

Dear Steve,

HYBRID APPLICATION FOR THE ERECTION OF UP TO 190 RESIDENTIAL DWELLINGS COMPRISING PHASE A - FULL PLANNING APPLICATION FOR THE ERECTION OF 93 DWELLINGS WITH ASSOCIATED WORKS (INCLUDING ACCESS, PUBLIC OPEN SPACE, LANDSCAPING, SUSTAINABLE URBAN DRAINAGE SYSTEMS AND OTHER ASSOCIATED WORKS) AND PHASE B - OUTLINE PLANNING APPLICATION FOR UP TO 97 DWELLINGS (WITH ALL MATTERS RESERVED); HALSNEAD GARDEN VILLAGE, PHASE 3, LAND TO THE SOUTH OF HALSNEAD PARK, AND TO THE NORTH OF THE M6, KNOWSLEY, L35 1QR

PLANNING REFERENCE 26/00166/HYB

In response to the comments received from James Towers of ESS, dated 8th October 2026, in relation to the application above, please find our responses below with any relevant information or updated documents attached.

Comments and/or Queries

In conjunction with the comments in orange, please see our responses below in *italics*:

1. What street typology is being proposed from the Design Guide – it appears that the streets have been downgraded to Access Streets and Lanes in their priority. In the Pre Application there was a significant amount of Residential avenues, as it is noted there is a lack of grass verges and in particular, the street trees. This provides a more densely populated area, which is going against what the Design Guide sets out along the southern section.

I can confirm that the layouts presented to KMBC during both pre-application meetings, dated 27th November 2024 and 7th February 2025, only showed a residential avenue proposed from the continuation of our existing development into Phase 3B. The connection from our existing scheme into Phase 3A during pre-application stage was shown as a 'Lane'. However, on our submitted proposals this is now shown as a 'Street' to provide a wider carriageway and dedicated footpath to one side.

We have also shown a 'Street' to the centre of the site fronting Plots 36-49 to ensure the routes into Phase 3B and connections to our wider development, as well as the Angling Club's Car Park are suitably sized and provide safe means of dedicated pedestrian access.

To confirm, the hierarchy we are following is:

- Main Arterial Route – The ‘Street’
- Secondary Route – The ‘Lanes’

Trees are planted within Plot Curtilage or within the Managed POS, both along the Highway and in wider amenity areas. Trees planted along the ‘Street’ fronting the M62 adjacent to the parking bays will be under Management Control as per the Demise Plan submitted, ref: 1474-TWNW Halsnead Phase 3 2026-02-13-DM-01.

2. The Streetscape within the design guide has been fundamentally altered with the density of housing resulting in cars being parked on the frontages rather than at the side of properties which completely takes away the garden village concept at the heart to the .

The general arrangement of parking across the scheme is in accordance with the Halsnead Design Guide and our approved existing development at Fox Wood Garden Village. It is noted that the street scene along the M62 features more upfront parking, however this is to create a substantial noise buffer to protect habitable rooms, rear gardens and the dwellings behind from excessive noise by removing side drives.

During pre-application discussions with Clare Appleyard, the parking arrangement fronting the M62 was embraced, noting the large quantum of managed landscaped lawns, hedgerows and trees that surround it. The parking bays/driveways are block paved as per the Halsnead Design Guide to enhance the visual amenity.

3. Trees being located into residential gardens is a concern in that they are vulnerable to being removed, which will fundamentally alter the character which is being attempted to be created in the streetscape. Also with them being planted this close to properties, the smaller tree species is having to be selected, which again is altering the streetscape character.

Most of the trees planted within plot curtilage along the proposed highways are more than 5m from the dwelling, which means a more substantial species can be planted. As discussed above, the trees planted within the Managed Areas fronting plots along the M62 will not be subject to the potential removal from future residents, nor will any trees within the POS. Please refer to the Demise Plan submitted, ref: 1474-TWNW Halsnead Phase 3 2026-02-13-DM-01.

4. The Street is a linking road, yet it has no pedestrian route except on the carriageway, this is a safety concern.

I can confirm that all ‘Streets’ within the proposals have at least one-side of 2m wide dedicated pedestrian footpath. The ‘Lane’ relies on a shared surface arrangement with grass verges. Both street types are in compliance with the Halsnead Design Guide.

5. Big Water not being overlooked by properties - This is a concern and should be rectified.

As previously discussed with Clare Appleyard, this area will be revised with properties turned to overlook Big Water as requested. This revised layout will be submitted upon receipt and incorporation of any Highways comments.

6. Car Parking Provision on Street: previous plans had a good provision of parking along the boundary with M62 buffer POS. There appears to be no sign of this now. What will be the provision for street parking in the development, given the importance of this provision for the Tier 1 POS.

It is acknowledged that on our pre-application plans we did show several visitor parking spaces along the road fronting the M62. As part of our updated plans, upon receipt of Highways comments, we will explore the opportunity to reintroduce visitor parking bays.

7. M62 Buffer POS Landscaping/Planting: planting of scrub blocks and standard trees is not creating any usable green space for amenity value - eastern end needs areas to be left open for general recreation use to allow for people to have some dwell time, framed by planting. Good to consider the amenity potential of the M26 POS area, which is a large space to the east of the attenuation basin.

It is acknowledged that the M62 Buffer/POS Landscaping does not provide large, free of landscaping features, open space left for general recreation. However, there is a balance required here in relation to BNG and ensuring we can provide the on-site 10% net gain requirement.

As part of our revised submission, following receipt of Highways comments, we will review this and explore how and if we can create a pocket of open space for general recreation without affecting our BNG strategy and obligations.

8. The native hedgerow planted along the main active travel route bordering the M62 and also Big Water will cause an issue for obscuring views/vistas of the green space, as well as limiting sightlines along this route. There would be concern about the maintenance of these hedgerows bordering the path. It would be better to relocate this along the M62 boundary. If a boundary division is required to protect the POS from vehicles, it would be better for this to be an Estate style fence.

The native hedgerow planted along the main active travel route bordering the M62 and Big Water is there to provide natural and soft delineation between public and private spaces, however following receipt of Highways comments, we will review this and explore how we can relocate this without affecting our BNG strategy and requirements.

9. Street furniture – where is this to be provided, as it is not shown on the plan and needs to be incorporated into the POS.

Street furniture, in accordance with the Halsnead Design Guide, has been incorporated into the nodal features by way of Timber Benches. You can find these detailed on the Detailed Planting Plans, ref: 1008.05D Landscape Proposal 1 of 3, 1008.06D Landscape Proposal 2 of 3 and 1008.07D Landscape Proposal 3 of 3.

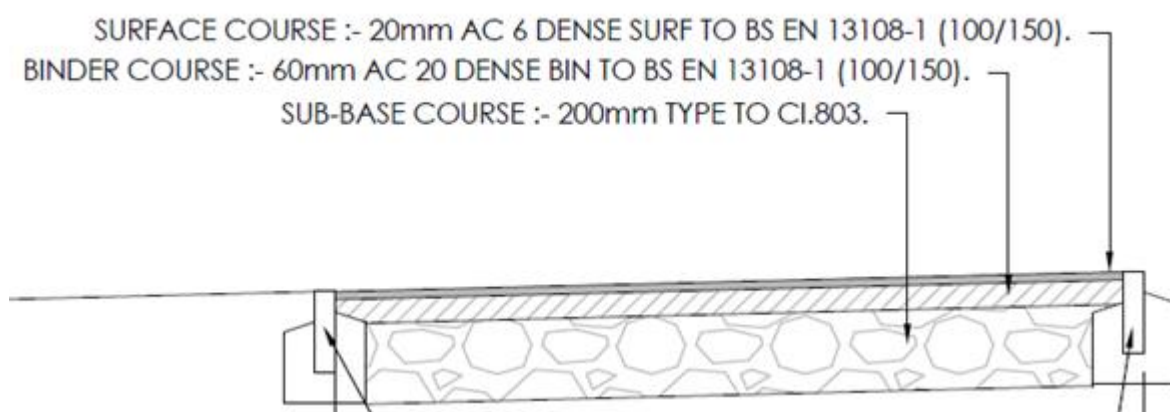
- 10. The Drainage Strategy** is depending on a traditional model relying on piped systems and attenuation basins, this is not compliant with the SuDS Manual's aims of keeping the surface water at the surface and reducing the flow at source through permeable paving and rain gardens. Attenuation Basins are not considered POS or suitable for this use.

The Attenuation Basins have been designed in accordance with the Halsnead Design Guide.

I can also confirm that our Drainage Design has undergone development with the LLFA and now includes rain gardens and swales. The updated drawings will be submitted upon receipt of Highways comments for your review.

- 11. Shared footway / Active travel** route is to be bitmac surface which is acceptable, can the details of the construction depths be provided to be checked.

This is an extract from our construction details for review:



- 12. Shared footway / Active travel route** possible adoption by Highways Dept? It would be good if it was and that Highways were open to the idea.

We have not currently shown this as up for Adoption on our Demise Plan, ref: 1474-TWNW Halsnead Phase 3 2026-02-13-DM-01, as the path it connects to from our existing development is under the Management Company's remit. However, this could be explored.

- 13. Is any fencing made of timber?** What is the plot divisional screen to be constructed of? If timber this needs to have a 20 year guarantee treated lifespan.

Yes, all plot divisional screens are made from pressure treated timber as per the standard details provided and referenced on our Boundary Treatment drawings.

- 14. Ground levels on the POS:** will there be any deposition/mounding? Need to confirm whether the POS will be utilised in any way for landfill drawing from the development and the associated impacts of contamination, drainage issues, maintainability, amenity value,

etc. Need to see a Materials Management Plan to understand how this will affect the POS areas (ground levels, contamination, etc.)

As we build out the development it is likely any arisings will be stored on-site to either dry out for re-use or be removed from site, we will be able to provide a Materials Management Plan post determination upon appointment of the relevant groundworks package.

15. Sound barriers: will there be any mounding and fencing measures to act as sound barriers? How will this affect the accessibility, sightlines, vistas, functionality and connectivity of the POS areas (i.e. need to make sure that areas are unduly compromised by high mounding/fencing cutting through POS areas and limiting their value.

No physical sound barriers are proposed between the homes and the M62. The dwellings that front out onto the M62 are set back 90m and provide adequate mitigation for the rest of the development north of the build line. The homes fronting the M62, where required in the Acoustic Assessment, will feature acoustic glazing, trickle vents, and fences or acoustic boundary walls to screen gardens from noise.

16. Connectivity between M62 buffer POS and Old Wood: Linked to the above issue, the boundary of Old Wood with the Bloor Development is a high impenetrable sound barrier – we need to make sure that this is not the case for the boundary with TW development and that there will be continuity with the POS along the M62.

As above, there are no physical sound barriers proposed between the development, the M62, Big Water or Old Wood.

17. Council Management of the Tier 2 land to the west of the Development (boundary with Big Water Tier 1): Knowsley Council is keen to secure land in the TW Ph3 development that will sit between the Tier 1 POS and the edge of the housing/highway in the proposals. This will ensure continuity of management by the Council and ensure visibility of the Park from the street scene. It will also ensure that the main path route, which ties in with the access route layout of the Tier 1 POS sits with the Council rather than a mix of ownerships/responsibilities.

In-line with discussions that took place during our pre-application meetings, a solution was not formalised or agreed, noting that from a build perspective we would want to ensure our customers benefit from having this built by TW within our development. Therefore, a mechanism and/or funding will need to be agreed if the Council wish to secure/adopt this area of land.

18. Sub-Station Locations: why are these placed in such prominent locations at POS frontages - can they not be put in less prominent places? Useful to review whether these could be placed in more discreet locations.

The substation is located opposite Plot 33 due to the distance required to mitigate voltage drops from our existing substation on Fox Wood Garden Village, enabling us to ensure supply for the new residents as we build out. As with that substation, the new one will be

brick built to tie in with the development material palette and wrapped in a hedge-line and surrounded by several trees to soften the visual impact.

19. Drainage into Big Water: need to resolve this and maximise this possibility of feeding the fishing lake with water. Need to clarify adoption, as well as the landscape design of the SUDS/filtration that will then feed into Big Water, which would also need an interceptor point. Concerns from the Prescott Anglers regarding any pollution into the lake.

Noted, please let us know if we can provide any assistance or additional information for this.

20. Tree planting within the Tier 2 land between housing and Big Water: vital to target/limit this to maintain the vistas into Big Water from the street scene main active travel route and frame the key entrance points into Big Water from the Highway - crucial not to obscure the views into Big Water.

Whilst the notion of this is accepted in principle, have you considered the seasonal variance available to the vistas across Big Water by incorporating new trees within our development, especially if as per Point 22, you're removing the existing hedgerow and vegetation along the boundary?

To ensure the vistas are not obscured, we will review this in our revised submission.

21. Navigation Signage: there is a need for navigation signage to be incorporated into the active travel routes through the development as per the previous Phases under TW, as well as the wider Garden Village. Need to engage Environmental Sustainability Service and Highways Depts. Also need to consider signage installation that would serve the Tier 1 POS entry points at the western end of the development. If the Council was able to acquire this land parcel, it would mean we could install suitable signage.

This is accepted in principle, however on our existing Fox Wood Garden Village development we are struggling to gain any traction to be able to discharge the respective planning condition for this due to ongoing discussions within the Council, plus the need for all developments to have come forward in order to inform the signage requirements.

If this is to be conditioned, we would request that the trigger is reviewed and set accordingly to ensure the Council are able to provide the necessary information to TW in good time to formally discharge the condition.

22. Existing hedgerow along Bigwater – This is due to be removed as part of the improvement works to Big Water, so there will be clear views into Big Water from the development.

Noted.

I trust the information I have submitted in response to the comments received from ESS provide the requested clarifications and information.

Yours Sincerely,

A handwritten signature in grey ink, appearing to read 'Bardsley', enclosed within a faint, hand-drawn oval.

Brandon Bardsley
Senior Design & Planning Executive

E: brandon.bardsley@taylorwimpey.com

M: 07393 607 569