



Land at Cronton Road - Cronton, Widnes

Outline Planning Application
December 2025
REVISION - B



CONTENTS

“Design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests.”

(National Planning Policy Framework, 2024: Paragraph: 137)

The Site

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Figure 1 - Site aerial location

INTRODUCTION



Introduction

This Design and Access Statement has been prepared by APD on behalf of Bellway Homes in support of an outline planning application for the development of up to 120 dwellings and associated works at the Land at Cronton Road, Cronton, Widnes. This includes up to 2 storey housing in the form of detached, semi-detached and mews style dwellings with associated car parking, landscaping, public open space, sustainable drainage and ancillary infrastructure.

This Design and Access Statement should be read in association with the Planning Statement submitted as a separate supporting document. This Design and Access Statement only refers to policy matters where they have specific relevance to the design and access issues, and demonstrates the steps taken to appraise the context of the scheme and how the design of the development takes that context into account regarding Placemaking.

The proposals in this Design and Access Statement have been carefully considered to respect the setting of the area and to create a high standard of quality living that integrates and makes its place in the wider established area.

The current proposals are at outline stage and have been carefully considered to present a long term and sustainable opportunity for the application site and its setting.

About the developer

Bellway Homes began as a small family business in 1946 - with a passion for building exceptional quality homes in carefully selected locations, inspired by the needs of real families. To this day, they maintain these same core values, combining the decades of expertise with the level of personalised care that Bellway is known for.

Bellway was recently crowned 'Large housebuilder of the year' at The Housebuilder Awards 2023. Bellway was also awarded 'Best sustainability initiative' for their Better with Bellway practices, as well as 5-star builder status by the Home Builders Federation for the ninth year running.

Sustainability Practices - Better with Bellway

Bellway Homes embeds sustainability deeply in its strategies. "Better with Bellway" is their sustainable approach to our business practices. It is not just an add-on, it is a key part of their strategy for putting people and the planet first.

This strategy centres on eight strategic priorities:

- **Customers and Communities** – Putting customers and communities at the heart of everything we do.
- **Employer of Choice** – Creating an environment that our colleagues can thrive in.
- **Carbon Reduction** – Delivering low carbon homes.
- **Building Quality Homes, Safely** – Quality and safety first for everyone.
- **Sustainable Supply Chain** – Driving sustainability through long-term partnerships.
- **Resource Efficiency** – Designing out waste by building better.
- **Biodiversity** – Restoring and protecting nature.
- **Charitable Engagement** – Giving, to build better lives.

Bellway Homes works extensively with the *Carbon Trust*, a specialist consultancy that promotes de-carbonisation and energy efficiency. Bellway is aiming for a 55% reduction in carbon per square metre in homes built by 2030, whilst also preparing for future home standards, which will require significant de-carbonisation efforts for everyone involved in the supply chain.

Bellway has also partnered with the *Supply Chain Sustainability School* to ensure every part of our

team is as ethical and considerate as possible. A target has been set for 85 of their key suppliers to become gold members of the Sustainability School by the end of 2024. That highest level of membership means they've committed our supply chain partners to:

- Complete a re-assessment every year.
- Attend training activities or events at least every 6 months.
- Demonstrate an increase in sustainability competence.
- Actively share knowledge and experience with other members.



Scope & structure

The structure of this document reflects the design thought and process of developing the design proposals under the following headings;

- **Brief Summary** - Outlining the proposals, who and where. States the 'vision' - the goals and aspirations for the site.
- **Setting The Scene** - Identifying and demonstrating the contextual surroundings of the site. How the constraints and opportunities of the site itself and its immediate context influence how the future development progresses. A review of the relevant local and national policies which have shaped the proposals.
- **Design Principles** - Developing the design principles that have derived from the context and constraints & opportunities identified. End result being a set of design parameters that will set the development 'zones' for future detailed design.
- **The Illustrative Masterplan Proposals** - The translation from design parameters to potential illustrative masterplan. Following on from the illustrative masterplan it sets out potential details and limits of such illustrative masterplan for example - potential scale, street hierarchy, access and circulation, ecology, landscape. Finally stating key benefits for bringing the site forward for development and what it could bring to the local area. A summary of key findings.



Figure 2 - Example of Bellway Developments

SETTING THE SCENE

The site location & existing conditions

Site Description

The site extends approximately 3.13Ha, and sits on the eastern development boundary of Cronton.

Sitting to the north of Cronton Road, the site comprises of open agricultural land, with trees and hedgerows lining the boundaries.

Residential development partially abuts the southern boundary, and the entire western boundary. Open fields sit to the north and east, and Cronton Road to the south. A public footpath crosses the site north-south, connecting with Cronton Road at the south.

The site has no current or recent planning history.

Surroundings and Accessibility

The site is located in Cronton, a village approximately 2 miles to the north of Widnes town centre.

The site lies on the edge of a predominantly residential area, with open agricultural fields beyond.

Cronton and the surrounding settlements offer a good range of local services and facilities, all easily accessible via established public transport routes, footpaths and cycle connections. The village itself includes essentials including a village store, salons, public houses, car garages and primary schools, with further amenities available in the nearby communities of Lunts Heath, Farnworth and Hough Green. Lunts Heath provides additional everyday services including a bakery, dentist, post office, and petrol station, while Widnes town centre offers supermarkets, retail parks, leisure facilities, and healthcare services.

For recreation, residents benefit from ample green space and countryside access. Cronton's network of footpath links directly into surrounding farmland and woodland, offering scenic walking routes, while Cronton Pasture and nearby local nature sites provide opportunities for informal outdoor leisure. Sports provision is strong across Widnes, with access to football, cricket, rugby league, and extensive leisure facilities including Widnes leisure centre, which offers gym, swimming pool, and fitness classes. Several community centres, churches, and village pubs provide further local meeting points and

reinforce Cronton's strong sense of community.

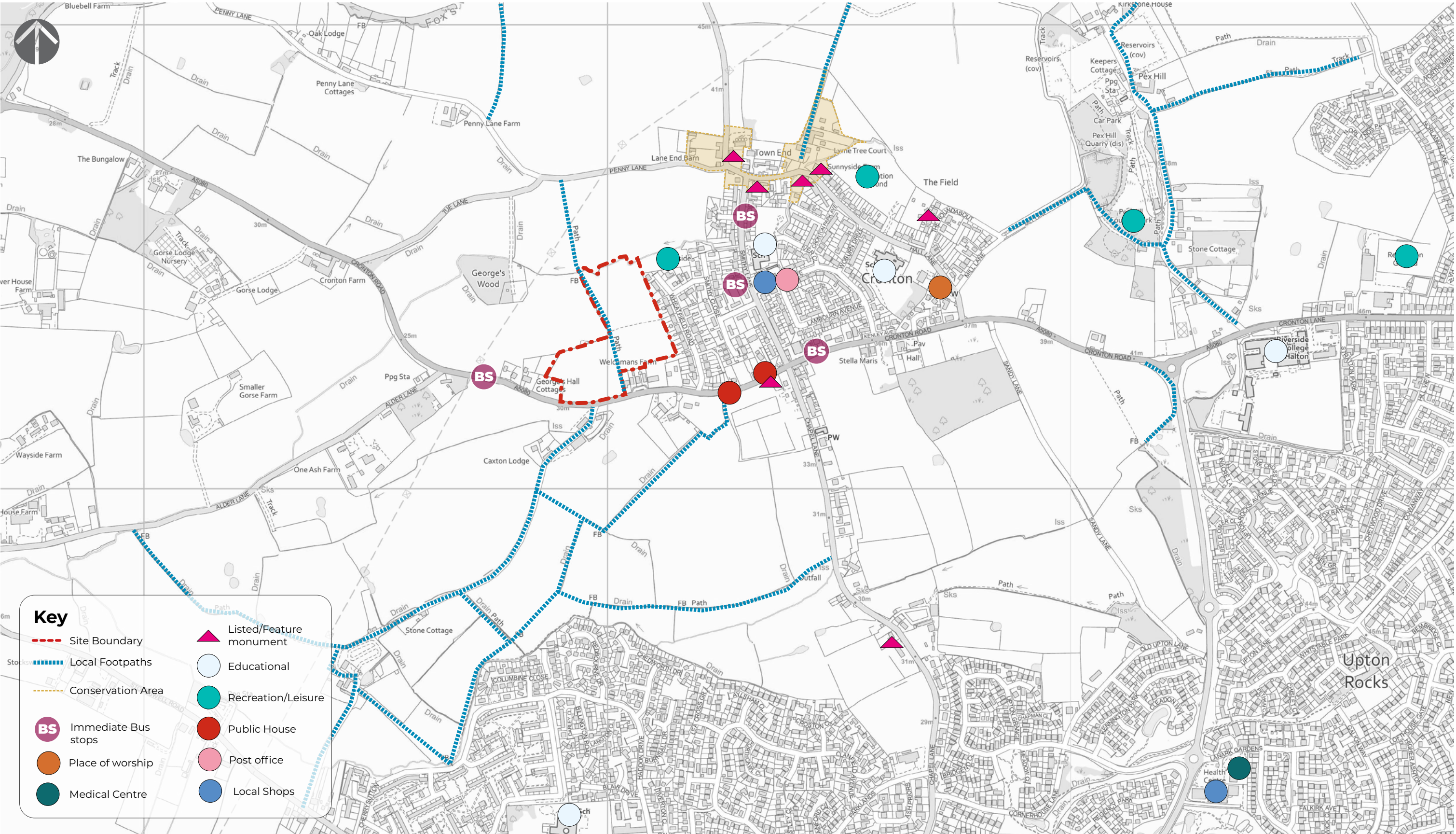
The wider area is well-connected. Cronton sits close to major regional routes including the A5080 and A557, giving direct access to the M62 for travel towards Liverpool, Warrington and Manchester. Public transport is reliable with regular bus services linking the village to Widnes, St Helens and Huyton. Rail connections are available at nearby Widnes, Hough Green and Rainhill stations, providing services to Liverpool, Manchester and beyond.

In conclusion, the site benefits from excellent accessibility and a high-quality local environment. The proposed development will integrate comfortably with the existing settlement pattern and will be well supported by the extensive services, facilities and transport links in Cronton and the wider Widnes area.



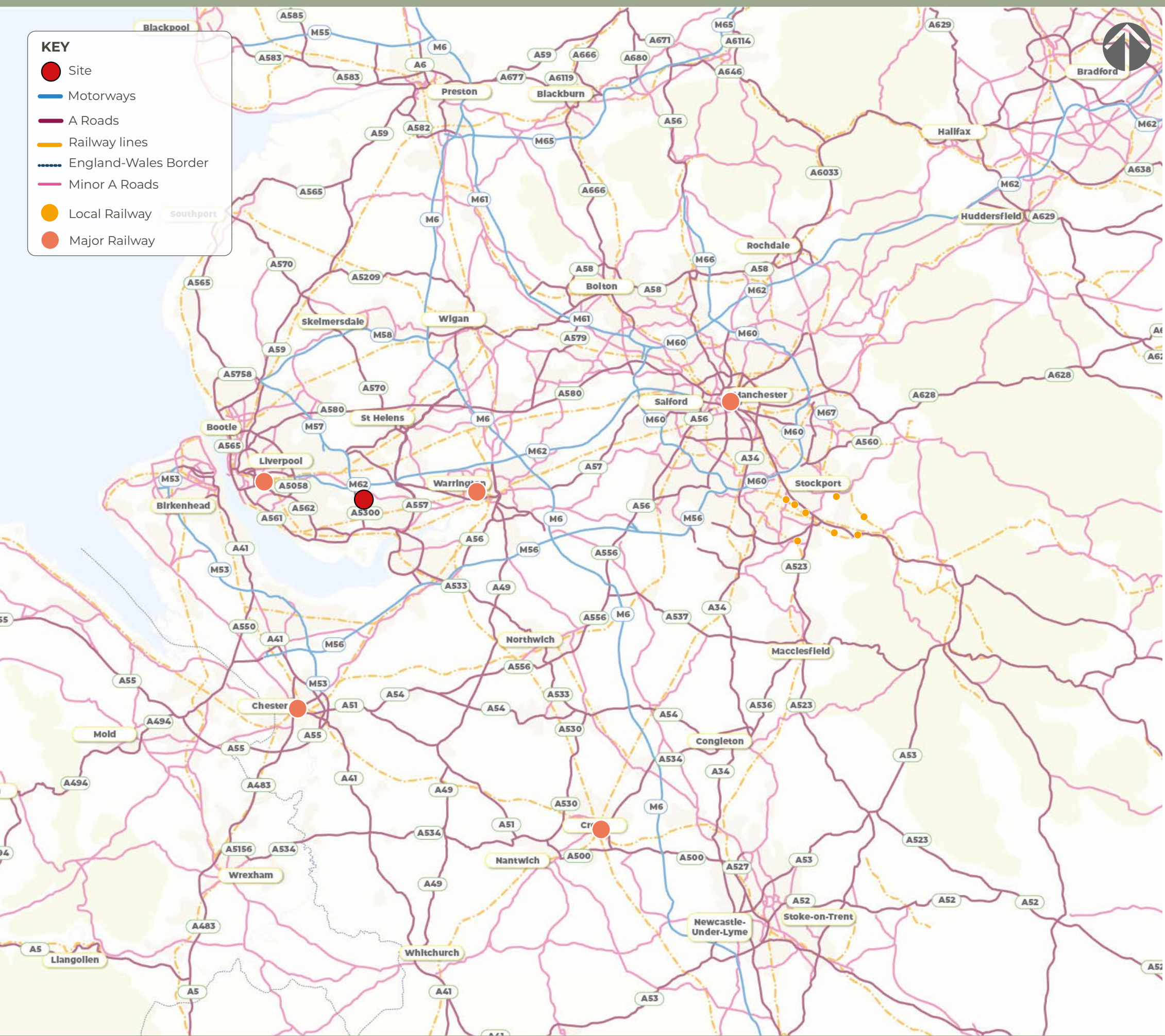
Figure 9 - Site conditions study





ACCESSIBILITY & CONNECTIVITY

Figure 10 - Local amenities



Connectivity

The site is located in Cronton, a village approximately 2 miles north of Widnes town centre, and benefits from a sustainable, well-connected location, with excellent local, regional, and national transport links.

Cronton lies close to several key routes, including the A5080, A557, and the M62, providing efficient access to Liverpool, Warrington, Manchester, St Helens and the wider North West. The A557 also connects directly to the Mersey Gateway Bridge, offering fast links to Runcorn and Cheshire.

The nearest bus stops to the site are located along Cronton Road (A5080), with regular services operated by Arriva North West and Warrington's Own Buses. This stop offers numerous routes including:

- **Arriva North West Route 6:** Upton Rocks The Globe - Liverpool One
- **Arriva North West Route 7:** Warrington Bus Interchange - Liverpool Queen Square
- **Warrington's Own Buses Route 42:** Croxteth - Riverside College
- **Warrington's Own Buses Route 46:** Stockbridge Village - Riverside College

Rail connections are available at several nearby stations. Hough Green Station, approximately 1.5 miles from the site, offers frequent services operated by Northern Trains, providing direct links to Liverpool Lime Street, Liverpool South Parkway, Warrington Central, Manchester Oxford Road, and additional regional destinations. Widnes station, approximately 2 miles from the site, offers further rail connections operated by East Midlands Railway to Manchester Piccadilly, Sheffield, Nottingham and Norwich. Rainhill Station is also nearby, offering services on the historic Liverpool-Manchester railway.

Liverpool John Lennon Airport is situated approximately 8 miles west of the site, providing extensive domestic and international flight options. Manchester Airport, one of the UK's busiest aviation hubs with over 190 direct destinations, is also accessible via the M56.

With regular bus services, multiple nearby rail stations, and excellent access to major motorway networks, the site offers convenient and comprehensive connectivity for both local travel and longer-distance journeys.

Figure 11 - Site Accessibility

Existing Character Study



Cronton Road



Cronton Road



Chapel Lane



Smithy Lane



Mill Lane



Hall Lane



Wheatfield Road



Hampton Drive

To inform both the Outline Planning Application proposals and establish the key design principles for the scheme, a comprehensive study of the local context has been undertaken. The local area presents a range of high, medium and low-density housing in the form of terraced, semi-detached and detached.

This future development should comprise a mix of high quality affordable and open market dwellings, sympathetic to the traditional vernacular of the surrounding area which is predominantly residential. A walk around Cronton and the neighbouring villages showed examples that demonstrate a varying style, age and materials. The area presents a blend of modern and traditional dwellings, with both suburban and rural character influences. Brickwork is traditionally red or red multi, often incorporating decorative detailing, with occasional examples of stone features.

The majority of properties are two storey, constructed with brick elevations in ranging shades of red and red multi, often complimented by smooth red detailing or buff brick contrasts. Roof coverings vary between grey and red/terracotta tiles, with white windows, fascias and barge-boards commonly observed. Examples of feature render, tile-hanging and Tudor-style elements are also present throughout the local area.

The site is bounded to the south and east by existing residential development, which is predominantly one and two storeys, with single storey garages.

The edges of Cronton contain homes in a more rural vernacular, with steeper roof pitches, simple brick detailing and a more restrained palette, reflecting the transition from village core to agricultural landscape. Newer estates on the Widnes side (such as around Norlands Lane and Lunts Heath Road) commonly use a paler brick tone alongside darker red brick plots to create variety within the streetscene, something typical of Knowsley Council's, and the neighbouring Halton Borough's, recent suburban developments.

Cronton is also home to Town End Conservation Area. The conservation area is centred on the former hamlet of Town End. This settlement was once separate from Cronton as a concentrated but loosely grouped hamlet in an agricultural setting. Nowadays Town End retains this general form but forms the northern edge of the centre of Cronton. The historic buildings within the conservation area are largely built in the local vernacular style, which is to say they were built to meet local needs, using local construction materials, reflecting local traditions. The notable exception is Cronton Hall and its gates, built in Queen Anne style, which have been purposefully designed for an impressive aesthetic effect. The majority of older buildings within the conservation area have a simple two-storey form with gabled or hipped roofs, chimney stacks and often porches in a range of stone and brick. The application site is not considered to have any functional relationship with Town End Conservation Area.

The future development should incorporate a range of architectural detailing and material choices that complement the established character of Cronton. This includes the use of red brick, grey roof coverings, and modern black windows and fascias, providing a contemporary edge while retaining continuity with the local vernacular. Steeper roof pitches, brick detailing, and carefully considered car-parking arrangements—including in-curtilage spaces, integral garages, detached garages and some frontage parking—will further reinforce a cohesive and high-quality design.

The predominant architectural language observed within the modern areas of Cronton includes:

- Brick or stone window heads and cills
- Feature tile hanging
- Feature render
- Bay windows
- Chimneys
- Red and grey roof tiles
- Red brick elevations
- Rendered elements
- Modern concrete roof tiles
- Feature render elements
- Modern concrete tiles



Figure 13 - Local design cues

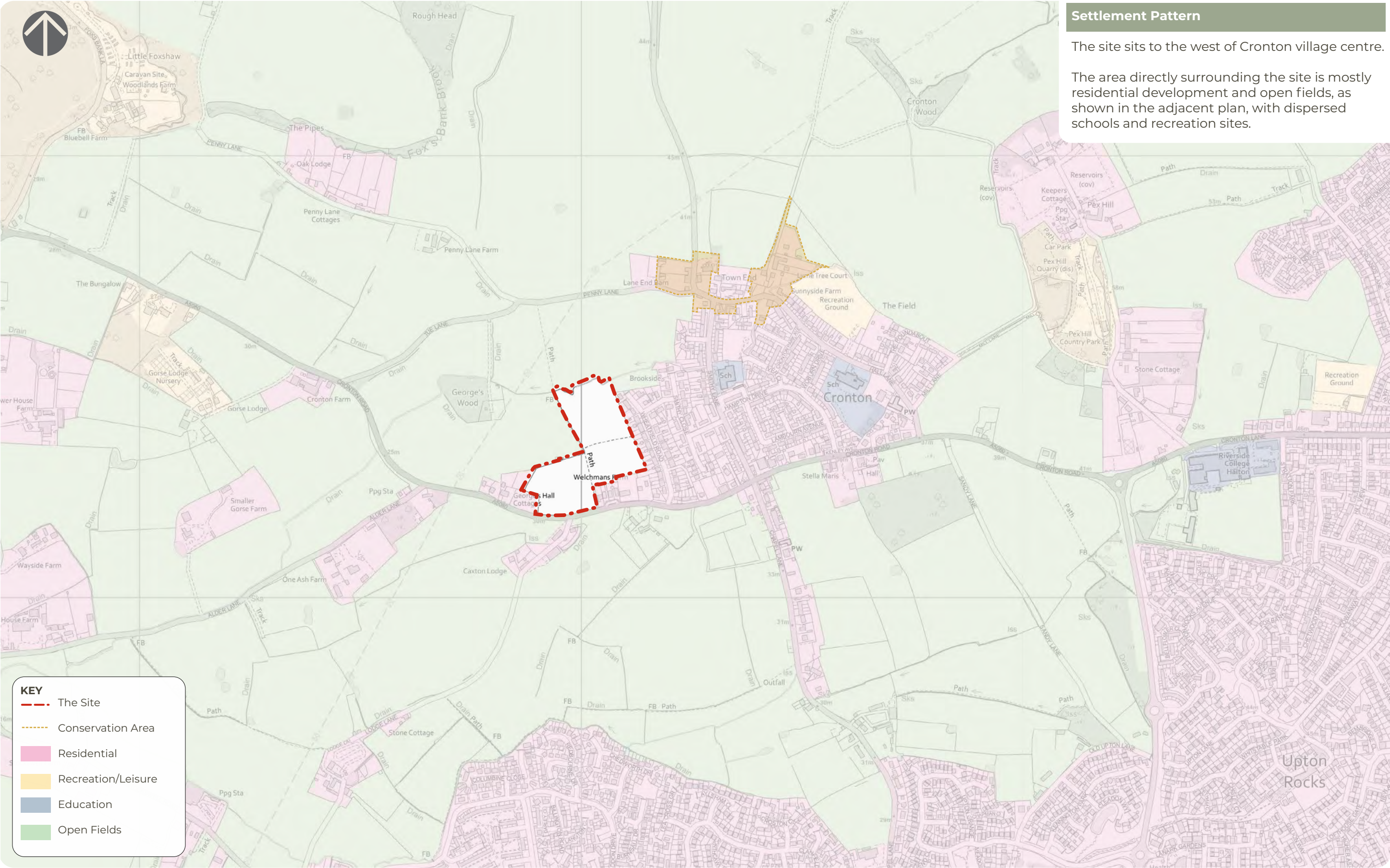


Figure 14 - Settlement Pattern

Historical Growth

The site is located in Cronton, approximately 2 miles north of Widnes town centre, historically part of Lancashire, before becoming part of Knowsley Borough in the late 20th century.

The township of Cronton, in the West Derby Hundred, appears in the Norman document the Testa de Nevill as Grohinton and Crohinton, in other sources it appears as Croynton (1292); Croenton (1348) and Crawenton (1562) this later spelling reflecting its Saxon origin as a 'settlement of crows'. The wider area around Widnes shows signs of much earlier human activity, including Bronze Age and Roman settlement across the Mersey Basin.

Like many villages in south Lancashire, Cronton developed as an agricultural community, characterised by scattered farmsteads, open fields, and small clusters of cottages. Medieval ridge-and-furrow patterns survived in part of the landscape into the early 19th century. The nearby settlements of Farnworth and Prescot have roots in the Domesday era, whereas Cronton grew more slowly, remaining a modest rural township for much of its history.

During the 18th and 19th centuries, Cronton began to evolve with the development of small-scale mining and quarrying in the surrounding area. The wider Widnes region expanded rapidly with the rise of chemical manufacturing, particularly after the arrival of the St Helens and Runcorn Gap Railway (1833). However, Cronton retained its agricultural identity, with new industrial activity concentrated further south around Widnes town centre.

The Cronton Colliery, located approximately a mile from the village, opened in 1913 and became a significant local employer. The colliery's presence influenced settlement patterns, road improvements, and the gradual suburban expansion from Widnes. The mine closed in 1984, and the surrounding land has since been restored for future development.

Historic mapping of Cronton provides a clear picture of the village's gradual development:

The map of 1894 shows Cronton as a small, rural agricultural settlement. The surrounding area consists of; dispersed farmsteads and cottages; a tightly grouped historic core around the junction of Cronton Road, Smithy Lane and Chapel Lane; extensive surrounding open fields, hedgerows and pasture-land; and narrow rural lanes forming the primary movement routes.

By 1908, the map indicates little significant change to Cronton's built form. The village remains compact with; existing farm structures still in use, minor extensions to agricultural buildings; slight realignment of field boundaries; and early 20th century cottages beginning to appear along Chapel Lane.

Mapping from 1955 shows a more notable shift, reflecting early post-war development pressures in the wider region. Several new dwellings have appeared along Cronton Road, Smithy Lane, and Chapel Lane, with small clusters of residential development beginning to infill gaps within the village. The wider landscape has started to show evidence of infrastructure improvements, including upgraded road alignments. Despite changes in the surrounding district, Cronton retains a clearly defined rural village identity, isolated from the growing industrial town of Widnes.

By 1990, Cronton has begun to take on a more suburban, commuter-village character, while still retaining its rural setting. Residential development has increased, expanding from Smithy Lane, with older farmsteads being remodelled or redeveloped. Local road networks have been improved significantly, and new amenities have been added to the village, including a police station and primary school.

Present day Cronton reflects the village as a well-established semi-rural village, with a largely unchanged historic road structure and core. The surrounding land remains predominantly agricultural, preserving Cronton's rural character, although estates have been expanding from the likes of Farnworth and Lunts Heath, edging closer towards Cronton's boundaries. The site sits comfortably within this long-established settlement pattern, bounded by existing residential development and open countryside

Cronton today retains its distinct village identity, characterised by a mixture of historic cottages, 20th-century suburban housing, modern infill development, and expansive surrounding farmland, all of which shape the context for the proposed development.

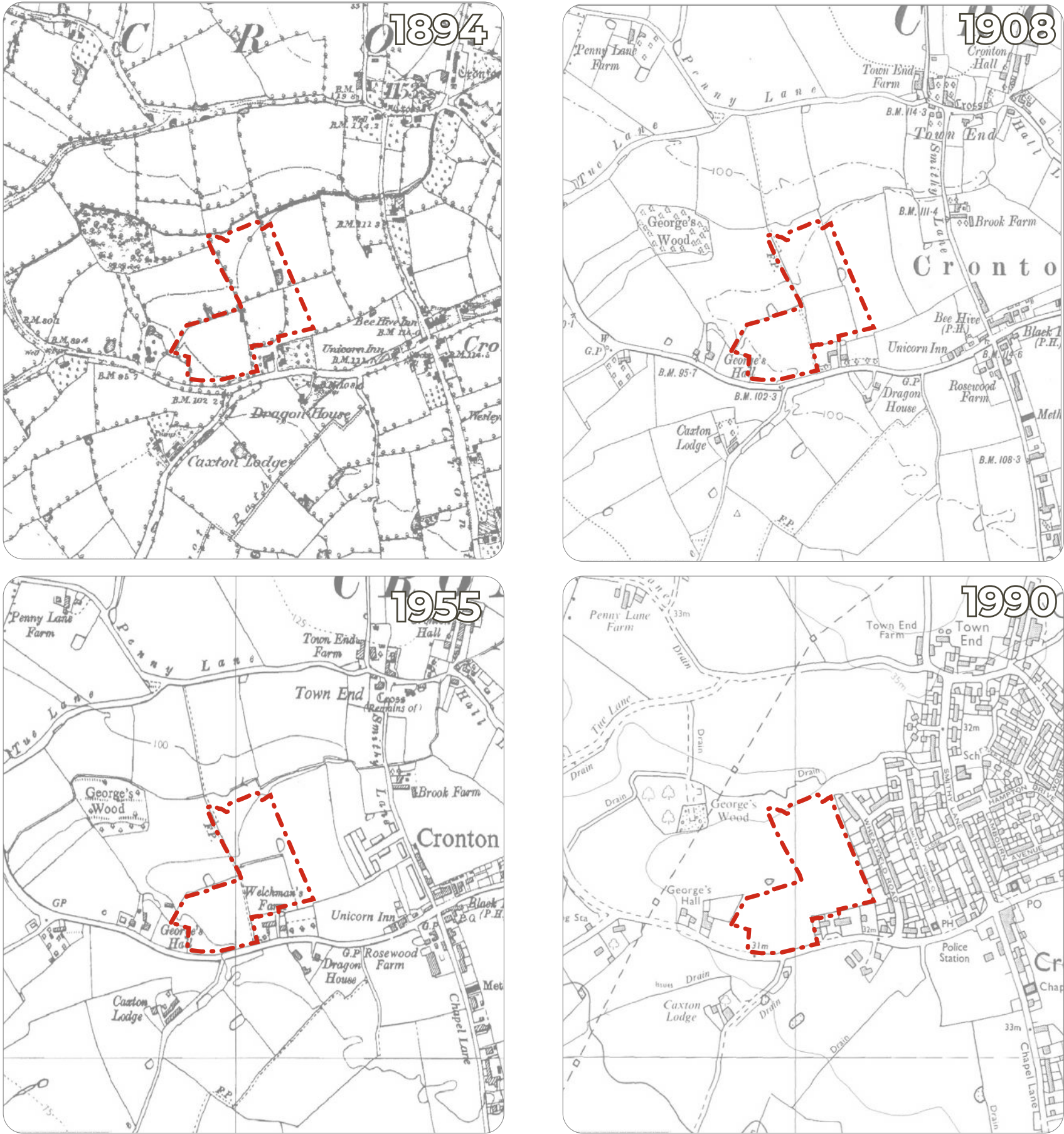


Figure 15 - Historical growth

Examples of historical buildings or landmarks within Cronton



Sunnyside Farmhouse - Grade II Listed Building



Cronton Hall - The centre of the Town End Conservation Area



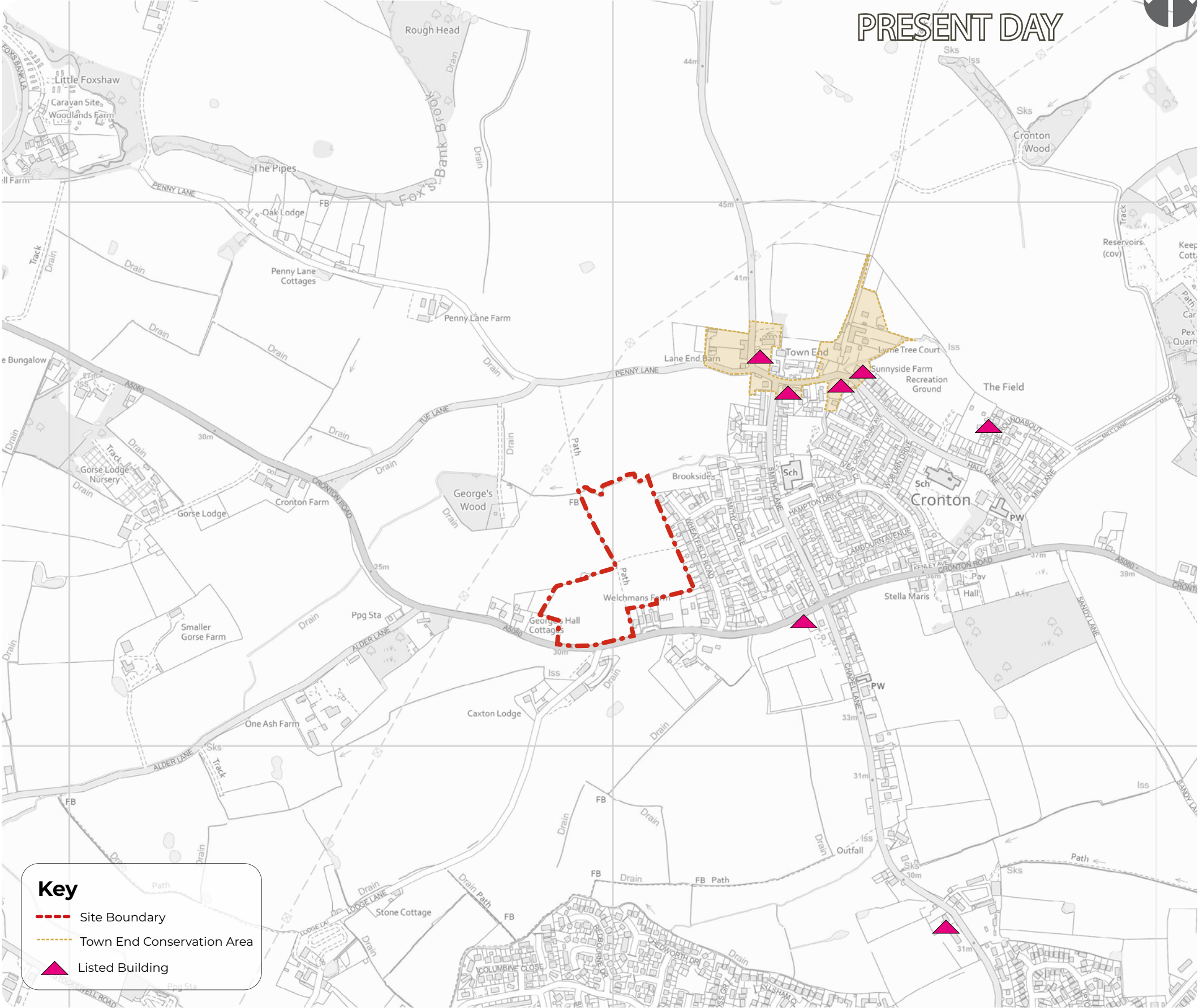
Cronton Stocks - Grade II Listed Building



Historic Cronton Colliery



Cronton Cross - Grade II Listed Building



Landscape character and topography

Natural England’s National Character Areas (NCAs) provide a framework for understanding the landscape character surrounding Cronton and informing the site’s design approach.

Cronton sits across two character areas, NCA 56: Lancashire Coal Measures and NCA 60: Mersey Valley.

NCA 56: Lancashire Coal Measures is dominated by its industrial heritage, long associated with mining. As a result, the landscape is a complex mosaic of farmland, scattered urban centres, industry, active mineral sites and derelict or reclaimed workings, giving this area a strong and distinctive identity.

Key Characteristics of the NCA 56: Lancashire Coal Measures include:

- Fragmented landscape created by a complex pattern of mining and industrial activity intermixed with housing; this is a densely populated area with a scattered settlement pattern.
- Gentle hills and valleys run from the north-west to the south-east, creating a soft but varied topography.
- The area is underlain by Coal Measures, which are buried under a patchy layer of glacial deposits, subsequently affected by a long history of mineral working.
- Woodland cover is limited across most of the area (covering 9 per cent), except to the north-west of Wigan. Community woodlands have been established on many post-industrial sites, and bring multiple benefits, including for public access and nature conservation.
- Some large tracts and isolated pockets of agricultural land remain within the urban fabric, principally used for permanent grassland or cereal production, although horse grazing and stabling are also common.
- Field patterns are predominantly medium to large and rectangular, mostly resulting from 18th-century and later change, with field boundaries defined by poorly managed hedges or post-and-wire fencing.
- Widespread ground subsidence, caused by coal mining activities, has resulted in

the formation of subsidence flashes. These have created many areas of open water and wetlands, while scattered ponds and fragmented pockets of semi-natural habitat remain elsewhere.

- The area has an increasingly recognised strong cultural and industrial heritage, associated with heavy industry and mineral extraction – particularly south of Wigan – while the majority of the pits, spoil heaps and open cast sites have now been reclaimed and landscaped.
- The area is significantly influenced by transport and utilities infrastructure, with motorways, major roads and rail lines criss-crossing the landscape.

NCA 60: Mersey Valley consists of a wide, low-lying river valley landscape focusing on the River Mersey. The area encompasses a complex mix of extensive industrial development and urban areas, with high-quality farmland in between.

Key Characteristics of the NCA 60: Mersey Valley include:

- The landscape is low-lying, focusing on the broad linear valley of the River Mersey; it is estuarine in the west and has extensive areas of reclaimed mossland in the east.
- Underlain by Triassic sandstone, the surface geology is principally drift material: marine and river alluvium in the valley bottom, extensive areas of till, pockets of glacial sands and gravels, with peat in some drainage hollows.
- The Mersey Estuary is a defining element in the landscape, with expansive intertidal mudflats/sand flats and low exposed cliffs.
- The River Mersey flows from east to west, joined by associated tributaries, although the Mersey itself is often obscured from view.
- Trees and woodland are mainly associated with settlements, occasional parkland and isolated woodland blocks; and in recent years new community woodlands have been planted.
- Large-scale, open, predominantly flat, high-quality farmland occurs between developments, with primarily arable farming to the north of the valley and a mixture of arable and dairying to the south.
- The field pattern is regular and large scale, often defined by hedgerows with isolated hedgerow trees; many hedgerows are intermittent and have been replaced by post-and-wire fencing, while field

boundaries on the mosses are marked by ditches.

- A range of important wetland habitats remain, including estuarine mudflats/sand flats and fringing salt marshes in the west, remnants of semi-natural mosslands and pockets of basin peats in the east, with the broad river valley in between.
- The predominant building material is red brick though some sandstone construction remains, and some survival of earlier timber frame.
- There are densely populated urban and suburban areas, with major towns particularly at the river crossings, including Runcorn, Widnes and Warrington.
- There is large-scale, highly visible industrial development, with docks, chemical works and oil refineries.
- The river valley has a dense communication network with motorways, roads, railways and canals running east-west, and power lines are also prominent.

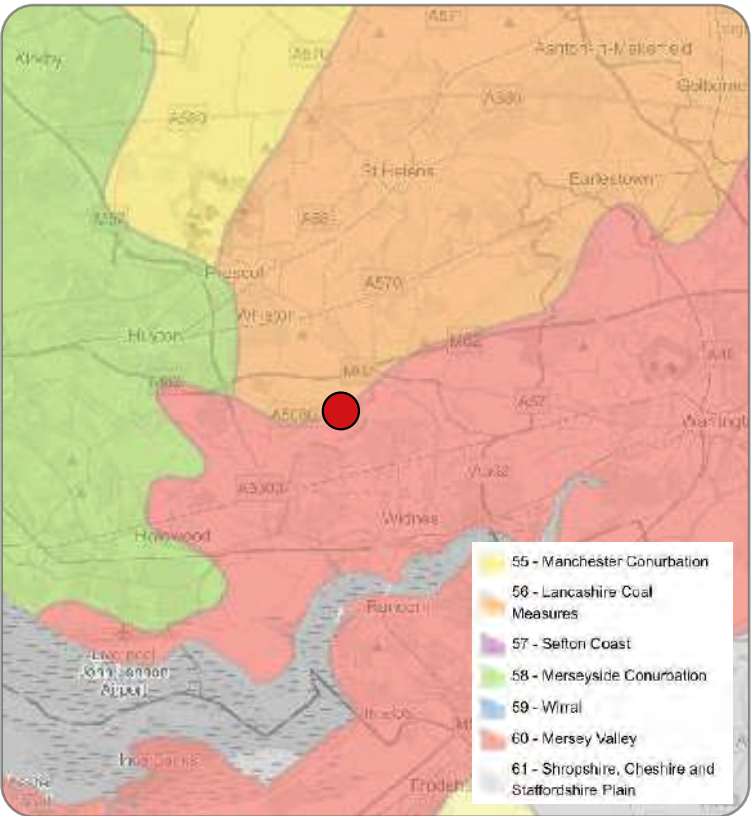


Figure 10 - National Character Area Map

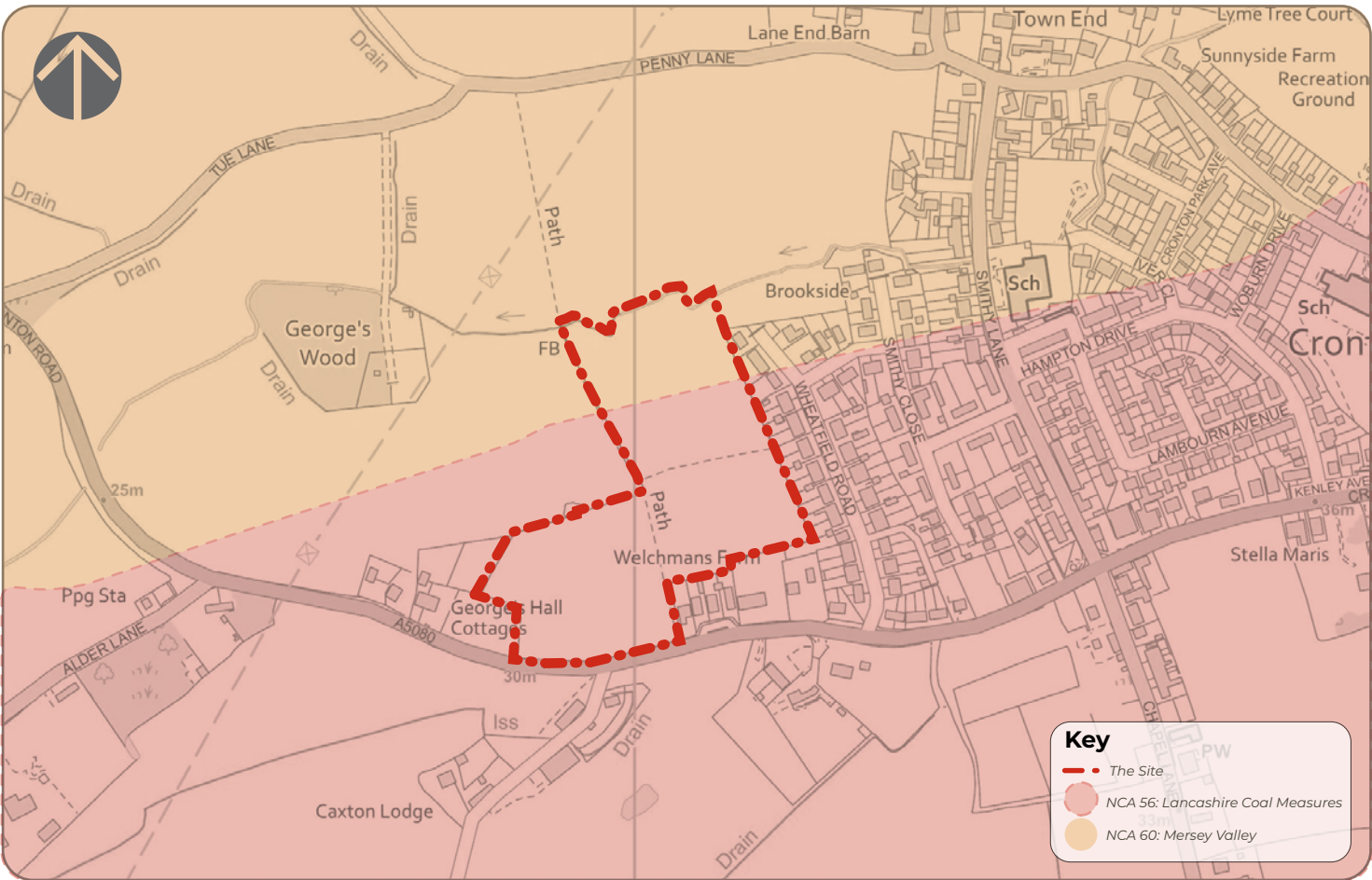


Figure 11 - National Character Area Map immediately surrounding the site



Figure 17 - Constraints and opportunities plan

Policy Context

This Design and Access statement follows national best practice urban design principles that are aimed at delivering good design. The below principal documents have been followed and referenced:

- National Design Guide
- NPPF
- Building for a Healthy Life
- Manual for Streets
- Future Homes Standard
- Knowsley Local Plan: Core Strategy (2016)
- Saved Policies from the Knowsley Unitary Development Plan (2006)
- Local Plan Policies Map
- Local SPDs:
 - Design Quality in New Developments SPD
 - New Residential Development SPD
 - Ensuring a Choice of Travel SPD
 - Trees and Development SPD
 - Developer Contributions SPD
 - Householder Development SPD

National Design Guide

The National Design Guide sets out the characteristics of well designed places and demonstrates what good design means in practice. The National Design Guide addresses the question of how well-designed places can be recognised, by outlining and illustrating the Government’s priorities for well designed places in the form of ten characteristics. These 10 characteristics aim to help developers to create ‘enduring, beautiful and successful’ places to live.

The national design guide sets in place 10 characteristics:

- **Context** - enhances the surroundings
- **Identity** - Attractive and distinctive
- **Built form** - a coherent pattern of development
- **Movement** - accessible and easy to move around
- **Nature** - enhanced and optimised
- **Public spaces** - safe, social and inclusive
- **Uses** - mixed and integrated
- **Homes and buildings** - functional, healthy and sustainable
- **Resources** - efficient and resilient
- **Lifespan** - made to last

Building for a Healthy Life

Building for a Healthy Life (BfHL) updates England’s most widely known and most widely used design tool for creating places that are better for people and nature. The original 12-point structure and underlying principles within Building for Life 12 are at the heart of BfHL. The new name reflects the change in legislation as well as refinements made to the 12 considerations in response to good practice and user feedback.

The new name also recognises that this latest edition has been written in partnership with Homes England, NHS England and NHS Improvement. BfHL integrates the findings of the three-year Healthy New Towns Programme led by NHS England and NHS Improvement.

Many local authorities across the country have cited Building for Life 12 in their Local Plan and Supplementary Planning Documents. As BfHL is the new name for Building for Life 12, local authorities can use BfHL without having to rewrite existing policy documents.

The following headlines have been considered:

- Integrated Neighbourhoods
- Distinctive places
- Streets for all

The following subheadings have informed the BfHL assessment:

1. Natural connections.
2. Walking, cycling and public transport.
3. Facilities and services.
4. Homes for everyone.
5. Making the most of what's there.
6. A memorable character.
7. Well defined streets and spaces.
8. Easy to find your way around.
9. Healthy Streets.
10. Cycle and car parking.
11. Green and blue infrastructure.
12. Back of pavement front of home.

Future Homes Standard

The Future Homes Standard, set to be introduced by the end of 2025 in England, will require new homes to be significantly more energy-efficient and produce far fewer carbon emissions than those built under current regulations. New homes will be required to be “zero-carbon ready,” meaning they will be designed to easily transition to low-carbon heating and energy sources as the electricity grid carbonises. This includes the use of low-carbon heating systems like heat pumps and heat networks. The aim is to build high-quality homes that remain affordable, protecting occupants from excessive energy bills while offering a comfortable and healthy living environment whilst achieving significant carbon savings, contributing to the UK’s net-zero goal by 2050.

Knowsley Local Plan: Core Strategy (2016)

The proposals have been developed with careful consideration of the relevant policies contained within the *Knowsley Local Plan: Core Strategy (2016)*, the principal development plan document for the borough.

The Core Strategy sets out the spatial strategy for Knowsley, including housing need, regeneration areas, infrastructure delivery and key design principles. The following policies are directly relevant to the design of this application:

Strategic Objective 2 – Well-Balanced Housing Market

- Promotes a well-balanced housing market by providing a sufficient quantity and mix of high quality sustainable design.

SO5 – Quality of Place

- Focuses on protecting and enhancing the character, quality and diversity of the built environment, including residential neighbourhoods, rural areas and villages.

SO6 – Sustainable Transport

- Ensures new development reduces the need to travel and prioritises walking, cycling and public transport, linking housing to jobs, services and facilities.

SO8 – Green Infrastructure and Rural Areas

- Explicitly refers to Cronton, Tarbock and Knowsley Village, supporting and strengthening green infrastructure and maintaining the character of rural settlements and Green Belt setting.

SO9 – Promoting Health and Wellbeing in Knowsley

- Seeks a health-promoting environment and access to open space, recreation and active travel.

Policy SD1 – Sustainable Development

- Sets out that a positive approach will be taken, which reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy CS2 – Development Principles

- Promotes sustainable development that responds positively to local character, protects environmental assets and delivers high-quality design.

Policy CS3 – Housing Supply, Delivery and Distribution

- Ensures an appropriate supply of housing land and seeks to meet identified housing needs across the borough, including a mix of dwelling types and tenures.

Policy CS4 – Economy and Employment

- Supports sustainable growth of the borough, including the design of attractive, well-connected neighbourhoods that support economic vitality.

Policy CS7 – Transport Networks

- Requires development to be accessible by walking, cycling and public transport, minimising reliance on private car travel and encouraging sustainable movement.

Policy CS8 – Green Infrastructure

- Protects and enhances green spaces, ecological networks, trees and landscape character.

Policy CS17 – Housing Size, Type and Tenure

- Ensures new housing provides a mix of dwelling sizes and tenures to meet the borough’s needs, including family housing and provision for older people.

Policy CS19 – Design Quality and the Built Environment

- Requires development to be well-designed, safe, inclusive and reflective of local character and distinctiveness.
- Encourages high architectural quality, good placemaking, appropriate scale, massing and materials.

Policy CS20 – Managing the Borough’s Green Belt

- Sets out expectations for development within or adjacent to the Green Belt.
- As Cronton lies within a rural Green Belt context, proposals must preserve openness and respect the village’s distinct settlement edge.

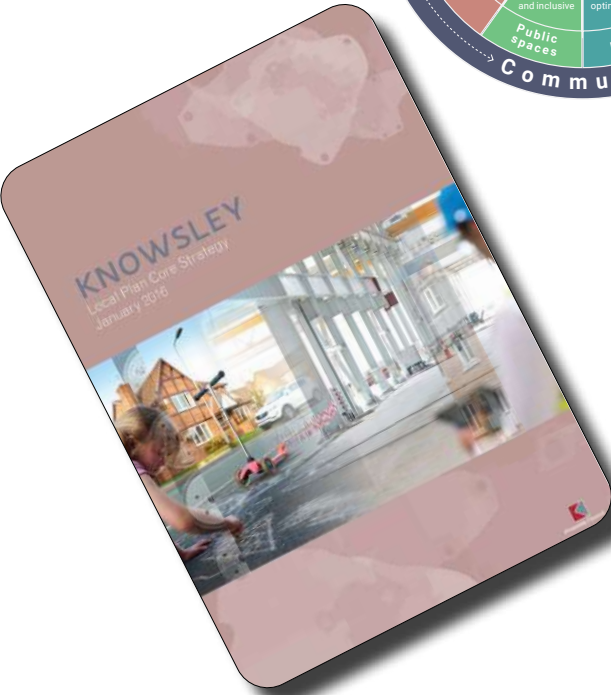
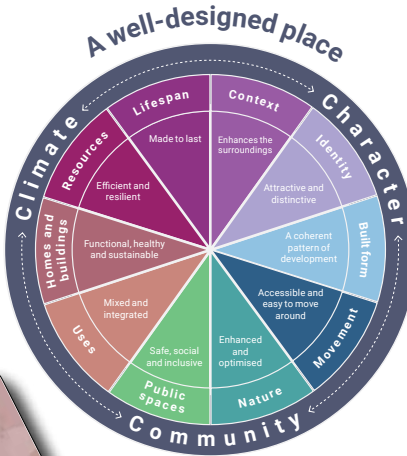
Policy CS25 – Developer Contributions

- Requires appropriate contributions toward infrastructure, open space, affordable housing, education, and other identified needs.

Policy T-3 – Safety and Capacity on the Highway

- Ensures development does not have an adverse impact on highway safety or capacity, requiring mitigation where necessary.

For further information regarding relevant policy, please refer to the stand alone planning policy document.



DESIGN PRINCIPLES

PURPOSE

The purpose of this document is to set the design principles of the that have guided the planning application proposals.

It illustrates the standards required to achieve a quality, well designed development whilst inspiring creativity.

It will ensure the provision of a harmonious built environment set within a cohesive, high quality public realm and will be particularly focused on ensuring distinct but complementary identities for the various parts of this new neighbourhood.

OBJECTIVES

The objective of producing this document is to provide a clear framework that is supported by all parties.

The design should do the following;

- Establish a long-term vision for the site.
- Set the parameters and technical constraints that have shaped the proposals;
- Demonstrate a design-led framework that has been influenced by the existing constraints and opportunities on site and enhanced with new detailed landscaping strategy;
- Demonstrate its compliance with Knowsley Council's local plans.

STRUCTURE

The document is structured in the following way;

Introduction - Explaining the purpose of the document and background to any site history and influencing external documents.

Setting the scene - Explains the site conditions, context and any planning context and influencing external documents that has influenced the development of the proposals.

Design Principles - Explains the site wide parameters and site wide structure plans which culminates in a detailed layout.

Outline proposals - The structure of this section is to demonstrate and explain the outline proposals.

Residential Placemaking

The built form is the arrangement of development blocks, streets, buildings and open spaces and their relationship to each other.

The illustrative masterplan proposals have been influenced by the relevant planning and design strategies and policies as discussed earlier in the document. This has had an impact on the possible future character areas, architectural design of the houstypes, and relationship and arrangement of the built form. All of this together creates a place where people can live, work and play in a safe, bustling and above all happy community.

The future detailed scheme will propose the following design principles:

- Key buildings positioned to terminate views and in key locations to frame and define junctions and key spaces.
- Building typologies to correspond with street typology in terms of set backs from the public highways and respond to neighbouring development.
- Active frontages always provided to public areas to ensure natural surveillance.
- Retention of existing landscaping to create green infrastructure links for existing wildlife habitats and retain the buffers to the open countryside.
- The relationship between the proposal and the existing settlement edge to be considered and lower density to allow for softer transition.
- Focal spaces created to aid legibility and way finding.
- Distinctive landscaping scheme that ties into character of the area.
- Access to the site is via a new junction on Cronton Road to the north of the site.
- Key frontages that are positioned on primary movement routes will be key to the architectural appearance of the development and therefore positively set the character of the development.

Block structure

Future proposals should seek to create a series of perimeter blocks with active frontages facing onto the street. This approach adheres to the urban design principles of public fronts and private backs to private backs.

It adheres to the urban design principles of public fronts to public fronts and private backs to private backs.

The perimeter blocks create positions that will be appropriate for true corner turning dwellings. These will be important to ensure these key locations will not be dominated by blank, uninteresting gables that have no natural surveillance. The future design of the corner turning dwellings should ensure that the front door faces out onto the principle street, with habitable windows facing out onto the secondary street.

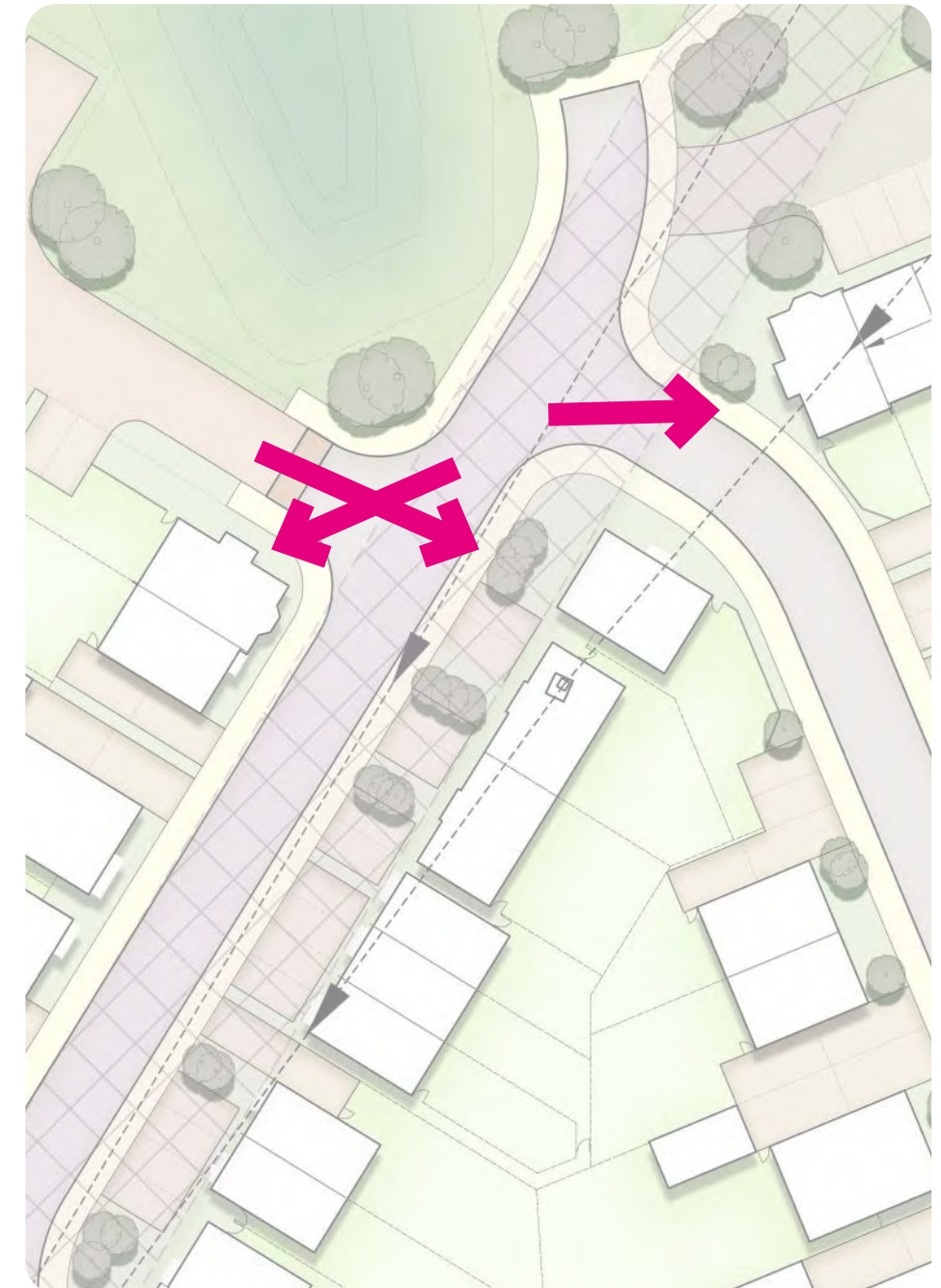
Any future frontage boundary treatments should continue around the corner of the street to define ownership boundary. Front boundaries will respond to the adjacent residential character to ensure a continuation. Driveways should not be positioned on



Example of block structure showing active frontage to the street

Views and vistas

Vistas should be created by placing buildings that terminate the end of a street or view. They should never be terminated by blank gables, garages or walls. The massing and positioning of the other use buildings help create view channels to the surrounding open space.



Example buildings terminating views or creating focal buildings to corners

DESIGN PRINCIPLES



Figure 19 - **LANDSCAPE STRUCTURE , LINKED SPACES & CORRIDORS**

- █ Landscape Buffers
- ↔ Potential Connections
- ↖ Views into site
- ↔ Existing Infrastructure

Views in and out of site are filtered with landscaping. The existing landscape surrounding the site will be retained where possible and reinforces the character and enclosure of the site. Locally native species should be used around the boundaries of the site and within the areas of public open space in keeping with the character of the landscape and to promote visual and wildlife connectivity around and through the site.

The future developments landscape design will contribute to the character of the area, street scenes, planting, open space and leisure by providing well considered spaces which frame views, provide seasonal colour and interest, act as gateway markers and focal points, and create useable and simple spaces which are low maintenance.

The access to the site, from Cronton Road will be carefully considered and sympathetically landscaped to respect the existing character and create green entrances linking through the site with streets and public open spaces.



Figure 20 - **MOVEMENT FRAMEWORK**

- ↔ Primary Routes
- ↔ Secondary Route
- Vehicular Access
- █ Landscape Buffers

The potential street hierarchy sets in place a well-defined and easily understood pattern of development parcels, primary streets, secondary streets and narrowing lanes, all that are in character and appropriate to Cronton.

This creates a clear hierarchy of easily understood, high quality, attractive and safe streets and connections is at the forefront of design. Vehicular access will be taken from Cronton Road via a new junction arrangement. Within the edge of the built form future boundary features should respect the local tradition, materials and/or species mixes. Native species in hedgerows, trees and other soft landscaping, appropriate to the locality and situation should be proposed.

The future street hierarchy should be designed to create an attractive, pedestrian friendly, residential neighbourhood using design guidance set out in Manual for Streets and the Local Plan policy guidance and strategy.

DESIGN PRINCIPLES



Figure 21 - **CONTINUITY & ENCLOSURE/ACTIVE FRONTAGES**

— Development Perimeter Blocks

Future proposals should incorporate natural surveillance from all development block edges. Where possible dwellings should look out over public spaces and streets, with continuous street frontages provided through the use of corner turning dwellings minimising street facing blank gables.

The built form should present a number of development parcels orientated to respond to the existing development surrounding the boundaries and to channel views outward to the neighbouring landscape. All areas of green space should be overlooked by development blocks to ensure natural surveillance. At the edges with existing development the future proposals should incorporate private backs to private backs, and public fronts to public fronts in an arrangement and density that mirrors the existing grain sensitively.



Figure 22 - **GATEWAYS, FOCAL POINTS & LANDMARKS**

* Gateway Building ● Focal Points

Vistas into and out of the site should be considered and enhanced within any future development proposals. In addition focal points could be achieved within the development through terminating vista buildings that could be enhanced by architectural detailing or increased height to create way markers and aid way finding.

The arrangement of the future development parcels with open space and play areas should create a number of key views and feature spaces within the development. Recognising where these occur will enable future development design to have a unique character and a sense of place. Vista lines and nodes should be created throughout the development. These spaces should have their own sense of character to aid orientation and navigation. The locations of buildings should create a continuous 'building line' and contain private space within perimeter blocks where possible.

Buildings should be arranged to create active frontages and provide natural surveillance. Small setbacks and projections should be used to soften the impact of buildings on the public realm and create visual interest. Where it is not practical to enclose space by the position of buildings then landscape features such as trees, hedging and walling should be used to help define spaces.

THE ILLUSTRATIVE PROPOSALS



Figure 23 - Proposed Illustrative Masterplan

KEY

1

Vehicular / Pedestrian Access

2

Primary Streets

3

Lanes

4

Shared Drives

5

Open Space

6

Outward Facing Development

7

Existing Trees to be retained

8

Informal Open Space

9

Realigned PROW

10

Pedestrian Access



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Access

The aim is to create an inclusive environment that can be easily used by as many people as possible. The development proposals for the site are founded on the creation of high quality residential environment.

All streets should interconnect and promote walking and cycling permeability throughout the site giving free access to pedestrians and cyclists. A sustainable focus on mobility, promoting walking and cycling, creates an accessible and walkable neighbourhood with connections to the local village centre and therefore PROW and bus networks.

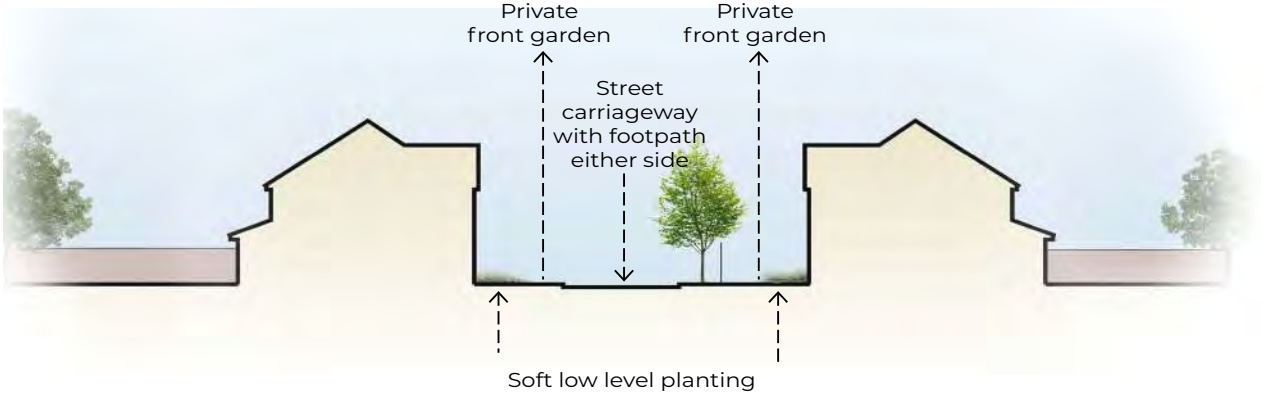
Detailed approval is sought for a single vehicular access into the site, taken from Cronton Road. The alignment of the existing PROW running through the site will be broadly retained and upgraded to a formal footpath. A footpath will also be provided up to the sites north-eastern boundary, connecting into the adjacent do walking field which provides a walking route into the centre of Cronton.



Figure 27 - Access, tracking and visibility plays

Typical street sections

POTENTIAL STREET SECTION



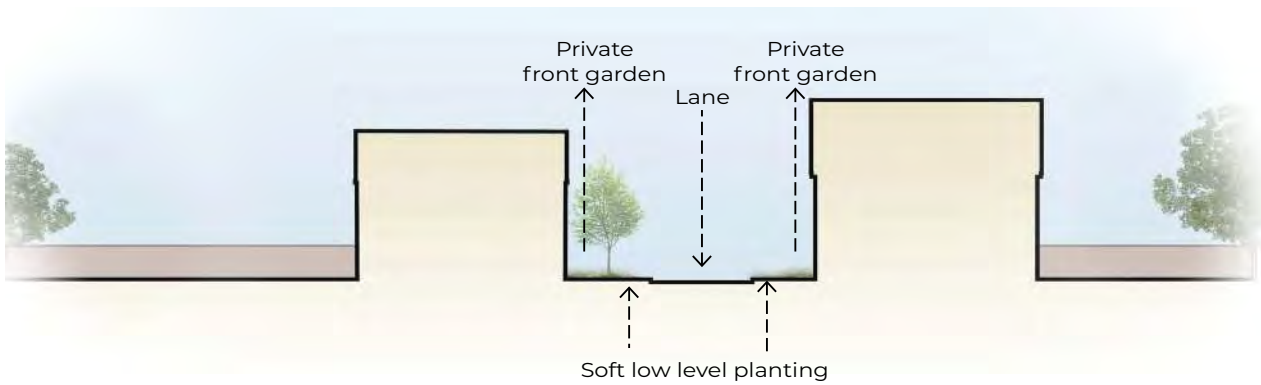
ILLUSTRATIVE STREET SECTION



TYPICAL STREET PRECEDENT



POTENTIAL LANE SECTION



ILLUSTRATIVE LANE SECTION



TYPICAL LANE PRECEDENT



Figure 27 - Potential Street Sections

Proposed Site Character

The intended appearance of the proposed development will be the product of a reserved matters application which will detail the layout, scale, landscaping and the architectural style of individual buildings or groups of buildings.

The aim is to create a built form that provides a scale, massing and appearance that will complement the context, creating a distinct and legible townscape.

The aim will be to create an external built form of high quality design that will complement and respond to the setting whilst creating a sense of place.

The choice of materials and associated detailing of texture, colour and decoration should seek to reinforce the architectural expression and identity of the buildings while maintaining an overall coherence and link to Cronton’s key design features.

A critical function of the proposed built form is the way it will provide spatial definition to the public spaces and routed. The pattern of the streets, routes and squares proposed in the illustrative masterplan have been informed by an appraisal of the context.



Figure 29 - Typical Bellway Streetscene

PROPOSED SITE CHARACTER

Key benefits

The site delivers multiple benefits as set out below.

DELIVERY OF SUSTAINABLE DEVELOPMENT

The site is located in a sustainable location in close proximity to the centre of Cronton, with good access to numerous facilities and services. The delivery of housing in such a location will offer residents the opportunity to make use of local facilities and to utilise public transport, reducing reliance on private car use.

PROMOTING ECONOMIC PROSPERITY

Development at the site will enhance the vitality, viability and accessibility of Cronton and would capitalise on the accessibility of the Borough particularly in relation to the nearby larger towns.

PROTECTING AND ENHANCING ENVIRONMENTAL QUALITY

The development of the site will respect the character and distinctiveness of the locality with quality design, and integration into Cronton could be achieved. Quality development will protect the natural environment.

DELIVERING A VARIETY OF OPEN MARKET AND AFFORDABLE HOUSING

The site will deliver a viable development, capable of providing a mix of open market homes of varying sizes and designs, alongside policy compliant affordable housing, designed to meet local needs.

PROVISION OF PUBLIC OPEN SPACE

The proposals would deliver new and improved routes for pedestrains and cyclists, whilst also providing areas of Public Open Space within the site.

CREATION OF A STRONG, DEFENSIBLE EDGE

Development of the site offers an opportunity to strengthen and enhance the boundaries of the site which run adjacent to the open space.

LOCAL FINANCIAL CONTRIBUTIONS

The grant of planning permission will result in financial contributions to improve local in frastructure. This is likely to include contributions towards education, healthcare and recreational provision.

Conclusion

The illustrative masterplan can accommodate up to 120 new homes, providing a varied mix of two storey, 2-4 bed, family homes, appropriate for Cronton.

The future development will create a high quality, sustainable residential neighbourhood which maintains and enhances the key existing features of Cronton with greenspace and surrounding boundaries, integrating the site into the wider area.

The future development will create a well-informed attractive neighbourhood, not overly dominated by the car and give a sensitive integration and robust solution to the existing character area, as well as creating a sense of place which includes house types with reference to the local architectural vernacular.

The site is in a sustainable and accessible location and the presented scheme demonstrates consideration of the Knowsley Council Local Development Framework, Supplementary Planning Documents, and Supplementary Planning Guides and their key objectives helping to achieve a quality proposal promoting sustainable inclusive design through efficient use of land and resources, contributing, and integrating into the local character of the area.

The illustrative scheme adheres and reflects the principles of previous Bellway Homes developments and the existing residential development, including strong focal points and a sense of place. The architectural design of future house types will also complement those in the local area on ensuring the scheme integrates with the wider area.

Bellway have a proven track record of providing good quality aspirational housing which this scheme continues and exhibits these core principles.

“THE GOVERNMENT ATTACHES GREAT IMPORTANCE TO THE DESIGN OF THE BUILT ENVIRONMENT. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, IS INDIVISIBLE FROM GOOD PLANNING AND SHOULD CONTRIBUTE POSITIVELY TO MAKING PLACES BETTER FOR PEOPLE”.

BUILDING FOR A HEALTHY LIFE





Integrated Neighbourhoods

What 'green' looks like for Natural connections

1. **Edge to edge connectivity.** A single new vehicular access point is proposed from Cronton Road. Pedestrian access points are proposed on both the northern and eastern boundaries. Internal roads are then formed throughout the site. - **Green**
2. **Respond to pedestrian and cyclist desire lines.** The Movement Framework provides both pedestrian and cycle links connect to the existing infrastructure and footpath network, including the existing PRow, therefore respecting existing desire lines. - **Green**
3. **Connected street patterns.** These work best when they include straight or nearly straight streets to makes pedestrian routes as direct as possible. The site access point connects to the existing movement network along Cronton Road. A new clear movement hierarchy is proposed in the form of Streets, lanes and shared drives creating a clear delineation of movement priority that is appropriate for the location - **Green**
4. **Filtered permeability.** A useful technique that designs out 'rat running' and creates a pleasant low traffic environment around people's homes whilst still allowing pedestrian and cycle movement. Rat running is discouraged by the road pattern employed. Pedestrian links to the surrounding sustainable transport options and local village centre are proposed, with proposed pedestrian only connections on the northern and eastern boundaries- **Green**
5. **Continuous streets (with public access) along the edges of a development.** Private drives can frustrate pedestrian and cycle movement along the edges of a development. Proposed illustrative masterplan fronts out on to streets, lanes, courtyards and the green linkages proposed. The hierarchy of streets allows for a continuous flow of pedestrian movement throughout the scheme and creates areas of enclosure of space that allows for future change of density - **Green**
6. **Connecting existing and new habitats; safeguarding existing or creating new movement corridors for nature.** The new recreational space is designed around the retention of existing landscaping and integration of new blue infrastructure. The pattern of green space is influenced by the retention of existing trees and landscaping within the site and appropriate location for the suds basin.. - **Green**
7. **Where retained, keeping hedgerows within the public realm, safeguarding their future retention and management.** Retained landscaping has influenced the development structure creating the location of POS and green buffers at the edge of development and linages through the centre.. - **Green**
8. **Streets and routes that can be extended in the future.** Proposed development could provide road connectivity to west and north for future development and has pedestrian and cycle linkage to eastern existing development - **Green**
9. **Adoption to site boundaries.**
Yes. - **Green**

Integrated Neighbourhoods

What 'green' looks like for Walking, cycling and public transport

1. **Share street space fairly between pedestrians, cyclists and motor vehicles.** Future street spaces will be designed to incorporate all users. - **Green**
2. **Cycle friendly streets (see Local Transport Note 1/12) with pedestrian and cycle priority (and protection) with across junctions and side streets.** Streets will be designed to consider pedestrian & cyclists. Crossings will be located in appropriate areas that appear as desired locations. - **Green**
3. **Nudge people away from the car.** The nearest bus stops to the site are located along Cronton Road (A5080). There are also a number of train stations within 2 miles of the site. Pedestrian links have been enhanced, and day-to-day amenities are also available and within walking distance within the centre of the village. - **Green**
4. **Offer cycle (and cargo bike) parking closer to the entrance of commercial, leisure and community facilities than car parking spaces.** **N/A**
5. **Provide scooter and cycle parking at schools.** Scooters can encourage younger children to get active on the way to school. **N/A**
6. **Design out school runs dependent on cars.** Within 0.5 miles of the site are both Cronton C o f E Primary School and Holy Family Catholic Primary School and Nursery. Cronton Sixth Form College is approximately 1 mile from the site. All of these facilities are accessible by both foot and public transport. - **Green**
7. **Start or contribute to the delivery of a Local Cycle and Walking Strategy Infrastructure Plan.** **N/A**
8. **Zebra, parallel and signalised crossing.** **N/A**
9. **Tight corner radii (<3m) at street junctions and side streets.** All future streets will be designed to adoptable standards. - **Green**
10. **Concentrate new development around existing or new transport hubs.** The nearest bus stops to the site are located along Cronton Road (A5080). There are also a number of train stations within 2 miles of the site. Day-to-day amenities are also available and within walking distance within the centre of the village. - **Green**
11. **Demand Responsive Transport, car clubs and car shares.** **N/A**
12. **Short and direct walking and cycling connections that make public transport an easy choice to make.** The nearest bus stops to the site are located along Cronton Road (A5080). There are also a number of train stations within 2 miles of the site. Day-to-day amenities are also available and within walking distance within the centre of the village. Pedestrian links have been enhanced as part of this proposal. - **Green**
13. **New or improved Park and Ride schemes.** **N/A**
14. **20mph design speeds, designations and traffic calming.** Future detailed layout will be traffic calmed as part of design. - **Green**
15. **Protected cycle ways along busy streets.** New cycle friendly pedestrian links should be provided along the future road structure and integrate into the public open space network. - **Green**



Integrated Neighbourhoods

What **'green'** looks like for *facilities and services*

1. Intensifying development in locations that benefit from good public transport accessibility, in particularly around public transport hubs such as train stations and bus interchanges. The future development should provide pedestrian and cycle transport opportunities to give clear and safe links to the surrounding communities and facilities. The nearest bus stops to the site are located along Cronton Road (A5080), with regular services operated by Arriva North West and Warrington's Own Buses. This stop offers numerous routes including:

- **Arriva North West Route 6:** Upton Rocks The Globe - Liverpool One
- **Arriva North West Route 7:** Warrington Bus Interchange - Liverpool Queen Square
- **Warrington's Own Buses Route 42:** Croxteth - Riverside College
- **Warrington's Own Buses Route 46:** Stockbridge Village - Riverside College

Rail connections are available at several nearby stations. Hough Green Station, approximately 1.5 miles from the site, offers frequent services operated by Northern Trains, providing direct links to Liverpool Lime Street, Liverpool South Parkway, Warrington Central, Manchester Oxford Road, and additional regional destinations. Widnes station, approximately 2 miles from the site, offers further rail connections operated by East Midlands Railway to Manchester Piccadilly, Sheffield, Nottingham and Norwich. Rainhill Station is also nearby, offering services on the historic Liverpool-Manchester railway. - **Green**

2. Reserving land in the right locations for non-residential uses. **N/A**

3. **Active frontages.** All frontages should be articulated to provide the maximum overlooking and natural surveillance to streets and greenspaces creating a safe neighbourhood. This is achieved by the use of housetypes that are designed to face out onto the street with dual aspect elevations on corners. - **Green**

4. Clear windows along the ground floor of non-residential buildings. **N/A**

5. Mixing compatible uses vertically, such as placing supported accommodation at the heart of new developments above active ground floor uses. **N/A**

6. Giving places where routes meet a human scale and create public squares. The future layout should use housing forms around recreational spaces that create landscaped nodal points and visual stops to aid way finding around the development. - **Green**

7. Frequent benches can help those with mobility difficulties to walk more easily between places. Please refer to detailed landscaping plans. - **Green**

Integrated Neighbourhoods

What **'green'** looks like for *Homes for Everyone*

1. Designing homes and streets where it is difficult to determine the tenure of properties through architectural, landscape or other differences. Affordable dwellings within the future development should; be pepper-potted throughout the development, be indistinguishable from open market properties and create a tenure blind scheme. - **Green**

2. Apartment buildings might separate tenure by core but each core must look exactly the same. **N/A**

3. A range of housing typologies supported by local housing needs and policies to help create a broad-based community. A varied mix should be provided across the site that responds to local housing needs.. - **Green**

4. Homes with the flexibility to meet changing needs. 40% affordable dwellings should be provided - **Green**

5. Affordable homes that are distributed across a development. The affordable dwellings within the future detailed scheme should be well distributed across the site in small clustered groups. - **Green**

6. Access to some outdoor space suitable for drying clothes for apartments and maisonettes. **N/A**

7. Consider providing apartments and maisonettes with some private outdoor amenity space such as semi-private garden spaces for ground floor homes, balconies and terraces for homes above ground floor. **N/A**



Distinctive Places

What 'green' looks like for *well defined streets and spaces*

1. Streets with active frontages.

All streets should have active frontages to public spaces with housetype designs that ensure all public spaces are addressed and overlooked. Dual aspect dwellings are plotted on corners. - **Green**

2. Well defined streets and spaces, using buildings, landscaping and/or water to enclose and define spaces.

All plots should have defined building lines and frontages to landscaping or open space. - **Green**

3. Cohesive building compositions and building lines.

Scale and proportion together with Architectural styles should compliment both new to new and new to existing development. Architectural styles should be informed by the local area. - **Green**

4. Front doors that face streets and public spaces.

Front doors face the streets and public spaces to enhance natural surveillance. - **Green**

5. Apartments that offer frequent front doors to the street.

Any future walk-up apartments should be designed like the dwellings with front doors facing the street. - **Green**

6. Dual aspect homes on street corners with windows serving habitable rooms.

All future dual aspect dwellings should have habitable room windows addressing the street. These should be plotted on corners to follow the street turns. - **Green**

7. Perimeter blocks and well resolved internal vistas.

Visual stops and nodal points together with vista lines to POS and within the development parcel should be considered throughout the scheme. - **Green**

8. Building typologies that are designed to straddle narrow depth blocks.

Varying building typologies and parking solutions should be applied to address differing development blocks and to varying character throughout the development. Areas of enclosed, higher density will have narrower block widths due to the nature of the housetype and therefore the appropriate parking solution - **Green**

Distinctive Places

What 'green' looks like for *easy to find your way around*

1. Designing for legibility when creating a concept plan for a place.

The future scheme should be formed using key way markers with principal streets, streets, lanes, visual stops and street scenes of an Architectural language that is easily understood promoting ease of permeability of the scheme. - **Green**

2. Using streets as the main way to help people find their way around a place. For instance, principal streets can be made different to more minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies and boundary treatments.

The future scheme should be designed to ensure that corner turning plots have been placed on corners to aid wayfinding throughout the scheme. The hierarchy of streets and therefore the changing geometry of streets should create different spatial characteristics and building typologies that are appropriate to Cronton. Focal junctions will allow for buildings to be positioned closer to the back of the footpath to enclose the space, increase the density of development and to the outer edges of the scheme to create a softer feel with bigger plots and larger front garden space. - **Green**

3. Navigable features for those with visual, mobility or other limitations.

Highways should be designed to adoptable requirements which will incorporate features to assist those with visual/mobility or other limitations. - **Green**

4. Frame views of features on or beyond a site.

Views should be created through to POS and green spaces, visual stops and node points to be incorporated to retain views to the immediate surroundings. - **Green**

5. Create new legible elements or features on larger developments – further reinforce legible features where necessary through the landscape strategy, building and layout design, hard landscaping and boundaries.

A combination of the landscape strategy, hard surfaces and boundary treatments should reinforce legible features within the future detailed layout. - **Green**

6. Simple street patterns based on formal or more relaxed grid patterns.

Street patterns should be efficient with a clear and appropriate street hierarchy with good connectivity. - **Green**



Distinctive Places

What **'green'** looks like for *making the most of whats there*.

1. Taking a walk to really understand the place where a new development is proposed and understand how any distinctive characteristics can be incorporated as features. A character survey has been carried out which key details and characteristics have been identified and should be used to create the future housetype design. - **Green**

2. Using existing assets as anchor features, such as mature trees and other existing features. The illustrative masterplan has proposed retention of trees along field boundaries, shrubs, hedgerows and this should be carried forward to the future detailed layout. - **Green**

3. Positive characteristics such as street types, landscape character, urban grain, plot shapes and sizes, building forms and materials being used to reflect local character. Materials, scale and proportion should reflect the Local character. - **Green**

4. Sensitive transitions between existing and new development so that building heights, typologies and tenures sit comfortably next to each other. This has been part of the scheme analysis to promote integration within the local area retaining existing connections and providing new and improved connections. - **Green**

5. Remember the 'four pillars' of sustainable drainage systems. Attenuation basins locations have been suggested on the illustrative masterplan as part of the public open space strategy. - **Green**

6. Protecting and enhancing existing habitats; creating new habitats. Creating the green fringes through the site allows for retention of trees and hedgerows and therefore existing habitats and wildlife. - **Green**

7. Interlocking back gardens between existing and new development (where existing back gardens adjoin a site boundary). Existing residential development interlocks with the boundary to the east in which a minimum 21m back to back should be achieved. The density to this boundary should mirror what is existing along here. - **Green**

Distinctive Places

What **'green'** looks like for *memorable character*

1. A strong, hand drawn design concept. The illustrative masterplan has evolved through the development of the technical constraints that have informed the design parameters for the site. - **Green**

2. To find the right solution a number of different ideas and options might need to be explored. The scheme will be evolving through future detailed design team discussions and engagement with Knowsley Council Planning department. - **Green**

3. Drawing inspiration from local architectural and/or landscape character. Reflecting character in either a traditional or contemporary style. Architectural and Landscape character of the local area will be considered and reflected not only in the physical spacial forms of the scheme but in the design of the future detailed housetypes and character areas. - **Green**

4. Structural landscaping as a way to create places with a memorable character. The future landscaping scheme should provide tree lined avenue, streets, lanes and green necklaces to join up the extensive green space network around the boundaries, setting the development into its village character. - **Green**

5. Memorable spaces and building groupings. The future detailed layout should provide nodal points and feature areas and way markers which the outline illustrative masterplan allows for. - **Green**

6. Place names that have a connection to the locality can help stimulate ideas and design thought. This will be up to the local authority but could be accommodated. - **Green**

7. A place name like 'Valley View' will always be more helpful on larger, multi-developer developments than generic terms such as 'Parcel R5.1'. All developments are typically individually named with reference to the local area. - **Green**



Streets for all

What 'green' looks like for *healthy streets*

1. Streets for people. 20mph (or lower) design speeds; 20mph designations. Future highways should be planned and engineered to meet these criteria. - **Green**
2. Tree lined streets. Make sure that trees have sufficient space to grow above and below ground, with long term management arrangements in place. The future layout for reserved matters approval should have verges to avenues and private gardens that are sized in most cases to accommodate trees, hedges and shrub planting and to create a varied character across the site. Existing landscape features should be largely retained on site and these have influenced the built development area within the illustrative masterplan. - **Green**
3. Tight corner radii (3m or less). Future Street radii should be 6m plus to 15m plus in line with Knowsley Council's highway requirements. - **Green**
4. Places to sit, space to chat or play within the street. Streets should be designed to encourage social interaction, open spaces should be designed to have a variety of uses with places to stop, socialise and rest. - **Green**
5. Pavements and cycleways that continue across side streets. Anticipating and responding to pedestrian and cycle 'desire lines' (the most direct routes between the places people will want to travel between) The footpath network should ensure direct routes to places and across the site. - **Green**
6. Landscape layers that add sensory richness to a place – visual, scent and sound. The Landscape Architects should be briefed to provide a Landscaping scheme, that will provide all year-round colour with vertical and horizontal emphasis together with native species. - **Green**

Streets for all

What 'green' looks like for *cycle and car parking*

1. At least storage for one cycle where it is as easy to access as the car. Any future dwellings with garages will be able to provide storage capacity for bicycles. - **Amber**
2. Secure and overlooked cycle parking that is as close to (if not closer) than car parking spaces (or car drop off bays) to the entrances of schools, shops and other services and facilities. **N/A**
3. Shared and unallocated on street car parking. **N/A**
4. Landscaping to help settle parked cars into the street. Future car parking should be broken up with trees, hedges and shrubs. - **Green**
5. Frontage parking where the space equivalent to a parking space is given over to green relief every four bays or so. Landscaping incorporated in the street scene will help to provide relief to areas of upfront parking. **Green**
6. Anticipating and designing out (or controlling) anti-social car parking. The illustrative masterplan has been designed to be secure and discourage anti-social car parking. - **Green**
7. A range of parking solutions. A range of parking solutions should be proposed on the future layout for reserved matters approval for example within curtilage of plots, including up front, side-drive, courtyard, integral and detached garage car parking, all dependant of the character and density of that area. - **Green**
8. Small and overlooked parking courtyards, with properties within courtyard spaces with ground floor habitable rooms. Any parking courtyards should always be well overlooked. - **Green**
9. Staying up to date with rapidly advancing electric car technology. EV charging could be provided within the curtilage of each property within the future detailed layout. - **Green**
10. More creative cycle and car parking solutions. Cycle storage could be provided either in garages or if the plot does not have a garage a shed could be provided. - **Green**



Streets for all

What **'green'** looks like for *blue and green infrastructure*

1. Biodiversity net gain. Please refer to accompanying ecology information.
2. Movement and feeding corridors for wildlife, such as hedgehog highways. Bird boxes, swift nesting bricks and bat bricks may be appropriate. Routes should be incorporated through buffers, green spaces, POS and PRow's. - **Green**
3. Plans that identify the character of new spaces, such as 'parks', 'woodland', 'allotments', 'wildflower meadows' rather than 'P.O.S.'. Be more specific about the function and character of public open spaces. This will be detailed on future reserved matters landscaping plans - **Green**
4. Create Park Run ready routes on larger developments and other ways to encourage physical activity and social interaction. **N/A**
5. Capturing and managing water creatively and close to where it falls using features such as rain gardens and permeable surfaces. Attenuation basin locations have been suggested but will be detailed on a future reserved matters scheme. - **Green**
6. Allow people to connect with water. Open attenuation basin has been suggested. - **Green**
7. Create a habitat network providing residents with opportunities to interact with nature on a day to day basis. The future scheme for reserved matters approval will provide access to nature through the retention of landscaping, retained ponds and pos spaces. - **Green**
8. Wildlife does not flourish within disconnected back gardens, artificial lawns and tightly mown grass. The design framework suggests gardens and green spaces that connect. - **Green**
9. Provide natural surveillance opportunities. All streets and spaces will be overlooked. - **Green**
10. A connected and accessible network of public open spaces with paths and other routes into and through. The framework proposes green linkages, POS, and green buffers around the development. - **Green**
11. Species rich grasslands. This will be detailed on future landscaping plans. - **Green**
12. Well considered management arrangements whether public or privately managed. All future spaces will either be private ownership or form part of the management company remit. - **Green**

Streets for all

What **'green'** looks like for *back of pavement front of home*

1. Defensible space and strong boundary treatments. Hard and soft boundary treatments and landscaping will be detailed as part of the future reserved matters planning application but context of suggestions has been discussed within this design and access statement - **Green**
2. Boundary treatments that add ecological value and/or reinforce distinctive local characteristics. Hard and soft boundary treatments and landscaping will be detailed as part of the future reserved matters planning application but context of suggestions has been discussed within this design and access statement - **Green**
3. Well integrated waste storage and utility boxes. If relying on rear garden storage solutions for terraces and townhouses, provide direct access to these from the street. Utility boxes will be positioned as utility provider guidance. Hardstanding will be to rear of property for bins. - **Green**
4. Front garden spaces that create opportunities for social interaction. Front garden depths will vary depending on the geometry of the highway. They will be positioned to create interaction between neighbours - **Green**
5. Ground floor apartments with their own front doors and semi-private amenity spaces help to enliven the street whilst also reducing the amount of people using communal areas. Any walk up apartments should have communal outdoor space. - **Green**
6. Consider providing terraces or balconies to above ground floor apartments – these can also help to enliven the street, increase natural surveillance and provide residents with access to the open air. **N/A**
7. No left over spaces with no clear public or private function. All areas of the illustrative masterplan have a clearly defined use. - **Green**
8. Consider apartment buildings whose access is from a deck rather than a corridor, enabling cross ventilation of apartments while limiting shared common parts which are enclosed. **N/A**

Bellway



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