategy will use naturalistic, multifunctional features that deliver ecological, recreational and amenity benefits. • The Southern Green Corridor and the adjacent Big Water Greenway form key blue-green spines, combining wetland habitats and SuDS features with shared pedestrian and cycle routes whilst providing a key recreational and visual amenity. This multifunctional landscape will support wellbeing and everyday use for the garden village community. • The landscape strategy prioritises native trees, hedgerows, meadow grassland and wetland planting, creating the richest habitats for flora and fauna and directly supporting biodiversity net gain objectives in line with the Environment Act 2021. • Ecological enhancements are embedded across the site, including native hedgerows providing habitat connectivity, Wetland SuDS with marginal planting, Amphibian refugia, bird and bat boxes, and hedgehog highways. All of which ensure blue and green infrastructure delivers tangible ecological function, not just visual benefit. • Green and blue spaces are designed to be multi-functional, supporting recreation, biodiversity, flood attenuation, air quality improvement and mental wellbeing, consistent with Garden Village principles and Healthy Streets objectives. • Big Water Greenway links to the Southern Green Corridor, providing a verdant recreational route alongside the lake. Glimpsed views of the water are created from the shared pedestrian and cycle path, and a mixed native hedge provides a sense of enclosure along the greenway. Additional tree planting with a wetland character, along with wildflower meadow further enhance the naturalistic character. Pedestrian links are provided to the adjacent woodland and the existing and proposed paths around Big Water, and the car-park to the north. • A generous multi-functional green corridor is proposed along the Site's southern boundary with the M62. This will perform an important role in terms of mitigating noise and air quality, as well as providing a focus for general recreation. The open space will have a series of SUDs features designed to add ecological value and to retain low levels of water throughout the year to create more visual interest. • Halsnead Park Greenway along the site's northern boundary provides a landscape buffer along the sensitive interface with Halsnead Park and the new development to the south. The greenway will have a woodland character, with native tree, shrub, and hedge planting linking the extensive woodland to the west with the existing pockets of woodland along the northern boundary, and within the development site to the east. Small wooded glades will be created comprising species-rich meadow and, where space allows, scattered tree planting to create a varied and biodiverse open space. An off-road pedestrian route will link the approved development site to the east to the phase 3 residential area. There is potential for natural, informal 'play on the way' features to be included alongside the footpath route.	
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Streets for All

Back of pavement, front of home Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.	• The development adopts Garden Village design principles, using a clear and consistent setback between the back of pavement and the face of buildings to create a strong, human-scale streetscape. • Front gardens and defensible spaces are provided to dwellings fronting streets, clearly distinguishing public and private realms while maintaining active frontages. Hedgerows are used consistently throughout the development to delineate property frontages and private gardens. • The layout allows for the incorporation of soft landscaping, hedges and low boundary treatments to the front of homes, reflecting Garden Village design principles and contributing to street character, biodiversity and a softened, human-scale streetscape. • The defined space between pavement and building face enables subtle integration of level changes if required, discreet placement of utility boxes/ servicing and appropriate locations for waste and cycle storage, preventing clutter within the public realm. A minimum setback of 2m is provided between pavement and front of house (with most plots having increased setbacks) creating an areas of defensible space that delinates between public and private land and provides opportunities for personalising front gardens. • Buildings consistently front onto streets rather than rear facing, with the intervening landscaped buffer enhancing enclosure, natural surveillance and visual quality. • The definition of public and private spaces is delivered through the use of urban blocks, the use of corner turning house types, as well as the use of boundary treatments such as hedgerows. Areas of public open space will be well defined by the adjoining streets and hedgerows. • Clear delineation is achieved between public and private space with careful space planning helping to avoi areas of 'leftover' space. • Utility boxes will be discretely located and will be painted to match the house elevations or located on secondary elevations where possible. • Waste storage will be provided for in private rear gardens with a direct path to the street. Collection points will be provided in appropriate locations along the managed drives and lanes. • Well-defined front gardens will play an important role in creating a characterful neighbourhood, encouraging residents to personalise the front of their homes. Houses along the southern boundary have extended front gardens accommodating parking and providing opportunities for planting larger growing tree species.	
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