



Halsnead
**GARDEN
VILLAGE**

KNOWSLEY

Halsnead Garden Village
Masterplan Supplementary Planning Document
June 2017



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Adopted by Knowsley Council

June 2017

Foreword

It gives me great pleasure to introduce the Council's ambitions for the development of Halsnead Garden Village.

Halsnead Garden Village and its opportunities are unique.

A strategic location with easy accessibility to the Liverpool City Region and Greater Manchester, enhanced by a distinctive semi-rural setting and a clear opportunity to deliver a Garden Village of national significance.

This will be an exemplary mixed use development that is planned, designed and executed with place-making principles at its heart. It will be the foundation to a distinct yet integrated and sustainable community.

Halsnead has capacity to deliver up to 1,600 new homes alongside substantial employment uses of a scale that will have beneficial economic impacts across the sub-region. It will integrate a new Country Park, linked by high-quality green corridors and forming part of an extensive network of connected green infrastructure accessible to the wider communities of Knowsley and the Liverpool City Region.

Existing environmental, landscape and historical characteristics will be enhanced to provide a unique setting for a great place.

I hope that everyone with an interest in Halsnead Garden Village will continue to work with us to deliver this most exciting of opportunities.



Councillor Graham Morgan

Cabinet Member for Regeneration and Economic Development

June 2017

1. Vision and Objectives

- 1.1 Government support for new settlements as established by the National Planning Policy Framework (NPPF) was further enshrined by the 2016 Budget which promoted a ‘new wave’ of Garden Villages, Towns and Cities. The Budget was accompanied by the *Garden Villages, Towns and Cities Prospectus*¹, which set out the Government’s proposed approach to facilitating delivery.
- 1.2 In January 2017, Halsnead was announced as one of 14 proposed new Garden Villages nationally. The inclusion of Halsnead in this first tranche of Government-backed new Garden Villages reflects clear and consistent commitments at national, regional and local level to develop the site in a way which creates a distinctive, high quality place.



Fig 1.1 Halsnead opportunity in context
Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

¹ Locally-Led Garden Villages, Towns and Cities - Department of Communities and Local Government (March 2016)

- 1.3 Garden Village status will help the Council to access funding to provide some of the resources needed to accelerate the development process. This will help to unlock the transformational potential of the site as recognised not only within the adopted Knowsley Local Plan, but also within the Council's Strategy for Knowsley² and Economic Growth Plan³.
- 1.4 The **Vision Statement** below and accompanying **Vision Concept diagram** (Figure 1.2) capture our ambition for Halsnead Garden Village.

Knowsley Council requires all planning applications at Halsnead to demonstrate how development proposals aim to deliver the ambitions set out in the Vision Statement and Vision Concept diagram.

² The Strategy for Knowsley 2016–2020 ([link](#)); see page 20

³ Knowsley Economic Growth Plan 2016–2021 ([link](#)); see page 23

Vision Statement

Halsnead will become an attractive place of choice offering a very high quality residential environment and strategic employment space in a distinctive setting, with immediate access to a range of established community facilities in both the immediate and wider area. Development will capitalise on close proximity to the strategic highway network, Whiston Rail Station and Liverpool John Lennon Airport.

Development will be structured by an overarching framework that guides comprehensive development and aims to rediscover and celebrate the former Halsnead Park estate. Development will create a place of connected, publicly accessible landscape and open space assets, and be integrated with the existing communities of Whiston. This will provide a high quality of life for a sustainable community that integrates new and existing residents.

Halsnead's signature will be the extent and quality of green infrastructure. This will create a unique backdrop and structure for development, including integration of a new Country Park proposed to south of the M62. Attractive tree-lined streets, grass verges, accessible woodlands, water features, play areas, allotments, retained and enhanced planting, green lanes and drainage attenuation areas will all enhance the experiential quality and sense of place.

A specific opportunity is to connect existing woodlands through clear green links as part of a coherent landscape structure that enhances biodiversity and residential amenity. This will include opening up wonderful views across the Mersey Valley and the high quality rural fringes to the east and south.

At the heart of Halsnead, a new primary school that functions for all the community at different times of the day and week will provide a community hub. This will help to provide a key, positive interface with the existing Whiston communities.

The former Halsnead Park estate is of historic interest and has left its mark on the character and atmosphere of the site. Retention and reference to former estate features in the layout and design of new development will help to embed a distinctive sense of place.

Strategic employment development to the south of the M62 will support and sustain economic objectives for the wider Liverpool City Region. Proximity to key economic drivers such as Liverpool Superport, Jaguar Land Rover and Knowsley Business Park will ensure that Halsnead is accessible to a wealth of new job opportunities for the wider community.

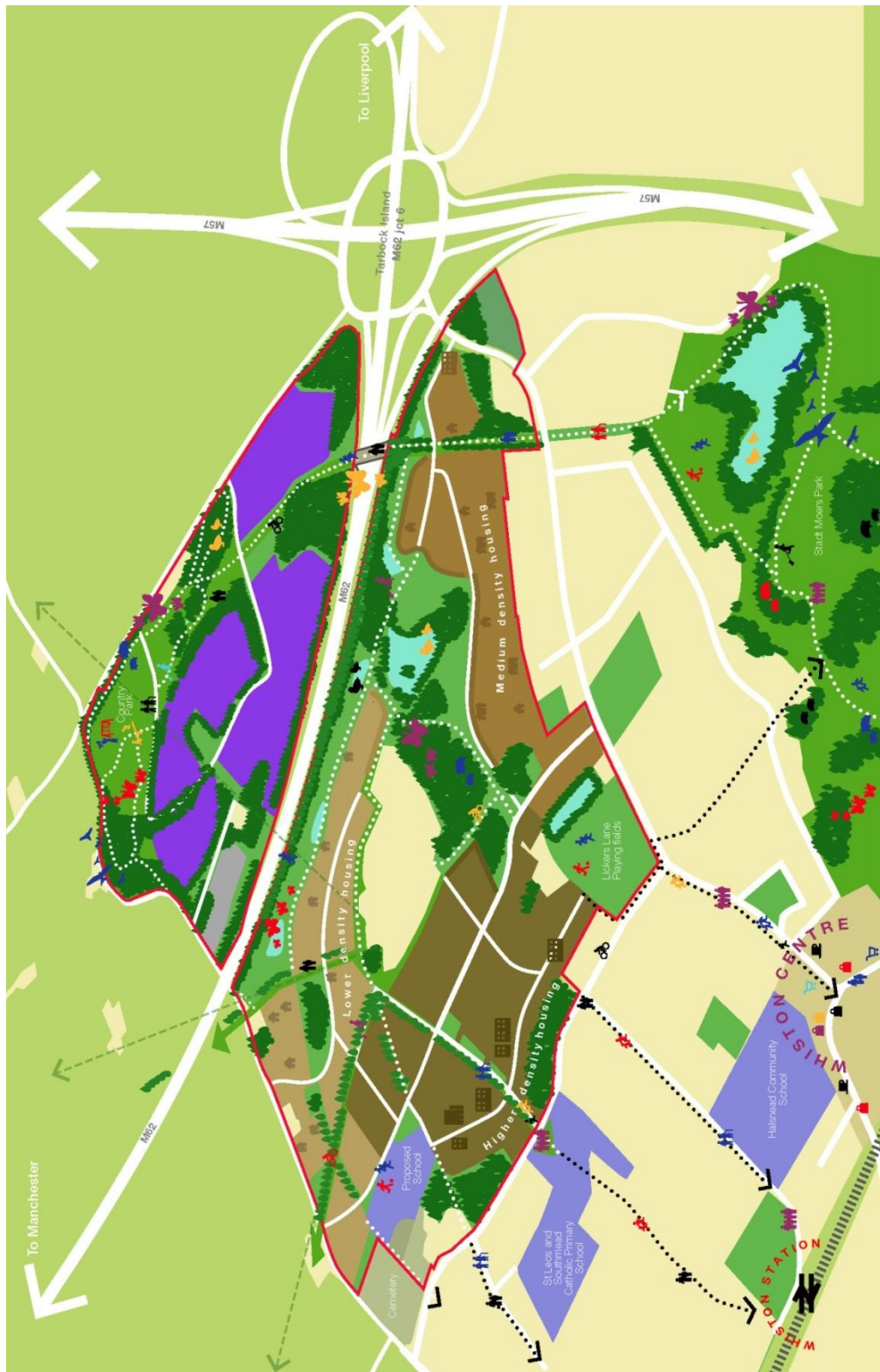


Fig 1.2 Vision Concept diagram

Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

Strategic Objectives

- 1.5 Our vision is represented in the **Strategic Objectives** below. The **Strategic Objectives** are the foundation to the requirements and guidance set out across Sections 6 - 8 of this SPD.

Knowsley Council requires all planning applications at Halsnead to demonstrate how they address these Strategic Objectives.

SO1: A shared placemaking approach

All development phases, developers and stakeholders working together to create a place of consistently high environmental and experiential quality, that:

- Embeds Garden Village principles of design and functionality, but adapted to the 21st Century and specific to Halsnead;
- Rediscovered the former Halsnead Park estate by retaining and enhancing the landscape structure, integrating buildings and structures and reconnecting areas lying north and south of the motorway; and
- Integrates with Whiston physically, visually and functionally.

SO2: Ensuring comprehensive development

Effective collaboration and partnership working ensuring that development is designed and implemented to deliver the comprehensive delivery of Halsnead as a whole, including the timely and coordinated provision of physical and community infrastructure.

SO3: Diversifying the housing stock

Helping to improve the range and quality of housing on offer at borough-wide and local level by providing a mix of accessible homes in walkable neighbourhoods. New homes will be coordinated by an overarching Garden Village structure and design ethos, but with subtle character changes in different parts of the site.

SO4: Enhancing connectivity

Creating a clear and legible movement framework within the site that links existing and new communities, facilitates clear access to Whiston

Rail Station, Whiston Village and other local facilities, and improves connections across the M62. Development should capitalise upon existing infrastructure and public transport connections to improve access for all and promote non-car modes including pedestrian, cycle and equestrian.

SO5: Creating a strong green space framework

A well-connected green and blue infrastructure network, comprising linked multi-functional spaces that bring a wide variety of benefits including ecology and biodiversity, drainage, recreation, health, connectivity and sustainability. Using the landscape structure of the former Halsnead Park estate to establish a highly distinctive, high quality setting, and supporting the delivery of a new Country Park on the former Cronton Colliery.

SO6: Bringing employment opportunities

Creating the right conditions to attract significant new employment development at a strategic location that meets demand for distribution, logistics, advanced manufacturing and other appropriate uses falling within the Liverpool City Region economic growth sectors.

SO7: Strengthening a community core

Orientating development to maximise relationships with, and supporting the continued use of, existing local community facilities in Whiston, and potentially creating a new community focus within the development around a new primary school. The new primary school can be an important component in the urban structure of Halsnead, influencing the orientation of key routes, green spaces and corridors, and distribution of housing density / typology.

2. Introduction

- 2.1 This Masterplan Supplementary Planning Document (SPD) has been produced by Knowsley Council, supported by Turley and Mott MacDonald. Its purpose is to guide the comprehensive development of land to the south of Whiston and Land South of the M62 as a Sustainable Urban Extension (SUE).
- 2.2 The site is the largest of several Sustainable Urban Extensions (SUEs) allocated by Knowsley Council in its Local Plan Core Strategy. The site and development opportunity is referred to as Halsnead, recognising that much of the land was part of the former Halsnead Park estate (disbanded in 1929).
- 2.3 Halsnead sits at the heart of a Central Strategic Investment Corridor that has the potential to drive sub-regional economic development objectives (Figure 2.1, below). It provides a clear opportunity to create a distinctive and sustainable new neighbourhood that demonstrates Knowsley's expectations for high standards of design, construction and environmental performance.

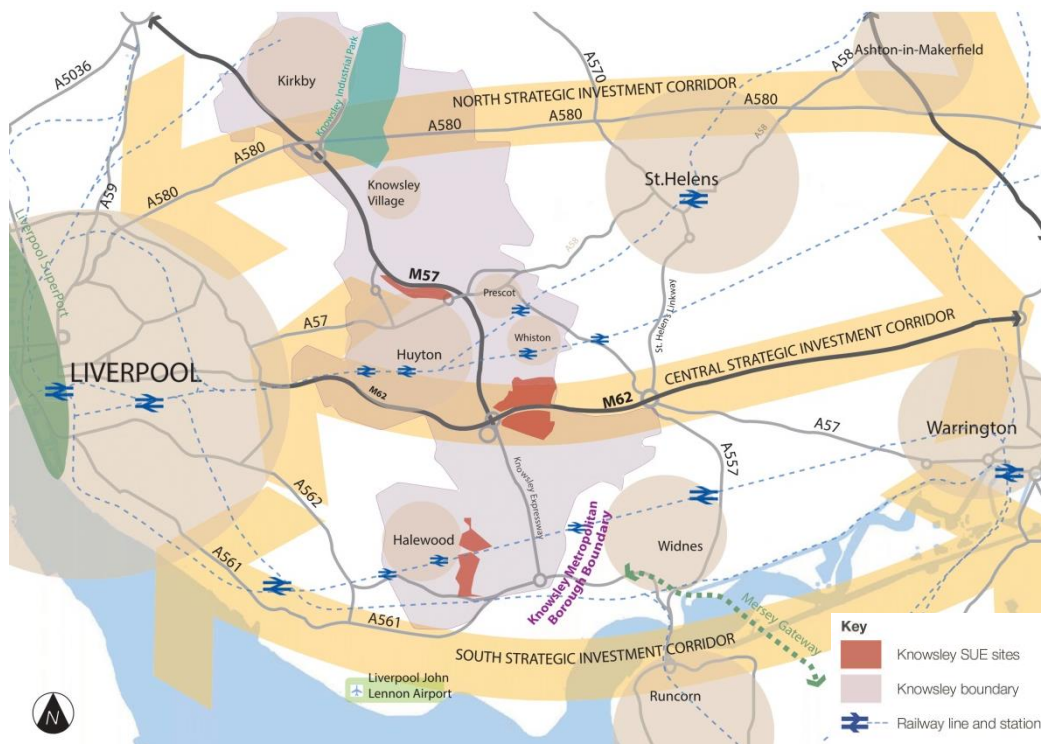


Fig 2.1 Knowsley and Liverpool City Region
Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

- 2.4 Development at Halsnead will also help support existing services and facilities, particularly within Whiston, and provide new housing, new employment, enhanced local services and recreation opportunities to the benefit of Knowsley and the wider Liverpool City Region.

Policy drivers

- 2.5 This SPD supplements a number of general and specific saved policies in the adopted Knowsley Local Plan.
- 2.6 Halsnead provides the opportunity to support Local Plan priorities of rebalancing Knowsley's housing stock, promoting and enhancing its strength in storage, distribution and logistics, as well as reinforcing its advanced manufacturing reputation. It can also contribute to the green infrastructure, leisure and recreation facilities in the Borough.
- 2.7 Policy SUE1 of the Knowsley Local Plan Core Strategy identifies nine SUEs that have been allocated to meet development needs up to 2028 and beyond. Appendix E of the Core Strategy, and the Local Plan Policies Map, show their spatial extent. Land South of Whiston is primarily identified for residential development [SUE1, site (h)], and Land to the South of the M62 for employment purposes and a Country Park [SUE1, site (i)].
- 2.8 Policy SUE2 sets out a number of development principles relating to all of the SUE sites. It indicates that site-specific requirements will be prepared for some of the sites in the form of a SPD providing a spatial framework for development including the combined sites of land South of Whiston, site (h), and land south of the M62, site (i).
- “Proposals for development within each of these locations will only be granted planning permission where they are consistent with a **single detailed masterplan** for the whole of the Sustainable Urban Extension which is approved by the Council. The masterplan should accord with development plan policy and any associated Supplementary Planning Document”⁴*
- 2.9 This SPD comprises the ‘single detailed masterplan’ required by Policy SUE2. The SPD is informed by, and also assists in the interpretation of, a number of Core Strategy policies insofar as they relate to development

⁴ Core Strategy Policy SUE2 (4) [part] - emphasis added

management and the assessment of individual planning applications within the SUE.

2.10 A number of development management policies saved in the Knowsley Replacement Unitary Development Plan (UDP) are also relevant until such time as they are superseded by further Knowsley Local Plan documents.

2.11 Policy context is set out in Section 4 of the SPD. A full list of all relevant development plan documents and policies is at Appendix 1.

SPD role and objectives

2.12 The Masterplan SPD will coordinate what is an exceptional development opportunity. It will help Knowsley Council to engage and work collaboratively with developers and landowners to ensure that its ambitions are realised and benefits to the communities of Knowsley are maximised.

2.13 This SPD:

1. Sets out the Council's vision and strategic objectives of a Garden Village shaped by public consultation and stakeholder collaboration;
2. Facilitates a coordinated and comprehensive masterplanning approach, to be implemented consistently across multiple planning applications;
3. Provides an overarching spatial masterplan to communicate development and design parameters, including land use, access, movement and green infrastructure;
4. Establishes key development requirements that all planning applications within Halsnead are expected to adhere to;
5. Provides masterplanning and design principles and guidance, to inform the more detailed design considerations and approaches needed to deliver the Garden Village vision;
6. Describes the proposed approach towards delivery of physical infrastructure; and
7. Provides a framework for agreements and conditions to be established through the planning process.

- 2.14 The SPD has been adopted in accordance with the requirements of legislation and the National Planning Policy Framework⁵ (NPPF). It will help applicants to make successful planning applications and it will aid the process of infrastructure delivery.
- 2.15 The SPD establishes a clear framework for development that will be a material consideration in the determination of all planning applications within the masterplan boundary. In accordance with the adopted Local Plan, planning applications will be required to align with this framework including delivery of necessary and related infrastructure in a coordinated and timely manner.

Proposals for development within Halsnead will only be granted planning permission where they are consistent with this Masterplan SPD.

SPD structure

- 2.16 Following this introduction:
- **Section 3** describes **The Site** and location.
 - **Section 4** summarises the current **Policy Framework**.
 - **Section 5** summarises the **Key Issues and Opportunities** arising from baseline analysis.
 - **Section 6** sets out a **Development Framework** including key requirements for all development proposals.
 - **Section 7** provides further design and **Masterplanning Guidance**.
 - **Section 8** summarises the approach to **Implementation and Delivery**.
- 2.17 The written narrative, plans and diagrams in the SPD should be interpreted and applied in accordance with the status of these sections as described at Figure 2.2.
- 2.18 The Council aims to work with developers towards achieving a joint development vision within the framework set by the SPD. In this context, the SPD aims to facilitate the development process, not inhibit it.

⁵ National Planning Policy Framework, paragraph 153

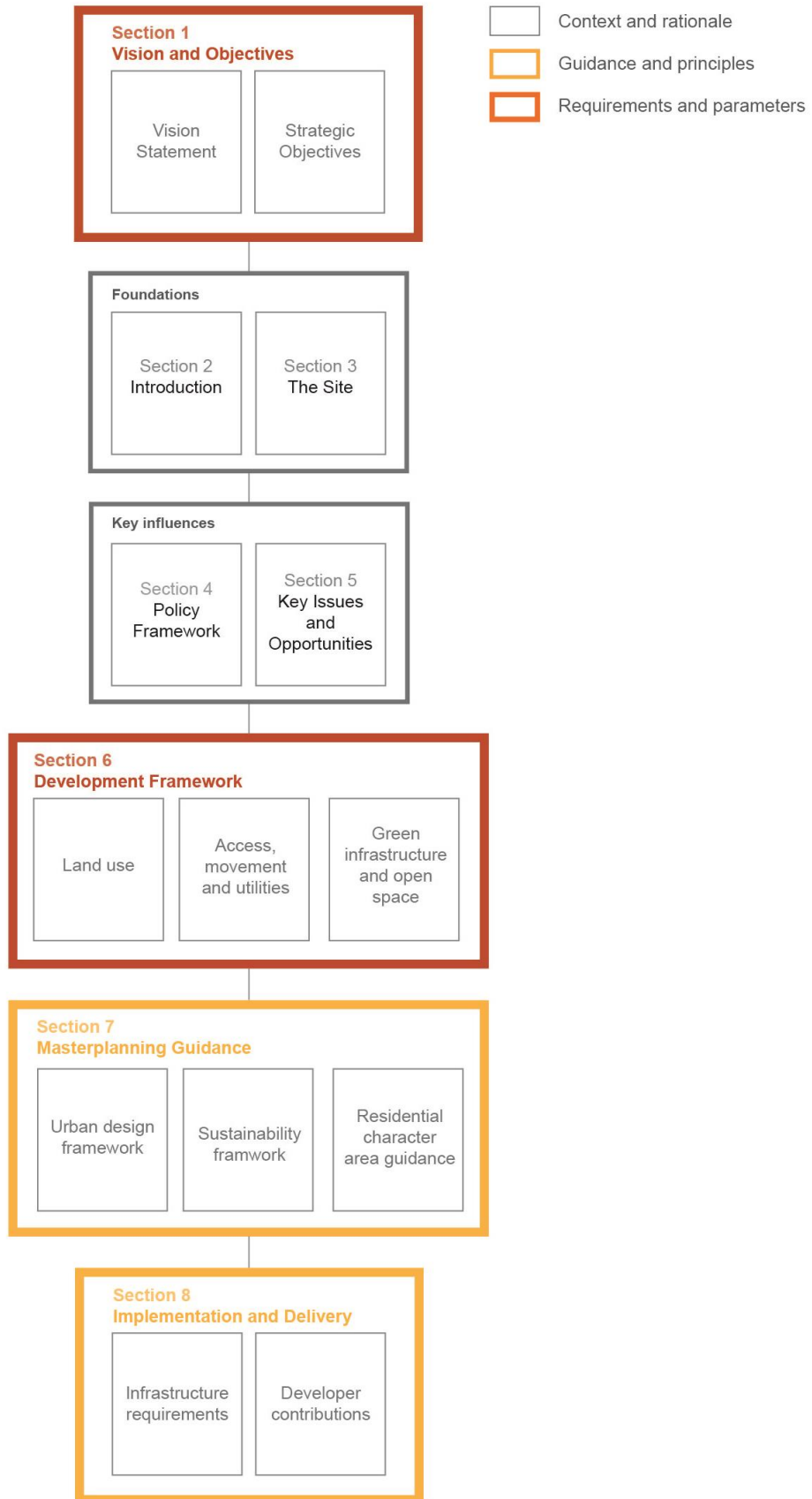


Fig 2.2 Document structure, purpose and status

Consultation

- 2.19 The SPD has been prepared in consultation with key stakeholders including landowners, developers with development interests within the site, statutory agencies and utility providers. A draft of the SPD was also subject to public consultation in early 2017.
- 2.20 The aim has been to understand and balance interests and aspirations within a comprehensive development proposition and to aid progress by being clear on expectations.
- 2.21 A Report of Consultation has been prepared to accompany this SPD. The Report explains how the Council has met the particular requirements set out in Regulation 12(a) of the Town & Country Planning (Local Planning) (England) Regulations 2012 and the Council's Statement of Community Involvement in the production of this SPD.

Current land ownership

- 2.22 This site is subject to a number of independent ownerships and development interests, with part of the site being owned by Knowsley Council. Given the diverse land ownership, a high level of collaboration is required and this masterplan SPD provides a framework within which all land can be coordinated to form part of a coherent, comprehensive place.
- 2.23 The SPD has been prepared alongside ongoing initiatives to deliver a new Country Park on the site of the former Cronton Colliery, to the south of the M62. The Council has prepared this SPD in consultation with the landowners and promoters of the proposed Country Park and it aims to coordinate development with it.

Strategic Environmental Assessment and Habitats Regulation Assessment

- 2.24 European Directive 2001/42/EC (the SEA Directive) requires a formal environmental assessment [Strategic Environmental Assessment (SEA)] to be carried out for plans and programmes that are likely to have significant effects on the environment⁶. The SEA Directive requires that an environmental report is prepared in which the likely significant effects

⁶ More information is available online at <http://ec.europa.eu/environment/eia/sea-legalcontext.htm>

on the environment and reasonable alternatives taking account of the objectives and geographical scope of the plan are identified, described and evaluated.

- 2.25 A full Sustainability Appraisal and SEA was prepared for the Knowsley Local Plan Core Strategy. A separate Screening Opinion was sought to assess the need for an individual SEA for this Masterplan SPD. The Screening Opinion was independently prepared by Urban Vision Partnership who concluded that a full SEA would be required for the SPD. The full SEA report is available alongside this SPD.
- 2.26 Although both the Local Plan and SPD have been subject of SEA this does not negate the requirement for planning applications on the site to comply with the Environmental Impact Assessment Regulations [the EIA Regulations]⁷. Most planning applications are likely to fall within Category 10(b) of Schedule 2 to the Regulations. The need for EIA to accompany all planning applications is confirmed in Section 8 of the SPD; each planning application will need to assess the cumulative environmental impacts of the whole Halsnead development, in addition to the individual application site.
- 2.27 Article 6 of the EC Habitats Directive 1992 [the Habitats Directive] sets out the requirement for a Habitats Regulation Assessment [HRA]; this is interpreted into British law by the Conservation of Habitats and Species Regulations 2010. The aim of the Habitats Directive is to:
- “...maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community Interest”⁸*
- 2.28 The Habitats Directive applies the precautionary principle to protected areas; plans and projects can only be permitted once it has been established that there will be no adverse effect on the integrity of the sites in question. A Habitat Regulations Assessment (HRA) Screening, prepared by AECOM and Merseyside Environmental Advisory Service, indicated that this SPD does not present any potential for project-specific impacts that were not identified during the HRA for the Knowsley Local Plan Core Strategy.
- 2.29 Accordingly there was no requirement for the Halsnead Masterplan SPD to be subject to any further detailed assessment either as a stand-alone document or in combination with any other plans or projects.

⁷ Town and Country Planning (Environmental Impact Assessment) Regulations

⁸ Habitats Directive, Article 2(2)

3. The Site

- 3.1 Halsnead extends to 174ha, comprising two land parcels to the north and south of the M62 (Figure 3.1).



Fig 3.1 Site Plan

Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

- 3.2 The scale, location and profile of the site means that it is capable of delivering a Garden Village of national importance. It lies immediately east of the Tarbock Island interchange, where the M62 meets the M57, and is in close proximity to Whiston Rail Station which provides direct services to Liverpool Lime Street in as little as 20 minutes.
- 3.3 The site and surroundings form part of a gently undulating lowland landscape rising from the Mersey Valley in the south towards Prescot in the north. There are panoramic views from the site across the Mersey Valley. Although ground levels within the site generally fall from north

east to south west, there are localised variations, including dramatic topographic changes in and around the former Cronton Colliery which is located to the southern-most part of the site.

Halsnead Park Estate

- 3.4 The site comprises the majority of the former Halsnead Park estate (Figure 3.2).

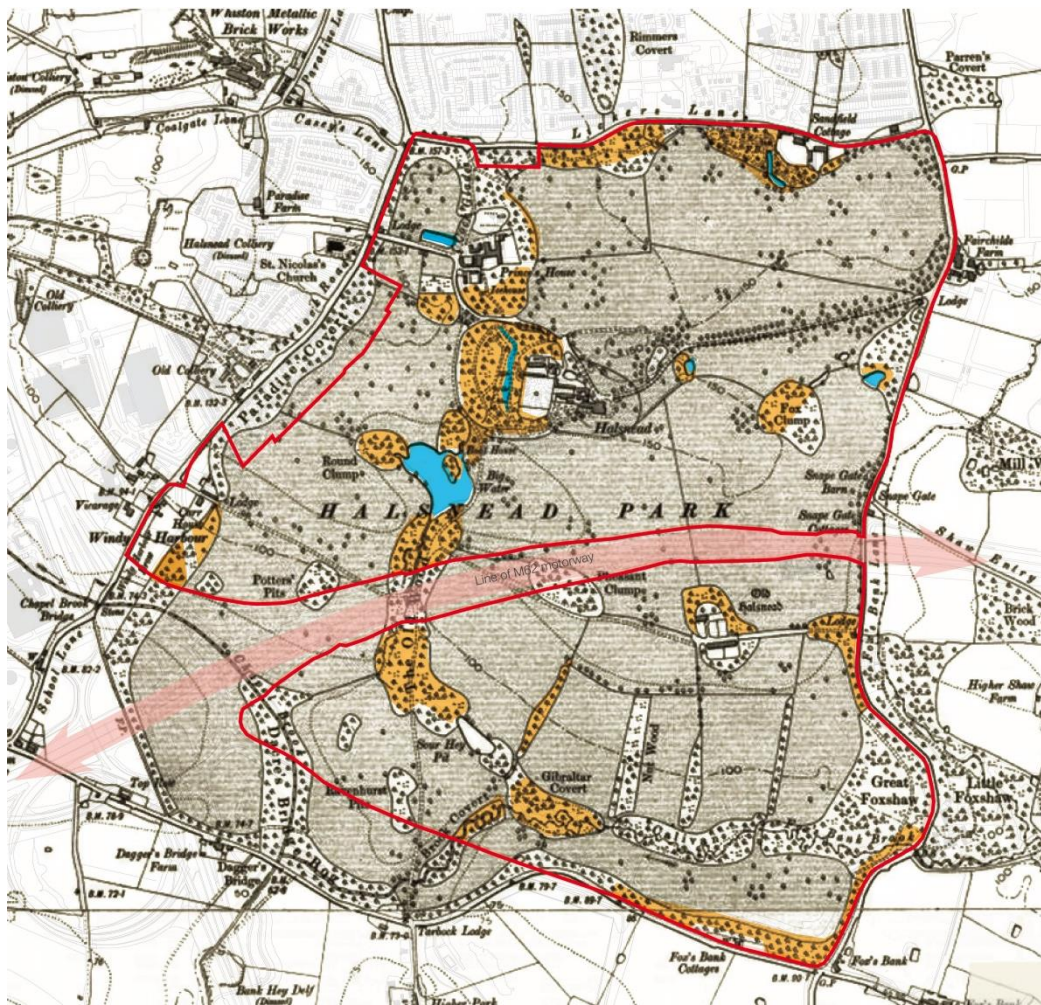


Fig 3.2 Halsnead Park estate, c.1850 shown relative to approximate Halsnead site boundary (red line)

Not to scale. Source: National Library of Scotland

- 3.5 The estate was disbanded in the early 20th century, since when many of the original estate features have been demolished or subsumed into the general environment. Construction of the M62 in the 1970s severed the estate and introduced an incongruous feature that has had a significant impact on the character and coherence of the former estate lands.

- 3.6 Notwithstanding, the estate has left a mark on local heritage and landscape. In particular its original landscape structure, with its plantation woodlands, pathways and water bodies remains evident and contributes to a distinctive sense of place. This is particularly legible within the land north of the M62.
- 3.7 Some of the surviving landscape features are illustrated indicatively at Figure 3.3.



- Site boundary
- Remnant woodland
- Remnant water features
- Approximate M62 alignment

Fig 3.3 1850 map annotated to highlight remaining structural landscape components of the original Halsnead Hall estate
 Not to scale. Source: National Library of Scotland

- 3.8 Some additional historical features associated with the estate remain intact, for example the distinctive sandstone boundary wall (which can be seen along the original surrounding roads – Lickers Lane, Fox’s Bank Lane, Cronton Road and Windy Arbor Road), former lodge buildings (now private homes) and the ‘Princes House’ complex (former agricultural buildings). Halsnead Hall itself was demolished in the 1930s and its location is now taken by the Halsnead Park mobile home park. However some fragments of the hall’s building complex remain evident within the mobile home park, including remnants of its walled garden, stable buildings and ha-ha.
- 3.9 Such features provide a reference to estate life in the 18th and 19th century and add to the distinctive visual and atmospheric character of the site.
- 3.10 In terms of the wider landscape structure significant features remain, including the impressive Big Water (originally the main ornamental lake of the estate), and a series of natural and semi-natural (plantation) woodlands. Some elements of the surviving plantations are likely to date back to the original estate emparkment c.mid-1700s.
- 3.11 The plantation woodlands were planned to integrate a pre-existing natural copse known as Old Wood, within a substantial north-south woodland corridor (which can be seen in the above plans). Although severed by the M62, the woodland corridor remains largely intact north and south of the motorway and Old Wood is now designated as Ancient Woodland.

Accessibility

- 3.12 Halsnead is surrounded by roads on all sides, offering multiple opportunities for vehicular access to serve development both north and south of the motorway.
- 3.13 The site is highly accessible to the strategic highway network, as illustrated at Figure 3.4 overleaf. It lies within a 20 minute drive-time to the east of Liverpool City Centre and 35 minute drive-time to the west of Manchester City Centre. It occupies a prominent location between the two conurbations.
- 3.14 The land is also accessible by sustainable travel modes including Whiston Rail Station on the Liverpool – Warrington – Manchester line, which lies 600m to the north. There are local bus routes currently along Windy Arbor Road, Lickers Lane and Cronton Road with services to St Helens, Widnes, Liverpool, Runcorn, Warrington and local centres in Knowsley.
- 3.15 National Cycle Network route 56 runs adjacent to the north-western edge of the site providing connectivity and a traffic-free route north-south around Whiston.
- 3.16 Halsnead also benefits from wider accessibility to strategic transport hubs and interchange facilities in Liverpool city centre, and rail stations in Warrington and Manchester. It is within a 12 and 30 minute drive time of Liverpool John Lennon and Manchester Airports respectively.

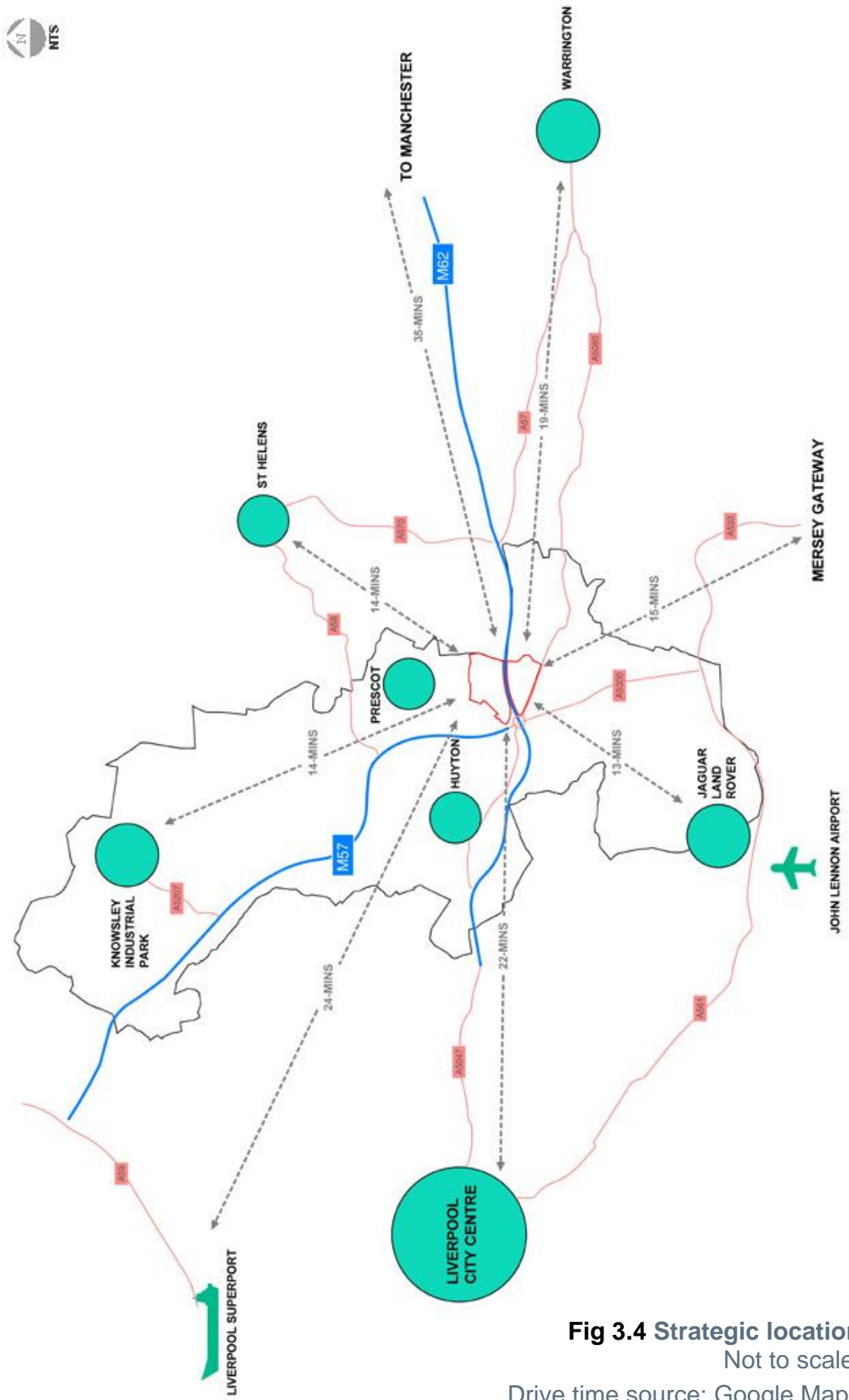


Fig 3.4 Strategic location
Not to scale.
Drive time source: Google Maps
(based on free-flowing traffic)

Land North of M62

- 3.17 Approximately 60% (circa 104ha) of the land at Halsnead lies to the north of the M62, between the motorway and Whiston.
- 3.18 This area comprises gently sloping land with a southerly aspect towards the Mersey Valley. It is formed predominantly by agricultural fields, but with substantial areas of woodland, water bodies and water courses. Some of these are designated as Local Wildlife Sites. The land also includes the Halsnead Park Mobile Home Park, which is accessed from Windy Arbor Road via Main Drive.
- 3.19 Knowsley Cemetery and a private day nursery at Sandfield House ('Sandfield Natural Play centre') are located to the north-east, and Lickers Lane playing fields to the north-west. There are a number of individual dwellings and agricultural buildings within the site, mainly at the periphery. Some of these are listed buildings, including former lodges of the former Halsnead Park Estate.
- 3.20 The urban area of Whiston physically abuts the northern and western boundaries of the site, with existing properties on Windy Arbor Road, Lickers Lane and Fox's Bank Lane overlooking the land. Fox's Bank Lane also forms the borough boundary with St Helens.
- 3.21 The M62 lies immediately to the south of this part of the site. To the south west (towards Tarbock Island) it is in cutting but to the south east it is on embankment, from where the site is visible in views north.

Land South of M62

- 3.22 Approximately 40% of the land (circa 71ha) lies to the south of the M62. This mainly comprises the remnants of former Cronton Colliery, including engineered plateaus, mining waste and reclaimed landscape/young plantations.
- 3.23 This part of the site is roughly triangular in shape with the M62 marking its northern boundary, the A5080 (Cronton Road) to the south and Fox's Bank Lane to the east.
- 3.24 This land also contains agricultural fields, areas of woodland, surface water features and designated Local Wildlife Sites. A small number of individual dwellings are located on Cronton Road and Fox's Bank Lane,

both immediately adjacent to and within the site, including the listed Old Halsnead Hall.

- 3.25 Connectivity between the northern and southern parts of the site is currently limited to Tarbock Island (accessed by Cronton Road and Windy Arbor Road) and Fox's Bank Lane, passing under the M62 to the east. The route of the former Cronton Colliery mineral railway line is marked by a footbridge structure across the M62, but this is currently closed to public access.

Community infrastructure

- 3.26 Whiston has a range of facilities including several primary schools, private day nurseries, healthcare facilities and local shops. The site is also accessible to a significant range of community, shopping and employment facilities in the wider area including all levels of education, additional healthcare facilities, Stadt Moers Country Park and golf courses. The range of core facilities in the local area is illustrated at Figure 3.5 overleaf.
- 3.27 The M62, M57 and Whiston Rail Station provide access to community infrastructure, leisure and employment opportunities on a sub-regional scale, including the regional centres of Liverpool and Manchester City Regions.

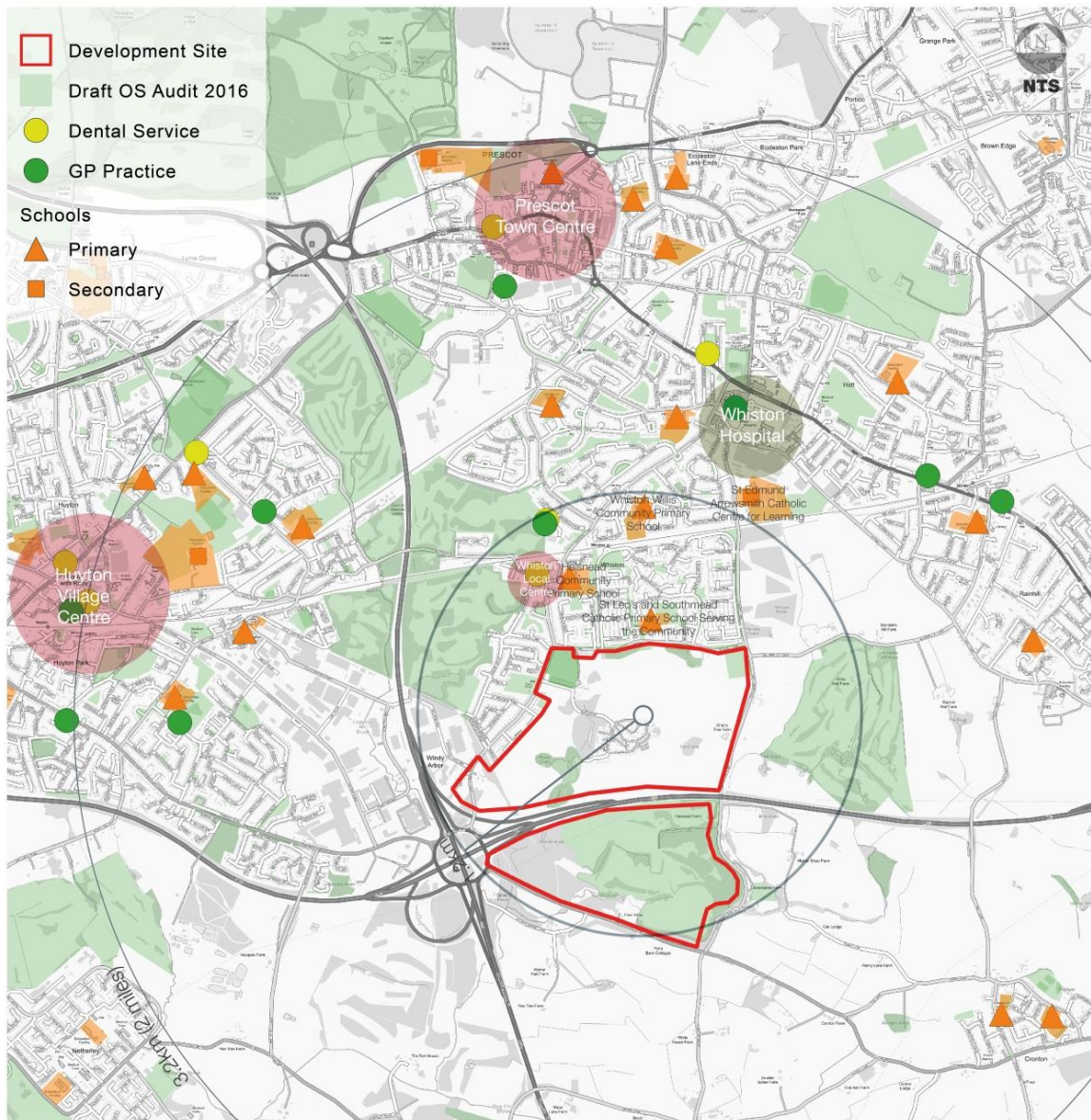


Fig 3.5 Existing local facilities

Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

4. Policy Framework

National Planning Policy Framework (NPPF)

- 4.1 The Government has made clear its expectation, through the publication of the NPPF, that the planning system should positively embrace well-conceived development to deliver the economic growth necessary and the housing needed to create inclusive and mixed communities.
- 4.2 The NPPF:
- Sets out a clear presumption in favour of sustainable development based on economic, social and environmental objectives;
 - Confirms Government’s commitment to securing economic growth in order to create jobs and prosperity, building on strengths to meet the twin challenges of global competition and of a low carbon future;
 - Reaffirms that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people;
 - Seeks to conserve and enhance the natural environment, supporting development that is resilient to climate change and introduces new Green Infrastructure; and
 - Provides a policy framework whereby harm can be weighed against public benefits of development.
- 4.3 The National Planning Policy Framework (NPPF) acknowledges that the supply of new homes “...*can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities...*” (paragraph 57). The Government has set out its intention to place a renewed emphasis on the delivery of new settlements via the strengthening of the NPPF to provide a more supportive approach for new plan-led settlements.

National Planning Practice Guidance (NPPG)

- 4.4 The NPPG has been published alongside the NPPF to provide further guidance on matters such as ensuring good quality design in all

developments, encouraging the effective use of land and confirming the role of planning in addressing the potential impacts of climate change.

The Development Plan

- 4.5 The development plan in Knowsley currently comprises three documents for the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004;
- Knowsley Local Plan Core Strategy;
 - Saved Policies of the Knowsley Unitary Development Plan; and
 - Joint Merseyside and Halton Waste Local Plan.
- 4.6 A list of relevant development plan policies from these documents is provided at Appendix 1.

Knowsley Local Plan Core Strategy 2016

- 4.7 The Knowsley Local Plan Core Strategy [Core Strategy] was adopted in January 2016. It sets out the strategic framework for growth and development in the Borough to 2028, including a minimum target of 8,100 new dwellings in the period 2010 – 2028 (450 dwellings per annum (dpa) on average).
- 4.8 It directs approximately 32% of the requirement to Prescott, Whiston, Cronton and Knowsley Village (including the South Whiston SUE / Halsnead) [Policy CS3].
- 4.9 The overarching spatial vision of the core strategy includes the aspiration that:
- “... the Borough to be known for its successful suburban townships that provide a sense of place and community, having sustainable, diverse, more prosperous and healthy populations”.*
- 4.10 It sets specific aspirations for:
- A stronger and more diverse economy, providing employment choices for local people and helping drive economic growth in the Liverpool City Region;
 - Providing a wide choice of housing to meet needs;
 - Connecting communities and ensuring land use and transport is well-coordinated to provide a choice of sustainable forms of transport;

- Creating and enhancing open spaces that will enable residents and visitors to become more active and pursue healthier lifestyles; and
- Protecting, managing and enhancing areas and buildings of environmental importance making a positive contribution to Knowsley’s environmental quality and distinctiveness.

4.11 The site is identified in the Core Strategy as a Sustainable Urban Extension (SUE) that will help to accommodate the development needs of the Borough to 2028 and beyond, as shown in the Key Diagram extract at Figure 4.1 below. As such, Core Strategy policies provide a clear rationale for preparing this Masterplan SPD.

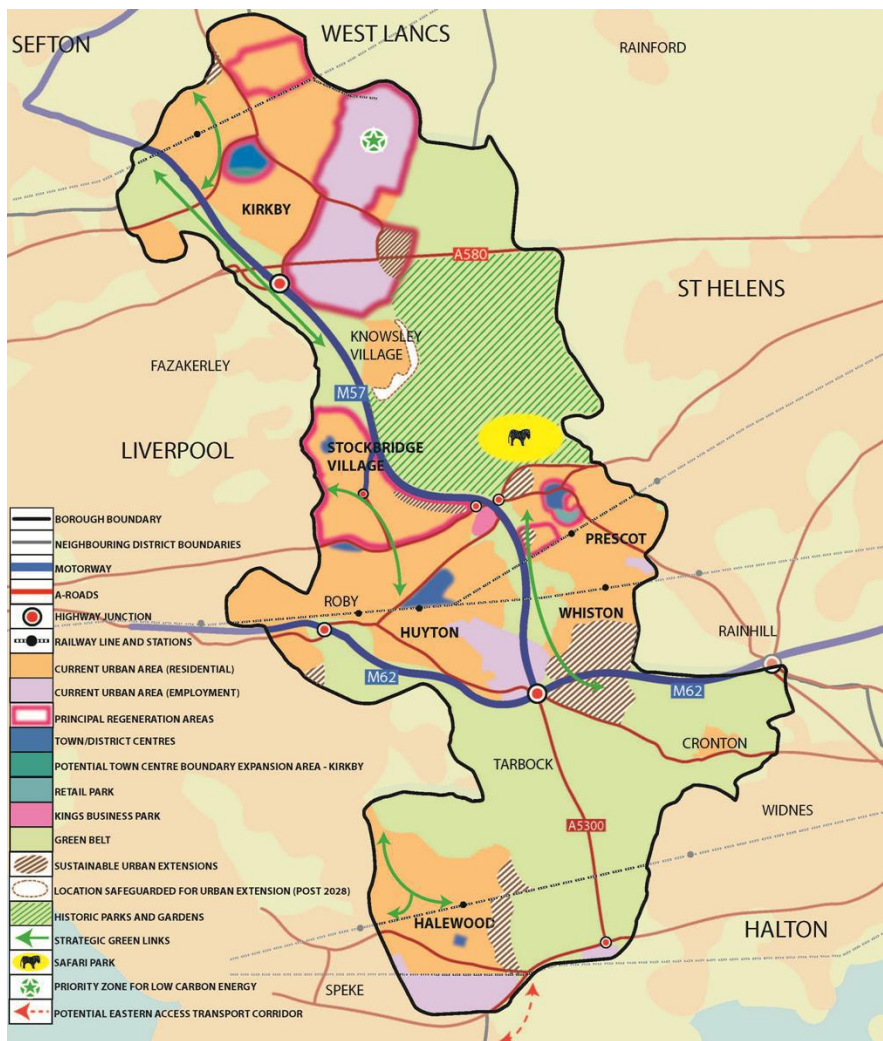


Fig 4.1 Core Strategy Key Diagram – extract from the Knowsley Local Plan Core Strategy

Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

- 4.12 Policy SUE2c sets out the overall development strategy and requirements in the delivery of a comprehensive mixed use development at Halsnead comprising housing, employment and a Country Park. An extract of Policy SUE2c is included at Appendix 2.
- 4.13 Key policies of the Core Strategy that have informed the preparation of this Masterplan SPD include:
- Policies CS1 and CS5, which confirm the allocation of SUEs.
 - Policy CS2, which sets broad development principles including:
 - Promote sustainable economic development;
 - Reduce carbon emissions;
 - Reduce the need to travel and increase accessibility;
 - Recognise environmental limits, protect and enhance environmental assets, recognise local character and promote quality of place; and
 - Make the most efficient use of available resources and infrastructure.
- 4.14 Further policies in the plan support those broad objectives and provide further detail regarding sustainable transport [Policy CS7], maintaining and enhancing open spaces and green space [Policy CS8], design quality [Policy CS19], the historic environment [Policy CS20], sustainable and low carbon development [Policy CS22] and managing flood risk [Policy CS24].
- 4.15 A target of 25% affordable housing is expected in the SUEs [Policy CS15]. There is an expectation that future housing developments will contribute towards a re-balancing of the housing stock, with the Core Strategy providing an indicative mix of dwelling sizes needed to achieve this (see Figure 4.2 overleaf). There is also an aspiration for Building for Life and Lifetime Homes Standards to be achieved [Policy CS17].

| Housing Type/Size | 1-bedroom | 2-bedroom | 3-bedroom | 4-bedroom plus |
|---|-----------|-----------|-----------|----------------|
| Market Housing | 10% | 30% | 40% | 20% |
| Affordable Housing – Social Rented | 20% | 50% | 20% | 10% |
| Affordable Housing – Intermediate | 20% | 70% | 10% | 0% |
| <i>Provision of new bungalows is also required across all housing types and sizes</i> | | | | |

Fig 4.2 Core Strategy Table 8.1 – Mix of dwelling sizes for new housing in Knowsley

- 4.16 The SUEs are specifically identified as a key component of the employment development strategy. The Land to the South of the M62 was released from the Green Belt to meet the need for large scale distribution / logistics and any other appropriate uses within the Liverpool City Region key economic sectors [Policy CS4 and Policy SUE2c].
- 4.17 Policy CS27 sets out the mechanisms by which developer contributions will be sought to help fund new infrastructure. Development is expected to:
- Demonstrate compliance with Local Plan requirements for contributions;
 - Make provision on site where necessary and appropriate; and
 - Make financial contributions towards the provision of strategic infrastructure in accordance with the Local Plan or future Community Infrastructure Levy, as appropriate.

Knowsley Unitary Development Plan

- 4.18 A number of development management policies in the Knowsley Replacement Unitary Development Plan (UDP) 2006 have been saved and remain relevant until such time as they are superseded by adoption of any future Local Plan documents.

Joint Merseyside and Halton Waste Local Plan (July 2013)

- 4.19 The Waste Local Plan was adopted on 18 July 2013. Policies WM8 and WM9 are relevant for most forms of development. Policy WM 8 (Waste Prevention and Resource Management) requires any development which involves demolition and/or construction to implement measures to

achieve the efficient use of resources; while Policy WM 9 (Sustainable Waste Management Design and Layout for New Development) seeks to ensure developers incorporate sustainable waste management principles into their proposals.

Supplementary Planning Documents

- 4.20 The Council has produced and adopted a number of Supplementary Planning Documents (SPDs) which provide additional guidance on specific areas of policy. The following documents have been taken into account in preparing this Masterplan SPD.

Ensuring a Choice of Travel SPD

- 4.21 The Ensuring a Choice of Travel SPD was adopted by the Council in September 2010 to provide detailed guidance about the Council's transport policies. The main objective of the SPD is to ensure a good choice of travel modes to all new developments in Knowsley.
- 4.22 The SPD can be used by developers to ensure that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles. It is used to assess planning applications in relation to transport requirements and ensure access to new development by a choice of transport modes, i.e. walking, cycling, public transport as well as by private motor vehicles.

Design Quality in New Development SPD

- 4.23 The Design Quality in New Development SPD was adopted in January 2016. It identifies the overarching context for design in the Borough, and highlights Borough-wide issues which should be taken into account in designing new development. This includes guidance relating to placing buildings, density and form, accessibility, landscaping, Public Open Space, sustainable design, minimising crime, and preserving the built heritage. It also includes guidance on methods of enhancing local distinctiveness.

New Residential Development SPD

- 4.24 The New Residential Development SPD was also adopted in January 2016 to provide detailed guidance to developers on specific design issues related to residential development. This includes requirements

relating to integration with existing development, defining the residential mix, layout and access, parking requirements, property security, public realm, waste management and adaptability to climate change.

Developer Contributions SPD

- 4.25 This SPD was adopted in June 2016; it supplements the Core Strategy policies by providing detailed guidance on how developer contributions will operate in Knowsley. This guidance seeks to provide greater certainty at the earliest stages of the planning process so that the cost implications of developer contributions can be fully taken into account. It provides a transparent framework for how the Council's expectations with respect to developer contributions can be met in practical terms, and to ensure legislative compliance with the Community Infrastructure Levy (CIL) Regulations.

Trees and Development SPD

- 4.26 This SPD was adopted in June 2016 and explains the Council's approach in relation to Trees and Development. It includes guidance relating to:
- Best practice for proposals incorporating trees and landscaping within new developments;
 - Setting out standards for development proposals affecting existing trees, woodlands and other vegetation; and
 - Requirements for detailed survey of all existing trees, and provision of replacement trees.

Other Council Plans and Strategies

- 4.27 The Council has adopted a range of other Plans and Strategies relevant to this Masterplan SPD. This includes the Council's Housing Strategy, Economic Growth Plan, and Greenspaces Strategy.

Other relevant considerations

Locally-Led Garden Villages, Towns and Cities - Department of Communities and Local Government (March 2016)

- 4.28 This prospectus aimed to set out how Government can support local areas who want to create new garden villages, towns and cities, offering tailored government support. The Council has set a clear ambition for development at Halsnead to be designed to Garden Village principles and in January 2017 the development opportunity was announced as one of 14 new Garden Villages to be delivered nationally.
- 4.29 The term ‘Garden Village’ has its roots in the Garden City movement of the early 1900s and brings with it idealistic concepts of physical planning, development process, governance and management. However in the context of contemporary planning, development and design issues, Government recognises that the term will have a different application today than it did 100 years ago. There is recognition of the importance of the Garden Village concept being delivered in a way that is relevant to local context and circumstances:

What do we mean by garden villages, towns and cities?

10. We do not consider that there is a single template for a garden village, town or city. It will be important for the new community to establish a clear and distinct sense of identity. We want to see local areas adopt innovative approaches and solutions to creating great places, rather than following a set of rules.

11. Equally, we are clear that this prospectus is not looking to support places which merely use ‘garden’ as a convenient label. Rather, we will support local areas that embed key garden city principles to develop communities that stand out from the ordinary. We do not want to impose a set of development principles on local areas, and will support local areas in developing their own vision for their communities. But, we will want to see evidence of attractive, well-designed places with local support”¹⁰

- 4.30 Original, early 20th Century principles of Garden City / Garden Village design included a commitment to creating beautiful and imaginatively

¹⁰ Locally-Led Garden Villages, Towns and Cities - Department of Communities and Local Government (March 2016)

designed homes as part of a wider, coordinated aesthetic. The Council wants to see similar commitment from developers at Halsnead.

Liverpool City Region Growth Plan

- 4.31 Knowsley sits at the heart of the Liverpool City Region (LCR). The Council works alongside the other city region local authorities¹² to develop a holistic strategy to delivery growth. The city region's Local Enterprise Partnership (LEP) was formally established in 2012 and in 2014 the LCR Combined Authority was established to bring strategic decision making into a single body. The first Liverpool City Region Mayor was elected in May 2017.
- 4.32 The Liverpool City Region Growth Plan sets out the high-level objectives and economic priorities for the sub-region; this includes supporting GVA growth, creating private sector jobs and investing in major employment sites, as well as improving the housing offer of the city region. It identifies the economic vision guiding the £2billion of allocated investment funds over the next 20 years.
- 4.33 Knowsley will make a major contribution to delivery of the LCR Growth Plan objectives. The Council has identified three Strategic Investment Corridors to emphasise and build on the links between the Borough and wider strategic investment sites across Merseyside including Liverpool SuperPort, Liverpool Waters, Liverpool John Lennon Airport, Mersey Multi-Modal Gateway and Omega.
- 4.34 The corridors contain the existing and proposed key sites and projects to deliver employment and skills, housing and transport at the core of the Council's integrated approach to economic development.

Knowsley Place Board

- 4.35 The Knowsley Place Board was established in 2014 to help promote the Borough. The Board's 'Discover Knowsley'¹⁴ website provides information about the strategic advantages of the Borough as a place to live, work and invest.

¹² Halton, Liverpool, St Helens, Sefton and Wirral

¹⁴ <http://www.discoverknowsley.co.uk>

5. Key Issues and Opportunities

- 5.1 This section of the SPD represents an essential step between the vision, objectives and context set out in Sections 1 - 3, and the requirements, parameters and guidance set out in Sections 6 - 8.
- 5.2 A baseline study has been undertaken to identify key issues and opportunities associated with the site and context. These issues and opportunities form a strong evidence base to the masterplanning proposals and requirements within the SPD.
- 5.3 A diagrammatic summary of the opportunities to be maximised, and issues to be considered arising from the baseline analysis is set out in Figures 5.4 and 5.5 at the end of Section 5.
- 5.4 A number of baseline reports are available alongside this Masterplan SPD. The topics set out below which have a standalone baseline report are identified with an asterisk*.

Landscape*

- 5.5 The existing landscape character of the site is strongly influenced by the former Halsnead Estate. The landscape is dominated by large groups of woodland, including pockets of designated Ancient Woodland. These are attractive and distinctive features making a positive contribution to the character of the local area and an attractive setting for development.
- 5.6 There is a clear opportunity for development to benefit from these structural landscape characteristics, helping to bind old with new through retention, incorporation and interpretation of both the original spatial structures and key woodland features.
- 5.7 The site has an attractive undulating topography with a generally south facing slope that helps to define its landscape character and presents excellent longer distance panoramic views across out the Mersey Valley. The higher parts of the site can be seen in the context of the Whiston urban area in long distance views north from within the Valley.
- 5.8 Whilst these topographic changes highlight an opportunity to maximise south-facing slopes and views, they may also present site drainage challenges and opportunities (see below). Ground levels of the site and surrounding area are illustrated in Figure 5.1 overleaf.



Fig 5.1 Site topography

Darker colours represents steeper slopes.

Masterplan SPD boundary shown in black.

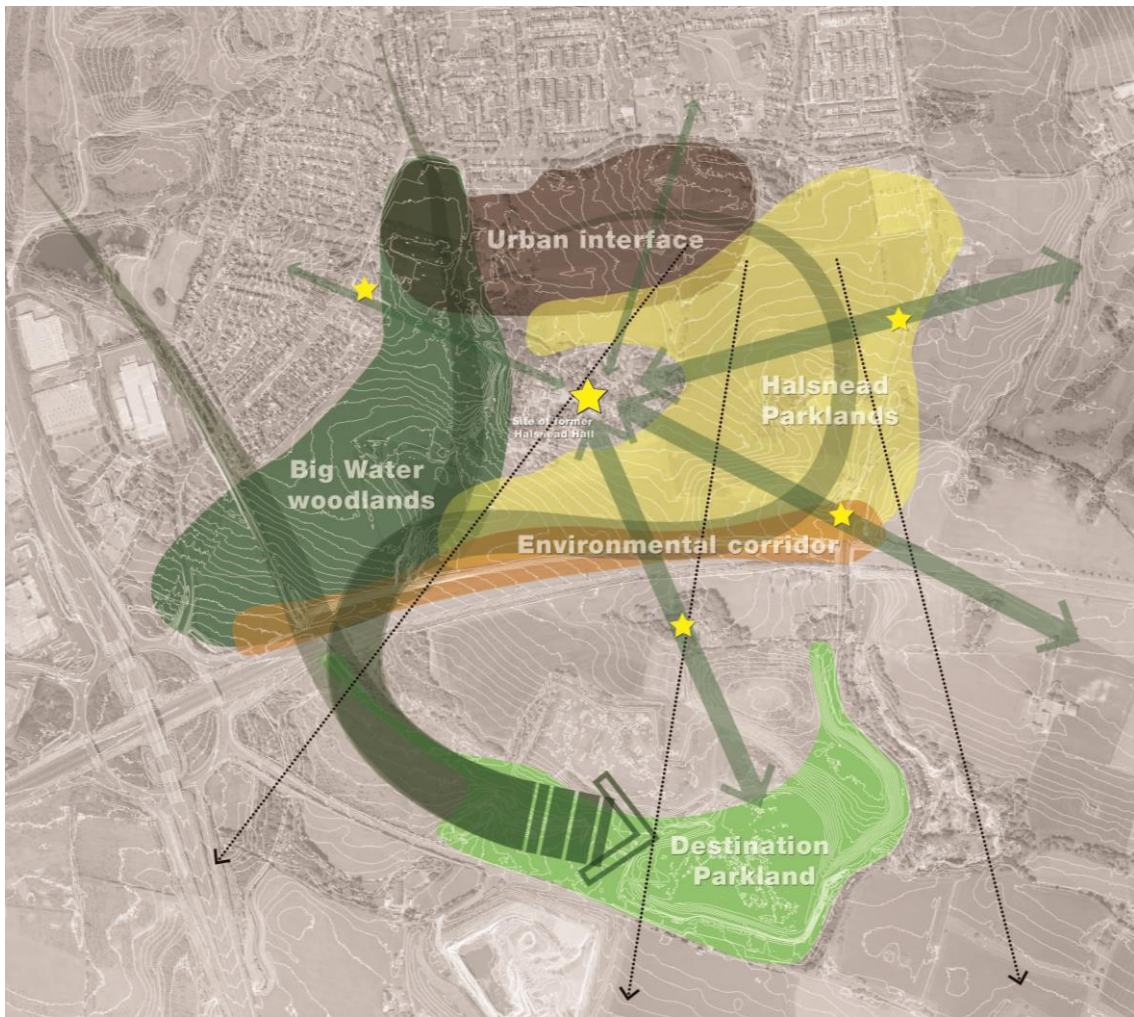
Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

- 5.9 The site is not prominent to local views, in large part being significantly screened by boundary features including the boundary walls and woodlands that were intended to divide the Halsnead estate from its surroundings. Both northern and southern parts of the site are glimpsed in views from the M62.
- 5.10 There is an opportunity to provide new on-site green and open space in balance with the enhancement of existing green infrastructure assets in accordance with Garden Village principles. A strong green infrastructure framework could physically and visually integrate Halsnead into the local landscape fabric whilst enhancing development quality and creating a sense of place. There is an opportunity to:
- Enhance and integrate the historic landscape features, including, woodlands and water bodies;

- Create attractive movement corridors for pedestrian, cyclist and equestrian use;
- Create wildlife corridors and habitats, including within and between designated local wildlife sites;
- Provide an environmental corridor adjacent to the M62, aiding implementation of noise and air quality attenuation and potentially accommodating Sustainable Drainage Systems (SuDS);
- Connect to the proposed Country Park on the former Cronton Colliery site;
- Enable opportunities for views south across the Mersey Valley;
- Enhance the visual and functional permeability of the site boundaries; and
- Deliver strategic public open space (POS) of varying typologies and multiple functions.

5.11 The Halsnead Estate legacy, the scale of the site and Garden Village ambition mean that the site is capable of accommodating a variety of open space in excess of the Council's minimum adopted standards. Open space has the potential to enhance connectivity, bio-diversity, recreational space as well as opportunities for sustainable drainage and earth movement.

5.12 Analysis of context and character reveals opportunity for landscape structure and open space provision to be shaped by strategic opportunity areas and corridors, illustrated at Figure 5.2 overleaf.








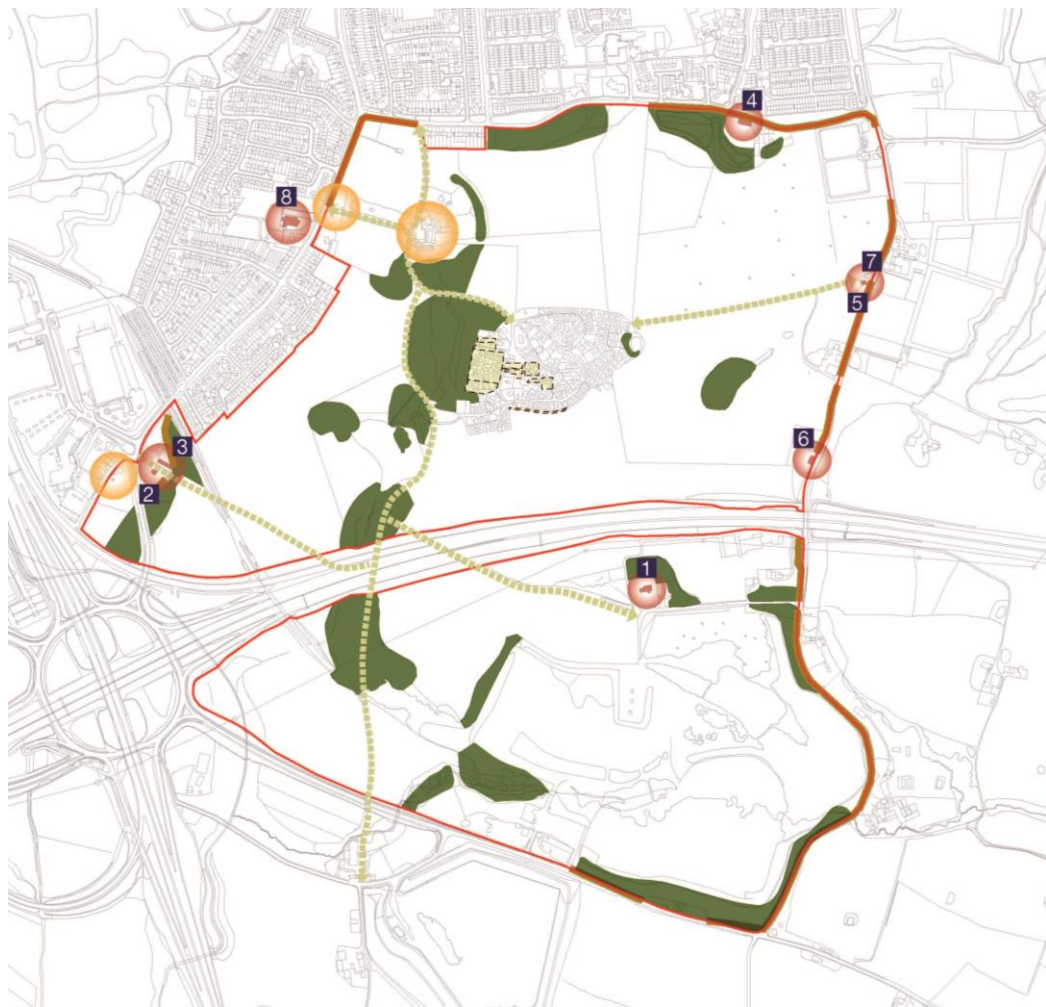
-  Landscape character opportunity areas
-  Strategic corridors connecting through the site
-  Opportunity for green corridors referencing the former Halsnead Park estate structure
-  Selected heritage features within these corridors
-  Long distance views to be integrated and enhanced through landscape structure







Fig 5.2 Landscape Opportunities (Character Areas and Corridors)
 Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

- **Urban interface:** Where landscape already forms part of an urbanised fringe; new development could maximise density, connectivity and visual permeability between new and existing built environments.
- **Big Water woodlands:** Area around the broad band of mature semi natural woodlands that formed the main spine to the original Halsnead Estate, integrating an area of ancient woodland and forming the setting to Big Water. There is an opportunity to retain the band of woodlands as a prominent and continuous linear landscape feature through the wider development area, where it can form a strong visual setting for development to the west of it.
- **Halsnead parklands:** The eastern part of the site where the landscape structures of the original estate were planned to capitalise on view corridors radiating from the hall, and paths and driveways formed distinct radial patterns. There is an opportunity to reference this in new development with 'orbital' / inter-radial routes created as a part of a permeable network, connecting key open spaces and woodlands.
- **Environmental corridor:** Land adjacent to the northern edge of the M62 forming a buffer between new housing and the motorway with noise, air quality and surface water attenuation benefits. The land provides a major opportunity for linear recreation open space and planting
- **Destination park:** The proposed new Country Park on the site of the former Cronton Colliery has potential to become a significant recreation resource for the wider communities of Whiston, Cronton and beyond. Links from areas north of the M62 can help to re-interpret historic connections across the former estate before it was severed by the M62. Reopening of the footbridge can provide traffic-free pedestrian, cyclist and equestrian access.

Built Form*

- 5.13 The growth of Whiston has seen informal character areas develop over time, defined by different urban grain and density. This gives Whiston a varied character but with an overarching legible structure of a pleasant and mature residential area with a range of local facilities.
- 5.14 Halsnead will be a distinct Garden Village in its own right, but can also be well integrated both visually and functionally into its surroundings. This can be achieved by providing frontage and ‘connected edges’ to Lickers Lane, Windy Abor Road and Fox’s Bank Lane and links to the existing street pattern.
- 5.15 Given the location and proximity of Whiston Rail Station and existing local facilities, the Lickers Lane boundary forms a particularly important connection. Access points and development in this location will need to respect the retained Lickers Lane Wood and the woodland adjacent to Sandfield Natural Play Centre. There is an opportunity to maximise the function of the existing gap between these woodlands as a point of connection between the Halsnead development and the urban area of Whiston.
- 5.16 There are number of designated and non-designated heritage assets both within and around the Halsnead site, illustrated in Figure 5.3 overleaf. There are opportunities to:
- Retain, integrate and (where appropriate) create a buffer between new development and these features;
 - Retain, repair and integrate the sandstone boundary walls of the former Halsnead Park Estate; and
 - Reinststate or reinterpret remnant elements of the historic landscape such as the former main drive to the estate linking to Fox’s Bank Lane and semi-natural historic landscape features such as ponds and clumps of trees.
- 5.17 The Halsnead Park mobile home park is a distinctive part of the local area, and it has an influence on local views and connectivity within the site. It is currently anticipated that this facility will remain and it will therefore influence the form and delivery of development at Halsnead.



-  Listed building
 -  Non-designated heritage asset
- Other elements associated with the former Halsnead Park estate**
-  Woodlands
 -  Indicative footprint of former structures
 -  Approximate remaining extents of boundary wall
 -  Former estate driveways / lanes

Listed buildings (all Grade II)

1. Old Halsnead
2. Carr House Farmhouse
3. Paddock and Stables to Carr House Farmhouse
4. Sandfield Cottage
5. North East Lodge to Halsnead Park
6. Snape Gate Barn
7. Gate Piers to Lodge
8. Church of St Nicholas

Fig 5.3 Summary of historic features

Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

Archaeology*

- 5.18 In general terms there may be moderate to high potential for medieval and post-medieval archaeological remains relating to the Halsnead Park Estate to be present across both development areas, and moderate potential for pre-historic or Roman remains. There may also be high potential for modern remains on land south of the M62 relating to the former use of the site as a colliery.
- 5.19 However, and notwithstanding this, it is clear that extensive areas of land both north and south of the motorway have undergone significant historical development which is likely to have truncated or removed such archaeological remains. In these parts of the site, the potential for remains from all but the modern period are likely to be low to negligible, and therefore unlikely to place any significant constraint to development.
- 5.20 Further archaeological investigation will be required to accompany any planning applications, in order to gain further detail of the archaeological potential of the development area. This will need to identify areas suitable for geophysical survey and discount those areas which have been subject to development and truncation. Any subsequent geophysical survey will then be used to establish the potential for buried archaeological remains.
- 5.21 Further intrusive investigation of the below-ground archaeological potential of the site will need to be undertaken as well as other works such as building recording and potential open-area archaeological excavation of any sites identified by the evaluation that do not merit preservation in situ. Investigation of the proposed development for mine workings and their proposed remediation may also require archaeological input. The scope and nature of these works will need to be agreed in consultation with the Merseyside Environment Advisory Service.

Ecology*

- 5.22 There is potential for the presence of protected species and notable habitats within, or near to, the development site. Baseline analysis identifies appropriate habitat that may be suitable for a range of flora and fauna including badger, water voles, numerous bat species and Great Crested Newt. Ecological Appraisals (which meet British Standard 42040:213) and protected species surveys will need to be conducted as

part of future planning applications, to understand usage of the site by these species.

- 5.23 Invasive plant species have previously been recorded within the site¹⁵. Ecological appraisals will need to be prepared with applications to identify the location and extent of any invasive species present on, or adjacent to, the site. Applicants will provide details of how the invasive species will be eradicated from the site.
- 5.24 Seven non-statutory Local Wildlife Sites are located within the site, listed below. Development proposals will need to be accompanied with clear mitigation proposals for these locations should retention not be possible.
- Mine Waste Cronton;
 - The Old Wood – North;
 - The Old Wood – South;
 - Strettles Bog, Tarbock;
 - Big Water and Big Water Wood, Halsnead;
 - Lickers Lane Wood; and
 - Woodland, Sandfields Park.
- 5.25 Several areas of broad-leaved woodland, which include some areas of ancient woodland, are located within the site. These habitats are of importance and should be retained wherever possible, whilst recognising that the retention or any selective removal of trees shall be subject to tailored management regimes and appropriate mitigation proposals.
- 5.26 A strong commitment to green infrastructure can help with the mitigation and management of the ecological and biodiversity impacts on a holistic, site-wide scale. This can include for example integrating buffer zones around woodland groups to enhance the habitat value of the semi-nature broadleaves woodlands.

Geo-environmental Issues

- 5.27 A geo-technical risk register has identified potential risks including: Made Ground (including Colliery Spoil), Superficial Deposits (Devensian Till and Alluvium), and Pennine Middle Coal Measures. Developers will need to address potential geo-environmental source-pathway-receptor linkages and, if appropriate subject to further detailed investigation, prepare a remediation strategy for the site.

¹⁵ Japanese Knotweed and Himalayan Balsam

- 5.28 There is potential for contamination of soils from historic coal mining activity, on both sides of the M62. There are records of mine entries across the site and the land south of M62 is classified as a mine gas site, with shafts associated with Cronton Colliery fitted with vent stacks to vent and monitor gases from the former mine.
- 5.29 There may also be unrecorded shallow mine workings across the site. Development over areas of shallow mine workings generally requires the ground to be stabilised to prevent risk of subsidence. Any potential for encountering unrecorded mine workings will need to be assessed through ground investigation and a remediation plan prepared and implemented as necessary.
- 5.30 In particular, no development should take place over mine entries (even when treated) or within their influencing distance. Access will need to be maintained to the Coal Authority owned mine entry compound located in the Land South of M62 site.
- 5.31 The Zetica Bomb Risk Maps for Merseyside indicate that the site is within a zone of moderate unexploded bomb risk. Action to mitigate the risk is considered essential as part of construction design and management under health and safety regulations and legislation.
- 5.32 The development may give rise to surplus soils and ideally such soils will be re-used on the site. Proposals for the re-use of contaminated soils will need to demonstrate that those soils are suitable for their intended use and will not cause harm to the environment. Disposal of surplus soils off-site will need to be managed in accordance with the relevant waste legislation.

Noise*

- 5.33 The evaluation of noise constraints upon the site has been informed by review of Ordnance Survey mapping, open source aerial imagery, noise mapping published by DEFRA, site photographs and published information relating to previous planning applications in the vicinity.
- 5.34 The study indicates that noise from the M62 is above the threshold for serious noise annoyance in outdoor amenity areas and night time disturbance across significant parts of the Halsnead site, and therefore forms of mitigation will be needed as part of the development.

- 5.35 The approach to motorway noise mitigation should be sensitive to existing and future landscape character and the overarching Garden Village vision. There is opportunity for noise mitigation to incorporate a combined open space / landscape solution north and south of the M62, making a positive contribution to all aspects of environmental quality.
- 5.36 Mitigation of motorway noise may not normally be required in order to make the land south of the M62 suitable for commercial development, however it is likely that some mechanical ventilation systems will be needed. There is also opportunity for the layout of employment development to ensure that sensitive external areas are shielded from motorway noise by the massing of buildings.
- 5.37 There may be opportunity for existing topography of land south of the M62 to help shield the proposed new Country Park from motorway noise.

Air Quality*

- 5.38 There are no Air Quality Management Areas identified within the vicinity of the site. Nevertheless, proximity of the land to the M62 and M57 are an indication that concentrations of nitrogen dioxide (NO₂) and fine particulate matter (such as PM₁₀ and PM_{2.5}) are potentially key pollutants.
- 5.39 Based on the monitoring data available it is likely that annual mean NO₂ concentrations at the site have the potential to be close to or above the annual mean objectives at locations close to the M62 and M57. This will need to be mitigated in order to protect residents from adverse air quality impacts.
- 5.40 There is opportunity to introduce a landscaped green corridor between the motorway and new dwellings to assist in providing some protection to future residents from air quality impacts. This could be coordinated with a motorway noise mitigation solution (see above).
- 5.41 Due to the size of the site, there is potential for elevated PM₁₀ and dust emissions during the construction phase. This will need to be managed through a Construction Environmental Management Plan.

Utilities

5.42 A desk-top appraisal and discussions with utilities providers confirms that the land north of the M62 has established telecommunication networks, gas, electricity and water facilities nearby. This land can be served from existing networks subject to the following:

- Telecommunications: connections are available, and no significant costs in terms of network reinforcement are anticipated.
- Potable water: supplies are available and it appears feasible for a connection to be made from Prescott to the north. United Utilities indicate that supply capacity is present although it may be necessary to lay additional mains or an extension to the existing and provide new meters.
- Electricity: supplies are readily available for connectivity to the grid. A primary sub-station and seven secondary sub-stations will be required to serve the residential development and it will be necessary to undertake some local network reinforcement.
- Gas: supplies are available. National Grid indicates that gas supply is feasible from the medium pressure network, with some network reinforcement necessary. The land is classified as 'medium difficulty' in terms of connection.

5.43 Land south of the M62 is more constrained, and while services are available at the periphery of the site there are limitations in capacity to serve the proposed commercial development:

- Telecommunications: networks appear to be readily available around the periphery of the site.
- Potable water: supplies are available with small diameter distribution mains being shown within the site; however this may not have sufficient capacity to serve the developed site. An 18-inch trunk main runs to the west of the site on the northern side of the Tarbock Interchange and another is located approximately 1.5km to the south adjacent to Cronton Road / Alder Lane. It may be necessary to include an additional main from Alder Lane to the site.
- Electricity: supplies are readily available, however, capacity is currently limited and network reinforcement will be required together with new primary and secondary sub-stations. Otherwise only a proportion of the site could be developed.
- Gas: no gas mains are indicated within the immediate area of the site and, network reinforcement will be required. National Grid has

deemed gas supply as feasible with 'medium difficulty'. There may be nominal capacity for early phases to utilise but not sufficient capacity for the wider site.

- 5.44 Where upgrades are required, in order to ensure comprehensive development, all phases of development will need to make appropriate contributions, rather than allowing early phases to use up capacity. This will require collaboration with utilities providers and other landowners and developers.

Flood Risk

- 5.45 Land north of the M62 does not contain any designated flood zones in relation to the flooding of rivers and the majority of the site lies within Flood Zone 1.
- 5.46 South of the M62 flood risk is more complex. Fox's Bank Brook on the southern boundary of the site is designated as a 'main river' by the Environment Agency, running east-west through the land within the former Cronton Colliery area. This results in some parts of the site lying within Flood Zones 2 and 3.
- 5.47 A site specific Flood Risk Assessment will be required in support of development proposals. Development should normally be avoided on areas which are susceptible to surface water and fluvial flooding.

Surface Water

- 5.48 Land on both sides of the motorway has a natural slope to the south. There is an opportunity to utilise the natural fall in the land and existing water courses within and adjacent to the site within Sustainable Drainage Systems (SuDS). There may be a particular opportunity for attenuation areas to be created immediately north of the M62, for example utilising the landscaped green corridor described under noise and air quality topics above.
- 5.49 This would be consistent with the guidance in the NPPF¹⁶ which recognises that open land may perform a variety of functions including wildlife protection, recreation and flood risk mitigation.

¹⁶ National Planning Policy Framework, paragraph 17

Foul drainage

- 5.50 United Utilities has advised that it will be necessary to adopt an incremental approach to foul drainage from development north of the M62, discharging to the 1000mm sewer at Lickers Lane / Windy Arbor Road. There is no direct simple access to the foul sewer outfalls as Lickers Lane lies at the highest point on site.
- 5.51 As a consequence it is likely that all areas of development north of the M62 will require pumped foul drainage solutions, for example with new pumping stations serving the eastern and western portions. Such a drainage solution would require a carefully coordinated approach to development and infrastructure delivery to ensure that any active part of the site is designed to facilitate subsequent phases.
- 5.52 Other options for development sequencing may be delivered, but would require prior agreement of an alternative drainage solution with United Utilities.
- 5.53 There is an existing large diameter surface water sewer which crosses the western part of the site in a generally north-south direction. This generates a constraint due to a requirement to maintain a 6 – 8m easement.
- 5.54 Land south of M62 has no suitable surface water or foul sewers lying within, or adjacent to, the site. The closest sewer with potential to accept any flow lies some 2km south along Cronton Road. A solution may involve a private treatment works to be located on site, discharging into a nearby watercourse, subject to agreement from United Utilities and the Environment Agency. An alternative option would be to connect the site to existing foul sewers to the south or west via significant extension to the foul sewer network.

Transport and Highways*

- 5.55 The Halsnead site is accessible by a range of transport modes and has good connectivity to the highway network. A preliminary assessment of highways impact for the proposed development has identified the following issues and opportunities:

- Vehicular site access is achievable from several points within the adjacent highway network; there is an opportunity for new junctions to accommodate pedestrian and cycle movements.
- Pedestrian routes can enhance the connectivity to the existing urban area and facilities of Whiston, especially on Windy Arbor Road and Lickers Lane.
- There is a major role for internal circulation routes to make the site as permeable as possible, including making allowance for bus penetration into the residential site. The layout should ensure that the site is as permeable as possible at all stages of development.
- Whiston Rail Station is a key asset to the development. There is a major opportunity to connect the new development to the station by sustainable travel modes.
- There is a significant opportunity to use the former mineral railway line to link the two sites together for pedestrians, cyclists and equestrian uses as well as the potential to support a link to Sustrans route 56.
- Off-site highways works have been identified as being needed to mitigate the impacts of development (see Section 6).

Local facilities

- 5.56 Existing facilities in the locality have the capacity to cater for some of the future residents within Halsnead. Development would provide the opportunity to support and / or expand the existing local facilities on Lickers Lane and also support shops and services in nearby Whiston village centre.
- 5.57 With respect to education, it is currently estimated that there is sufficient capacity within Knowsley secondary schools to accommodate new Halsnead residents. There is also some existing capacity within local primary schools and early years' provision, including Sandfield nursery on Lickers Lane.
- 5.58 However, a new primary school will be required on-site to meet the needs of the development and those arising in the local area that cannot be met by existing facilities. It is anticipated that this needs to be planned and designed for 2.5-form entry with the ability for future expansion to 3-form entry. The new primary school will likely need to be operational around the time that the 300th dwelling is completed. This means that early commencement of its construction will be essential.

- 5.59 Some provision for early year's facilities will be provided within the new primary school. Other local facilities, including expanded or new private day nurseries, could potentially be provided separately within the site.

Land ownership

- 5.60 The majority of land within Halsnead is within private ownership. Many of the current land owners have actively engaged in the process of preparing this Masterplan SPD. Nevertheless, the fragmented ownership presents a challenge that needs to be met through collaboration between the Council, developers and landowners to facilitate the timely delivery of a well-planned Garden Village.
- 5.61 The Masterplan SPD provides a framework within which land ownerships and interests can be coordinated over the predicted development timeframe of approximately 18 years.
- 5.62 Every application should demonstrate how it would assist in overall delivery, and not compromise or prejudice, wider development of Halsnead as a Garden Village; this will include alignment with the infrastructure requirements and delivery principles set out in this SPD.
- 5.63 The Council will seek authorisation to pursue compulsory purchase order (CPO) action to assemble land to deliver development of this strategic opportunity where necessary.

Market demand overview

Residential

- 5.64 Whiston currently maintains reasonable levels of market demand, with local variations. Proximity of key transport links, including the M62, the M57 and Whiston Rail Station, and accessibility to key employment areas across the Livailerpool City Region, Cheshire and Warrington and Greater Manchester is beneficial to the local market and a potential opportunity.
- 5.65 The settlement is currently popular with first-time buyers and downsizers, but would appeal more to a wider family market if a broader choice of properties and higher quality of environment was provided. There is no current or significant recent evidence of new-build residential development in close proximity to Halsnead.

Commercial

- 5.66 Occupier demand for logistics, storage and distribution uses (Use Class B8) within the M62 Corridor has remained resilient, reinforced by a limited supply of high quality floorspace. The Knowsley market is less of a prime location than sites in closer proximity to the M6, but Halsnead (south of the M62) still presents a good location for employment uses looking to maximise strategic connections, given accessibility to strategic regional employment areas, including nearby Knowsley Business Park and Jaguar Landrover, and infrastructure such as the Liverpool SuperPort and Liverpool John Lennon Airport.
- 5.67 The greatest current occupier demand is understood to be for high quality premises ranging from 20,000 – 70,000 sqft, with a lack of speculative available and pipeline supply.

In summary: Key opportunities to be maximised



Fig 5.4 Summary of key opportunities
 Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

In summary: Key issues to be considered

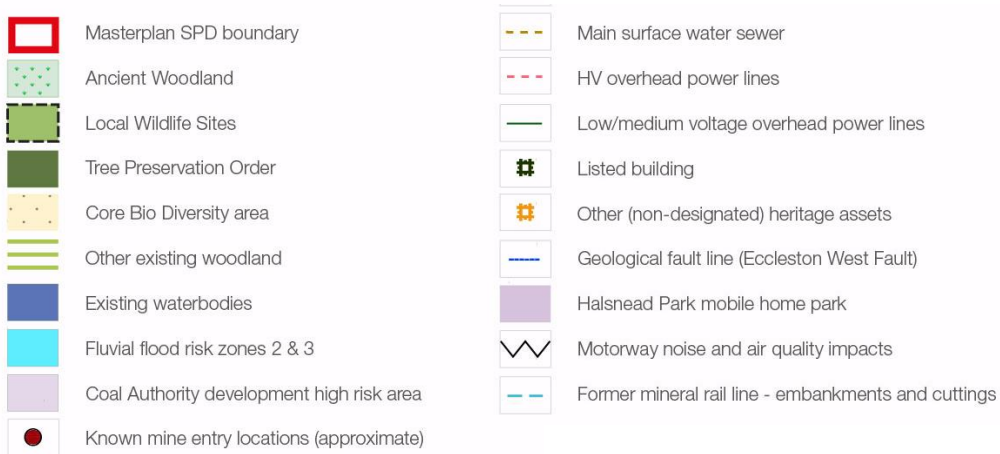


Fig 5.5 Summary of key issues

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6. Development Framework

- 6.1 Section 6 sets out a Development Framework that establishes the key principles and parameters for all development at Halsnead. This shows the masterplanning approach developers and their design teams are required to adhere to when bringing forward their proposals.

Applications that fail to meet the key requirements identified in this Section will not be supported by the Council.

- 6.2 The Development Framework integrates the key influences and objectives identified within the policy framework (Section 4) and analysis of key issues and opportunities (Section 5). It expands upon and provides clarity on how our Vision and Strategic Objectives (Section 1) will be applied spatially as part of a joined up framework.
- 6.3 Development at Halsnead will potentially need to be delivered across a range of different land ownerships and through multiple planning applications. The Development Framework is therefore intended to help avoid fragmented or piecemeal development, and should be seen as a positive tool to help facilitate and expedite the planning and development process.

Key requirements

- 6.4 The Development Framework sets out a series of mandatory **key requirements**, referenced as Halsnead SPD (HSPD) 1 – 10 and arranged under three key themes; Land Use, Movement and Utilities, and Green Infrastructure and Open Space as listed at Table 6.1 overleaf.

Knowsley Council requires all planning applications at Halsnead to include supporting information that demonstrates how the development proposed would address key requirements HSPD1 – HSPD10.

Table 6.1 List of key requirements

| |
|--|
| <p>Land Use</p> <p>HSPD1 Framework masterplan</p> <p>HSPD2 Land use and amount</p> <p>HSPD3 Residential development</p> <p>HSPD4 Employment development</p> <p>HSPD5 Primary education</p> <p>Movement and Utilities</p> <p>HSPD6 Access and movement</p> <p>HSPD7 Strategic utilities</p> <p>Green Infrastructure and Open Space</p> <p>HSPD8 Connected green infrastructure</p> <p>HSPD9 Diverse Public Open Space</p> <p>HSPD10 Open space tiers</p> |
|--|

- 6.5 These key requirements further aid interpretation of how the Council intends to apply Local Plan policies (particularly Policy SUE2c) in a way that shapes Halsnead as a high quality Garden Village. All 10 key requirements are a material consideration in the determination of future planning applications.
- 6.6 Any proposed deviation from the key requirements will only be accepted if there is clear, robust and agreed evidence that demonstrates an alternative approach would be more beneficial, with reference to the Vision and Strategic Objectives set out in Section 1 of this SPD.
- 6.7 The framework plans that are included as part of the key requirements should be considered and interpreted alongside the additional guidance and key principles set out in Section 7 and Section 8.
- 6.8 Table 6.2 overleaf summarises the relationship between these requirements and the Strategic Objectives established at Section 1.

Table 6.2 Relationship between key requirements and Strategic Objectives

| | SO1 | SO2 | SO3 | SO4 | SO5 | SO6 | SO7 |
|--------|-----|-----|-----|-----|-----|-----|-----|
| HSPD1 | X | X | | X | X | X | X |
| HSPD2 | X | X | X | | X | X | X |
| HSPD3 | X | X | X | X | X | | X |
| HSPD4 | X | X | | X | X | X | X |
| HSPD5 | X | X | X | X | X | X | X |
| HSPD6 | X | X | X | X | X | X | X |
| HSPD7 | | X | | X | | X | |
| HSPD8 | X | X | X | X | X | X | |
| HSPD9 | X | X | X | X | X | | X |
| HSPD10 | X | X | | X | X | | |

Key to Strategic Objectives

SO1: A Shared Placemaking Approach

SO2: Ensuring Comprehensive Development

SO3: Diversifying the housing stock

SO4: Enhancing Connectivity

SO5: Creating a Strong Green Space Framework

SO6: Bringing Employment Opportunities

SO7: Strengthening a Community Core

Key requirements

HSPD1: Framework masterplan

HSPD2: Land use and amount

HSPD3: Residential development

HSPD4: Employment development

HSPD5: Primary education

HSPD6: Access and movement

HSPD7: Strategic utilities

HSPD8: Connected green infrastructure

HSPD9: Diverse Public Open Space

HSPD10: Open space tiers

Land use

KEY REQUIREMENT HSPD1

Framework masterplan

Development will be delivered in accordance with the strategic outline parameters identified on the **Framework Masterplan**. Planning applications for all development at Halsnead shall be accompanied by written and illustrative material that demonstrates how proposals align with these parameters.

- 6.9 The **Framework Masterplan** is shown at Figure 6.1. It establishes the fundamental, structuring spatial components of development at Halsnead, including extent of development area, land uses, areas of strategic open space, key access points and primary movement routes.
- 6.10 The **Framework Masterplan** is a clear representation of site-wide spatial parameters that will form the foundation to all future development.

KEY REQUIREMENT HSPD2

Land use and amount

Development will contribute to delivering the balance and quantum of uses identified in Table 6.3 across the site as a whole, incorporating land north of the M62 and south of the M62. This will be achieved within the parameters of key requirement HSPD1.

- 6.11 Local Plan Core Strategy Policy SUE2c includes an outline projection of land use for the allocated site. The Masterplan SPD has built on this, balancing known constraints and key opportunities to establish refined land use parameters, as identified in Table 6.3 below.
- 6.12 Table 6.3 and the **Framework Masterplan** combine to set the quantum, mix and distribution of land use across Halsnead.

Over page: **Fig 6.1 Framework Masterplan**
Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

Halsnead Masterplan SPD


Framework Masterplan

-  Masterplan SPD boundary
 Existing Local facilities
 North
 NTS
1. Southmead Children's Centre
 2. St Leo's R C Church
 3. Lickers Lane Play Area
 4. George Howard Centre (community centre)
 5. Sandfield Natural Play Centre (day nursery)
 6. Church of St Nicholas
 7. M. Wilson Primary School
 8. Wilson Primary Care Resource Centre (NHS)
 9. Foxshaw Close Play Area

Proposed Land Use

-  Residential
-  Potential additional residential (south of M62)
-  Employment
-  Site reserved for Primary School
-  Proposed cemetery extension
-  Halsnead Park (mobile home park)
-  Buildings within the site to remain
-  New planting required to soften employment development boundary and create green corridors
-  Extents of employment development and open space/woodland to be established through detailed survey and design

Movement

-  Off-site highway improvements
-  Proposed primary access points
-  Pedestrian / cycle access only
-  Proposed primary vehicular routes
-  Existing on-site pedestrian / vehicular routes to be retained
-  Proposed strategic pedestrian and cycle crossing
-  Strategic pedestrian / cycle connection
-  Existing through route stopped up (pedestrian / cycling access to site only following construction of new vehicular access)
-  Existing important pedestrian and cycle links
-  Existing footbridge to be improved / modified

Green Infrastructure

-  Existing woodland areas to be retained
-  Existing watercourses within the site features / courses
-  Existing water courses including culverts
-  Proposed strategic green space
-  Proposed green corridor to be created within development area
-  Proposed Country Park (including visitor's park, ancillary/management buildings, car parks, trails etc.)
-  Extents of green space to be confirmed through detailed survey and design
-  Woodland edge to be subject to selective felling



Table 6.3 Land use and amount

| Use | North of M62 | South of M62 |
|---|---|--|
| Residential development | Approximately 1,600 new homes within the development area shown on the Framework Plan, assuming an average density of circa 37 dwellings per net developable hectare across the site. | Potential for small scale residential development of no more than 30 dwellings, within the area identified on the Framework Plan, subject to detailed proposals. |
| Employment development | Potential for small scale ancillary mixed-use development towards the northern boundary (Lickers Lane), with potential to be part of a 'Community Core' in this location (refer to 'North Halsnead' Character Area in section 7 of the SPD). | A minimum of 22.5ha (subject to feasibility). |
| Green Infrastructure and Public Open Space | <p>About 33ha green space covering full range of Public Open Space typologies / functions and incorporating existing woodlands and water bodies / water courses with potential to act as an extended Country Park across both sites.</p> <p>An additional 3.3ha sports provision achieved by the retention and improvement of existing Lickers Lane playing fields.</p> <p>Potential for additional sports provision through the new Primary School subject to detailed design and management proposals.</p> <p>Retained cemetery with potential for expansion.</p> | A Country Park focussed on the former Cronton Colliery and extending through the former mineral railway line. |

| Use | North of M62 | South of M62 |
|-----------------------------|--|--|
| Community facilities | <p>1no. x 2.5-form entry Primary School designed with capacity to be increased to full 3-form entry.</p> <p>Space to accommodate early years' provision within / adjacent to the proposed new Primary School, plus potential for new or extended private facilities towards the northern boundary (Lickers Lane), with potential to be part of a 'Community Core' in this location (refer to 'North Halsnead' Character Area in section 7 of the SPD).</p> | <p>Potential 'visitor centre' facilities to serve proposed Country Park subject to detailed design and planning consent.</p> |
| Access | <p><i>Windy Arbor Road:</i> 2 no. vehicular access points to serve residential development.</p> <p><i>Lickers Lane:</i> a single vehicular access point to serve residential development and a pedestrian / cycle access that could also serve as an emergency vehicular access.</p> <p><i>Fox's Bank Lane:</i> 2 no. vehicular access points to serve residential development.</p> | <p><i>Cronton Road:</i> up to 3 no. vehicular access points to serve employment development and Country Park.</p> <p><i>Fox's Bank Lane:</i> up to 2 no. access points to serve existing homes and potential new residential development only.</p> |
| | <p><i>Between the sites:</i> pedestrian, cycling and equestrian route across former mineral railway line</p> | |

KEY REQUIREMENT HSPD3

Residential development

Approximately 1,600 new homes will be delivered within the residential development areas identified on the Framework Masterplan.

In order to ensure comprehensive and holistic delivery and provision of infrastructure to meet the needs of the community, planning applications for individual residential plots and parcels will need to evidence how they provide and facilitate strategic infrastructure, local (site-specific) infrastructure and affordable housing requirements in accordance with the approach set out in Section 8 of this SPD.

The majority of residential development will be on land north of the M62. Residential development south of the M62 will be limited to no more than 30 dwellings, subject to further testing at planning application stage.

Land north of the M62

- 6.13 Land north of the M62 provides the opportunity for a comprehensive, coordinated residential development with a clear Garden Village ethos. This will deliver high quality residential development attracting new residents to this distinct area of Knowsley, as well as functioning as an extension to existing communities of Whiston and linking into existing services and facilities.
- 6.14 Residential development will create a positive frontage to Lickers Lane, Windy Arbor Road and Fox's Bank Lane, whilst respecting and appropriately integrating features of local, historic and landscape interest, to help enhance the sense of integration between existing and new communities.
- 6.15 Development will offer a range and mix of housing types in accordance with the Local Plan Core Strategy, including delivering high quality and locally distinctive design and a mix that helps to re-balance the housing stock both within Whiston and the wider Borough. While Halsnead has the capacity to accommodate a variety of housing development types, there is particular opportunity to deliver an improved range of larger (4 and 5 bedroom) family homes, including lower density executive-style homes.

- 6.16 Local Plan Core Strategy Policy CS15 expects Halsnead to deliver affordable housing in accordance with adopted policy requirements, unless it is clearly demonstrated that achieving the policy requirement would render the development unviable [ref Core Strategy Policy CS27 and the Developer Contributions SPD].
- 6.17 New development shall protect the residential amenity of occupiers of existing dwellings retained within the site and immediately adjacent, including the retained Halsnead Park mobile home park (see below) and ensure that they are appropriately integrated into the new community.

Character and density

- 6.18 The density and character of new residential development will be shaped by:
- a) Characteristics and constraints at different locations, both within the site and within the surrounding context;
 - b) Ambitions to express Garden Village character in built form and landscape; and
 - c) The need to deliver sustainable forms of development including efficient use of land, management of environmental impact and promoting travel by non-car modes.
- 6.19 Approach to residential density will align with **Masterplanning Guidance** in Section 7. Development will maximise the opportunity to create sustainable homes in walkable neighbourhoods at a density that generally decreases from north to south and west to east. Higher densities in the north will help to maximise the connectivity of this part of the site to the existing community in Whiston and to Whiston Rail Station.
- 6.20 The guidance in Section 7 identifies the opportunity for residential neighbourhoods to be differentiated across strategic character areas, which in part will be characterised by different density ranges reflecting location, context and specific design opportunities.
- 6.21 Such differentiation in density is essential to help create a varied mix of residential forms and typologies, helping to ensure a choice of housing in the Garden Village tradition, while delivering an efficient and sustainable use of land. This character area guidance illustrates that average density across the net development area is anticipated to be around 37dph.

Motorway noise and air quality

- 6.22 In order to mitigate noise and air quality impacts of the M62, attenuation measures will be required along the motorway boundary to create an acceptable residential environment.
- 6.23 Development will help to deliver a strategic approach to noise and air quality mitigation that is integrated with green infrastructure and surface water drainage attenuation by creating an environmental corridor immediately north of the M62. This is shown on the **Framework Masterplan** (HSPD1) and green infrastructure / open space plans set out across HSPD8 – HSPD10.

Heritage

- 6.24 Land north of the M62 includes within it several listed buildings and structures, mainly linked to the former Halsnead Estate. The designed landscape of the former estate is also of heritage interest, including plantation woodlands and water bodies that enhance the setting and experience of the site.
- 6.25 Development shall appropriately integrate and aim to enhance heritage assets. This will include the sandstone boundary wall and enhancing the setting of listed buildings. There may be additional opportunities to retain and enhance individual buildings of historic interest, such as the buildings at Princes Farm.
- 6.26 Development shall reinstate elements of the historic landscape where possible, including for example the former main drive to the estate from Fox's Bank Lane.
- 6.27 Planning applications shall be accompanied by a Heritage Statement to assess potential impacts of development proposals on these heritage assets and their setting. This will demonstrate how development has been planned to maximise a positive contribution to the integration, enhancement and interpretation of heritage assets, including the historic landscape elements associated with former Halsnead Estate.

Halsnead Park mobile home park

- 6.28 The Masterplan SPD has been prepared on the assumption that Halsnead Park mobile home park will continue to operate in its current form, and that its safe operation will be ensured at all times by developers during the Halsnead development programme.

- 6.29 New residential development will be located to the immediate north, east and south of the mobile home park. This will be set back from the boundary of the park, with a linear green corridor created as a buffer, as shown on the **Framework Masterplan** (HSPD1) and green infrastructure / open space plans set out across HSPD8 – HSPD10.
- 6.30 This green corridor must be designed with soft landscape elements that filter short distance views between new and existing properties, helping to maintain amenity for existing residents in what are modestly proportioned properties set close to the boundary. The corridor must be designed to create a positive and attractive landscaped space that is overlooked by a frontage of new homes, and becomes a positive, attractive and safe amenity asset.
- 6.31 The green corridor as represented in the **Framework Masterplan** and other framework plans is indicative. The design and width of the corridor will be determined through detailed design as part of the planning application process.
- 6.32 Halsnead Park mobile home park is a permanent home for many residents, albeit operated as a business and falling within a single freehold land ownership. In the event that these existing circumstances change and proposals come forward to redevelop the land, it is accepted in principle that this could accommodate residential development in excess of the 1600 units described under HSPD2.
- 6.33 Any such residential redevelopment should provide new dwellings that front onto and share the green corridor, and deliver opportunities for linkages through and across it.
- 6.34 Should any such residential development proposals come forward within the mobile home park, opportunity should be taken at that time to create a focal point at the original site of Halsnead Hall. Development should also aim to retain and integrate remaining and remnant historic features such as the ha-ha, walled garden and access to 'Big Water'.

Land south of the M62

- 6.35 A parcel of land identified on the **Framework Masterplan** immediately south of the M62, off Fox's Bank Lane is unsuitable for employment development due to its relationship with the Listed Building at Old Halsnead Hall, other existing dwellings, and access constraints.

- 6.36 The opportunity to create a unique residential development in this location will be acceptable in principle, with access from Fox's Bank Lane. Development capacity will be limited to no more than 30 dwellings, subject to further feasibility and deliverability testing at the planning application stages.
- 6.37 New residential development will not be acceptable on any other part of the Land South of the M62.

KEY REQUIREMENT HSPD4

Employment development

Land South of the M62 will accommodate a minimum of 22.5ha employment development, with vehicular access provided from Cronton Road. Planning applications for employment development shall:

- Demonstrate how the development will minimise or avoid impact on retained natural habitats including ancient woodland, protected trees and designated Local Wildlife Sites, including the ecological network connections between these;
- Create a semi-natural landscaped boundary to the proposed Country Park;
- Integrate the former mineral railway line link into layout design to provide an unimpeded and multi-user equestrian, pedestrian and cycle link over the M62;
- Ensure continued, safe access to the Coal Authority monitoring station;
- Not impede access to and/or the enjoyment of the proposed Country Park and ensure that safe crossings are provided for non-car modes to that facility;
- Ensure there is no harmful impact on the Listed Building at Old Halsnead Hall or its setting; and
- Maintain amenity for existing residents on the Land South of the M62

- 6.38 Employment development on land south of the M62 will be accessed from Cronton Road only, facilitating immediate access to Tarbock Island. It is anticipated that the employment development areas will be primarily

used for large format logistics / storage and distribution uses (B8 Use Class). Other land uses falling under the Liverpool City Region economic growth sectors (e.g. advanced manufacturing) may also be appropriate.

- 6.39 Employment development on land in proximity to the Grade II Listed Old Halsnead will need to be carefully designed and implemented to avoid harm to the heritage asset and its setting. It must also avoid any adverse impact on residential amenity of existing and potential new residents at Fox's Bank Lane.

KEY REQUIREMENT HSPD5

Primary education

Land identified on the **Framework Masterplan** will be reserved for development of a new 2.5 form entry primary school with the capacity to expand to 3-form entry. The school will include associated playing fields, with the potential for these to be managed for dual school / community use, together with a Neighbourhood Equipped Area of Play (NEAP).

The primary school will be delivered as an integral part of the development and will be operational prior to occupation of the 300th dwelling at Halsnead.

Early years / nursery provision will be provided either integrated within the primary school and/or through new or extended private facilities.

- 6.40 Existing community facilities in Whiston are capable of serving the needs of new residents at Halsnead. It is anticipated that new residents will help to support and sustain those facilities in the long term by providing a customer base, for example shops in Whiston Village and also larger centres in Prescot and Huyton. Development at Halsnead must enable and integrate good connectivity to these existing facilities, including strong, direct pedestrian and cyclist routes.
- 6.41 Early delivery of the primary school will be an important place-making tool, establishing high profile, high quality community infrastructure at the earliest possible opportunity. The school will create a positive and prominent community hub in an accessible location, encouraging walking to school, and facilitating linked trips to other facilities in Whiston.

- 6.42 The new primary school will front onto and integrate an adjacent open space incorporating a Neighbourhood Equipped Area of Play (NEAP) and could be designed to integrate new early years / nursery provision.
- 6.43 Early years / nursery facilities could also be provided independent to the primary school. This would likely be best located towards the northern boundary (Lickers Lane), with potential to form part of a 'community core' in this location (refer to 'North Halsnead' Character Area in section 7 of the SPD).
- 6.44 The site identified for the school is currently in the ownership of Knowsley Council. The Council will engage with landowners and developers to ensure that developer contributions secured in accordance with Local Plan Core Strategy Policy CS27 are made available to aid early delivery.
- 6.45 Other community facilities will only be provided within the site if shown to be required to meet the needs of the development and benefit the wider area. Small scale retail development serving a clearly identified local need may be permitted. Subject to appropriate and robust rationale and evidence of need, any such provision would likely be best located towards the northern boundary (Lickers Lane), with potential to form part of a 'community core' in this location (refer to 'North Halsnead' Character Area in section 7 of the SPD).

Access, movement and utilities

KEY REQUIREMENT HSPD6

Access and movement

Development at Halsnead will be accessed from new junctions onto the existing road network as shown on the **Framework Masterplan** and **Access and Movement Plan** (Figure 6.2). Development at Halsnead will accord with the key movement principles and parameters illustrated in the **Access and Movement Plan**.

Development will maximise connectivity and permeability for all travel modes. The internal route hierarchy will be designed to connect and encourage safe pedestrian and cyclist movement between the site and the existing settlement. Development will:

- Deliver a road system within the site that is capable of accommodating buses, with provision of bus stops and related infrastructure at optimum locations;
- Provide primary routes from the key vehicular access points as shown on the **Access and Movement Plan** connecting the development with surrounding area;
- Ensure high quality, convenient, safe and attractive pedestrian, cyclist and equestrian routes where appropriate, into and throughout the site;
- Provide a high quality pedestrian, cyclist and equestrian route across the M62 using the route of the former mineral railway line and connecting Stadt Moers Country Park with the new Country Park south of the M62; and
- Provide traffic mitigation measures, including any measures needed to address the impact of development on traffic generation in the wider area.

Developers will be expected to contribute to the off-site highway works listed in Table 6.3 (together with any additional necessary measures identified through Transport Assessments) and public transport infrastructure, to enable accessibility and mitigate highways impacts arising from the development.

Over page: **Fig 6.2 Access and Movement Plan**
Not to scale. Crown Copyright Knowsley MBC 100017655, 2017

Access and movement



- Existing
 - Existing key local facilities (refer to Framework Plan)
 - Existing key local network connections
 - Existing key off site pedestrian/cyclist connections
 - Proposed**
 - Primary vehicular access (Residential)
 1. Windy Arbour Road (South)
 2. Windy Arbour Road (North)
 3. Licker's Lane
 - Other vehicular access (Residential)
 - Primary vehicular access (Employment)
 4. Cronton Road (West)
 5. Cronton Road (East)
 - Other vehicular access (Employment)
 - Primary vehicular connections to be created
 - Potential key internal connections prioritising pedestrian/cyclist movement
 - Potential food/cycle paths linking Country Park
 - Proposed strategic pedestrian and cycle crossing
 - Existing footbridge to be improved / modified
 - Off site junction improvements
 - A. Windy Arbour Road/Licker's Lane
 - B. Licker's Lane/Fox's Bank Lane
 - C. Windy Arbour Road/Dragon Lane
 - D. Stony Lane/Dragon Lane/Meadway
 - E. Stony Lane/Cumber Lane
 - F. Cronton Road/Fox's Bank Lane
 - G. Tabcock Island
- For context (see Framework Plan)**
- Proposed strategic green space
 - Proposed Country Park
 - Retained woodland

- 6.46 Development will be structured around a clear, coherent movement network that is resilient to an increasing quantum of development over time. This will be a legible and safe network both in its 'incomplete' early phases and incrementally through to final completion.

Vehicular access

Residential development – north of the M62

- 6.47 Development on land north of the M62 will take vehicular access from Windy Arbor Road, Lickers Lane and Fox's Bank Lane, designed to maximise connectivity but with appropriate dispersal of residential vehicular traffic onto the local highway network.
- 6.48 Five new vehicular access junctions are proposed as follows. Junction format and design has been explored in outline during the preparation of this SPD, but this will be subject to further testing and design verification at planning application stage.
1. Windy Arbor Road (South), close to Tarbock Island
 2. Windy Arbor Road (North), opposite St Nicholas Parish Church
 3. Lickers Lane, opposite George Howard Community Centre
 4. Fox's Bank Lane (North), south of the cemetery
 5. Fox's Bank Lane (South), south of Cherry Tree Farm
- 6.49 The proposed junction at Windy Arbor Road (South) is likely to be the most visually prominent, given its close proximity to Tarbock Island (M62 / M57 junction). This must be designed and delivered as a high quality gateway junction that establishes a high quality design and construction benchmark for Halsnead as a whole.
- 6.50 New homes in proximity to the Windy Arbor Road (South) gateway junction should be set back from the site boundary. This will provides the opportunity for the gateway to be defined by an attractive landscaped space, fronted and overlooked by high quality new homes. In turn this will aid mitigation of noise and air quality impacts of the M62.

Employment development and proposed Country Park – south of the M62

- 6.51 Up to 3no. new junctions will be created on Cronton Road to enable employment development to maximise access onto Tarbock Island.

- 6.52 As these access points will be located in close proximity to the new Country Park they must be designed to ensure safe pedestrian, equestrian and cyclist access, and ensure that the recreational function, experiential and landscape quality of the Country Park is not compromised by movement of large vehicles accessing the employment areas.
- 6.53 There will be no vehicular access to employment development from Fox's Bank Lane. Vehicular links between land north and south of the M62 will be from Cronton Road (via Tarbock Island and Fox's Bank Lane).

Off-site highways improvements

- 6.54 Residential and employment development at Halsnead will place increased pressure on the wider highway network. Development is expected to contribute to off-site highway improvements in order to mitigate the increased demand for travel.
- 6.55 Table 6.4, below, describes the off-site highway works needed to facilitate access and egress to Halsnead. These will help to mitigate local traffic impacts, facilitate links through to existing facilities, and encourage sustainable transport.
- 6.56 Additional measures may be needed to address the impact of development traffic in the wider area. This will be informed by further Transport Assessments conducted in support of planning applications.

Table 6.4 Off-site highways works

(NB junction references are shown on Access and Movement Plan)

| Junction | | Requirement |
|----------|---------------------------------|--|
| A | Windy Arbor Road / Lickers Lane | <p>Widening to the north and south to facilitate:</p> <ul style="list-style-type: none"> • A two lane approach on Lickers Lane • A separate right and through lane on Windy Arbor Road northbound, and • The introduction of controlled pedestrian crossing facilities across two arms of the junction. |

| | | |
|---|-------------------------------------|---|
| | | The works would require the reconstruction of the sandstone boundary wall around the recreation ground, and the relocation of a bus stop on Lickers Lane further to the east. |
| B | Lickers Lane / Fox's Bank Lane | Introduction of traffic signals to allow the controlled movement of traffic out of Lickers Lane, and also the controlled movement of pedestrians over all arms of the junction. |
| C | Windy Arbor Road / Dragon Lane | Windy Arbor Road approach to Dragon Lane widened to allow for a two lane approach. |
| D | Stoney Lane / Dragon Lane / Meadway | Improved designation of the right turn from Dragon Lane to Stoney Lane and improved through alignment on Dragon Lane. |
| E | Stoney Lane / Cumber Lane | Provision of traffic signals and controlled pedestrian crossing facilities on all arms of the junction. |
| F | Cronton Road / Fox's Bank Lane | <p>Realignment of Prescott Road to the south to opposite Fox's Bank Road to provide a crossroads arrangement; and widening of Cronton Road to enable the provision of right turn pockets for vehicles turning to the north and south.</p> <p>Relocation of the existing bus stops to the west of the junction into new laybys. Advanced cycle stop lines with lead in lanes to be provided on Cronton Road.</p> |
| G | Tarbock Island | Widening to internal quadrants and certain entry slip roads, together with further signalisation of nodes. |

Internal road network

- 6.57 The **Access and Movement Plan** shows the approximate alignment of new primary routes. Guidance within Section 7 illustrates how these can form the foundation to a connected and coherent internal road network and street hierarchy.
- 6.58 The new primary routes within the residential development areas will comprise an east-west route connecting Windy Arbor Road to Fox's Bank Lane, and a north- south route connecting the centre of the site to Lickers Lane. These will provide a unifying role, linking lower order internal routes and providing permeability and strong legibility. They are the most likely to accommodate bus movements and their meeting point at the centre of the development will create an important focal point at the centre of the Garden Village, providing the opportunity for bespoke built form and public realm design.
- 6.59 Safe crossing points along the primary routes will need to be provided, helping to connect key pedestrian and cyclist desire lines and facilities.
- 6.60 It is important for these primary routes to be characterised by unified design specification, materiality and landscape so that they are legible as 'Garden Village corridors'. These will have a strong influence on the overall character and visual quality of Halsnead and therefore quality and consistency in design and construction along them will be critical to the Garden Village ambition. Further guidance on this is included Section 7.

Non-vehicular access and movement

- 6.61 All streets and junctions within the route network will be designed to put pedestrians and cyclists at the top of the user hierarchy, in accordance with Manual for Streets¹⁹ principles and design guidance at Section 7. Development will be designed to ensure ease of pedestrian and cyclist movement through all parts of the site, including links to the proposed employment development.
- 6.62 The development will lead to intensification of pedestrian movement within the wider area, particularly across Lickers Lane and the junction of Windy Arbor Road/Lickers Lane. This will require improved pedestrian crossings to be provided at the junction.

¹⁹ Manual for Streets: Department for Transport (March 2007)

- 6.63 Desire lines from within the site northwards towards Whiston Rail Station and Whiston village centre will need to be facilitated by easy and convenient pedestrian and cyclist access both within and outside the site. A new pedestrian / cycle only access will be created from Lickers Lane, opposite Pennywood Drive. There is also potential to create new, safe and overlooked routes through Lickers Lane Wood and Sandfield Wood to support local facilities and assist in integration of the existing and new communities.
- 6.64 Walking, equestrian and cycling routes along the improved former mineral railway line and footbridge across the M62 provide an opportunity to reconnect both parts of the site with links to wider walking, cycling and equestrian networks.

Public transport

- 6.65 There are a number of bus routes already operating on Windy Arbor Road, Lickers Lane and Cronton Road. New development offers the potential to divert and/or increase the frequency of existing bus services, or for the provision of additional services as determined by commercial operators.
- 6.66 The internal layout of the site will provide an accessible through-route to accommodate bus services. Bus infrastructure will need to be provided in accordance with Merseytravel's design standards for shelters, signs and kerbs. Applicants are expected to discuss routing arrangements and bus frequencies with commercial bus operators.

KEY REQUIREMENT HSPD7

Strategic utilities

Development should accord with a comprehensive utilities strategy for the site to be submitted and agreed prior to development commencing, unless otherwise agreed with utility providers.

In all instances applicants will be required to demonstrate and ensure that that development of individual land parcels will not sterilise the ability to bring forward other any other land within the site.

- 6.67 Section 5 identifies the need to provide new and upgraded strategic utilities and drainage infrastructure.
- 6.68 New surface water drainage will be required for areas north and south of the M62, with both systems discharging into watercourses either within or outside the site. This should incorporate Sustainable Drainage Systems (SuDS) including attenuation control and storage ponds integrated into the surrounding green infrastructure; in particular the Environmental Corridor to the north of the M62 to a specification to be agreed at planning application stage. Drainage proposals will be required to meet necessary technical requirements relating to flow control and water quality.
- 6.69 Existing water features including watercourses, ponds and lakes should be retained, as far as practicable to do so, and integrated into the strategic landscape proposals.
- 6.70 New foul water pumping stations and foul drainage networks will be required for both the residential and employment development areas. Preliminary discussions with United Utilities indicate that they will require the number of new pumping stations to be minimised. This would require a comprehensive drainage network to serve Halsnead as a whole, delivered across a number of individual land parcels.
- 6.71 Development must ensure delivery of such a comprehensive system and avoid sterilising adjacent land parcels through lack of physical connection and/or willingness to aid the delivery of such.
- 6.72 An existing main drainage easement runs through the land north of the M62 from Lickers Lane in the north of the site, to Windy Arbor Road in the south west corner of the site. The **Access and Movement Plan** confirms the assumption that this will be accommodated within a new highway space, and must be kept free from built development. It will be essential for affected developers to liaise with United Utilities on the design and maintenance approach required to this easement.
- 6.73 An approach to infrastructure delivery is set out in Section 8 which takes account of the above and aims to ensure the timely provision of necessary infrastructure.

Green infrastructure and open space

KEY REQUIREMENT HSPD8

Connected green infrastructure

To help deliver the Halsnead Garden Village Vision and Strategic Objectives (Section 1), open spaces will be planned and designed holistically as part of a connected green infrastructure framework, as illustrated by the **Green Infrastructure Plan** (Figure 6.3).

The **Green Infrastructure Plan** builds on the 'Landscape Opportunities (Character Areas and Corridors)' diagram and 'Summary of Key Opportunities' plan set out in Section 5 (Figures 5.2 and 5.4 respectively). It demonstrates the application of these opportunities, with particular reference to the potential integration and reinterpretation of the landscape structure of the former Halsnead Park estate.

Development proposals will contribute to a site-wide, connected green infrastructure framework by:

- Positively integrating and connecting existing landscape features, especially woodland groups and Big Water;
- Creating green corridors and green links that become influential placemaking components and valued community assets;
- Helping spaces to become multifunctional where possible (e.g. combining biodiversity functions, amenity value and practical benefits such as mitigation of noise and air quality constraints);
- Ensuring that active building frontages are presented to open spaces, and to the green links and corridors that connect them; and
- Maximising links to, and the quality of the environment adjacent to, the proposed Country Park on the site of the former Cronton Colliery.

Over page: **Fig 6.3 Green Infrastructure Plan**
Not to scale. Crown Copyright Knowsley MBC 100017655, 2017

Green infrastructure framework



- SPD boundary
- Key green infrastructure (GI) site assets to benefit from enhanced connectivity**
 - Retained woodlands / tree groups
 - Proposed Country Park
 - Existing community assets (Lickers Lane Playing Fields and Knowlesy Cemetery)
 - Potential cemetery expansion
 - Proposed primary school
 - Existing waterbodies and watercourses
- Strategic GI opportunities**
 - Urban interface
 - Big Water Woodlands
 - Halsnead Parklands
 - Environmental Corridor
- Open space character**
 - Longer distance green corridors connecting through and beyond Halsnead
 - Key 'orbital' connecting green corridors within Halsnead
 - Localised 'radial' corridors interpretative of former Halsnead Park estate and enhancing pedestrian connectivity
 - Key longer distance views associated with / created by green corridors
 - High quality 'best place' green space at the heart of the new Garden Village
 - Semi-natural green corridors south of the M62 enhancing interface between employment development and proposed Country Park
 - Potential surface water drainage attenuation basins
- Specific opportunities and components**
 - Key existing off-site pedestrian/cycle connections
 - Potential alignment of new key links within Halsnead to complement and enhance GI legibility and connectivity
 - Existing hedges
 - Potential street tree planting to enhance legibility and connectivity of GI (indicative)
 - Proposed location of new equipped area of play

Green infrastructure opportunities north of the M62

- 6.74 The green infrastructure network to the north of the M62 will:
- Reference the former planned landscapes of Halsnead Park Estate in its landscape structure, including creating green links and corridors in a radial arrangement, focussed towards the centre of the site;
 - Create a consistent Garden Village design ethos through high quality green spaces and view of mature woodlands;
 - Maintain and maximise long distance views over the Mersey Valley;
 - Connect larger green spaces with a variety of green links, including street spaces with formal tree planting and additional soft landscape features;
 - Create site boundaries to the south and east that form appropriate and sensitive transitions between the urban area of South Whiston and adjacent countryside;
 - Visually integrate Big Water and its woodlands.

Existing woodlands as community assets

- 6.75 Areas of open space will be created immediately adjacent to existing woodlands and other major landscape features such as Big Water. This will provide ecological mitigation and create positive separation between woodlands and the proposed residential development areas to:
- Maximise the potential of the tree groups as positive, distinctive placemaking features;
 - Provide passive surveillance of the woodlands, facilitating safe access and limiting anti-social behaviour; and
 - Set new homes back from trees to avoid overshadowing / loss of amenity, and minimise any potential future threats to loss of trees.
- 6.76 Woodlands offer both semi-natural / natural green spaces and amenity space if publicly accessible with long-term management in place. Where woodlands and related features are not currently publicly accessible the Council would welcome proposals from landowners and/or developers for them to be brought into use and managed as part of the public realm.

Connectivity through green corridors

- 6.77 The value of existing woodlands and environments will be enhanced through good connectivity. New development will create and enhance a

network of existing and new green corridors that are designed to enable movement of both wildlife and people. Maintaining, enhancing and creating wildlife corridors is a key component to ensuring sustainable development.

- 6.78 Green corridors can take a variety of forms, integrating different landscape characters, and offering the opportunity to reference historic features of the Halsnead Park Estate such as tree plantations and driveways. They will link larger open spaces and more compact, urbanised residential space, streets and incidental green spaces. These could all be elements within the same continuous corridor.

M62 noise and air quality mitigation

- 6.79 Green infrastructure will play a key role in mitigating noise and air quality issues linked to the proximity of the M62. The **Green Infrastructure Plan** illustrates how a linear green corridor [the 'Environmental Corridor'] could be integrated, to establish a positive separation between residential development and the motorway.
- 6.80 This green corridor is conceived as a multi-functional linear space that incorporates planted earth bunding for noise and air quality mitigation, on-site surface water management, e.g. swales and basins, and public footpaths and cycle routes. This will:
- Enhance wider green infrastructure connectivity and cycling/pedestrian routes through the site;
 - Allow glimpsed views into the development area from vehicles travelling west as they pass the south eastern corner of the land north of the M62;
 - Assist delivery of a coordinated site-wide surface water drainage;
 - Enhance the overall Garden Village concept and
 - Assist in mitigating particulate pollution from road traffic.

Green infrastructure opportunities south of the M62

- 6.81 The detailed design of the proposed new Country Park is not within the remit of this Masterplan SPD and will be subject to future proposals brought forward by the landowners.
- 6.82 The SPD sets an expectation in principle for the Country Park to be designed with strong green corridors / green links feeding to and around it, integrating and screening the park from adjacent employment

development. The Country Park will also integrate the former mineral railway line / motorway footbridge. This will create a high profile, pleasant and cogent structural feature promoting the availability and usability of links between it and the nearby Stadt Moers Park.

- 6.83 The design of new employment development south of the M62 has an important role to play in the delivery of good quality landscape corridors to create employment sites that create, enhance and/or retain important wildlife corridors, integrating and aligning with existing mature tree groups and belts, and providing a softening interface between new development and the Country Park.
- 6.84 Employment development is likely to extend into the former colliery site at locations where tree planting and self-seeding have established significant tree cover over recent years. This could potentially lead to such trees being removed. Developers should undertake tree and ecology surveys at planning application stage, and will identify and implement agreed programmes to mitigate such loss including, for example, replacement woodland planting or alternative investment at the new Country Park in lieu of replacement planting.
- 6.85 Vehicular access to employment development areas from Cronton Road should be designed to minimise impact on the integrity and value of adjacent retained woodlands, protected trees and Local Wildlife Sites. Appropriate mitigation will be necessary to balance the impact of new roads on the wildlife function of the County Park.
- 6.86 Employment development in proximity to Fox's Bank Lane will maintain, enhance and where necessary providing new woodland buffers and screening. Employment development will also be carefully controlled and conditioned to manage potential impacts on the setting of Listed Old Halsnead Hall, and the residential amenity of existing and potential future new residents on and around Fox's Bank Lane in terms of location / proximity of buildings, structures and plant, massing, height, use, hours of operation and any potential noise / odour impact.

Trees

- 6.87 All trees subject to an existing Tree Preservation Order should be retained and integrated within the development areas and/or new open space as appropriate. There is also potential to retain the majority of other existing trees on site comprising woodland and smaller groups and individual trees.

6.88 All planning applications should be accompanied by tree surveys and proposed management programmes. Retention or otherwise of individual trees should be subject to a sustainable woodland / tree management regime planned and implemented by developers. Any trees agreed for removal will be subject to the Council's '2-for-1' tree replacement policy (Local Plan Core Strategy Policy CS21).

6.89 Development proposals on land to the north of the M62 shall:

- Retain and integrate individual trees into the development layout, subject to detailed design and agreement at future planning application stages.
- Limit selective felling to locations where necessary to create new and modified access and frontage development.
- Provide opportunities to integrate the woodland adjacent to Sandfield Natural Play Centre (also known as Sandfield Nursery) and secure its long term management as part of the public realm.

6.90 Development proposals to the south of the M62 shall:

- Demonstrate how the retention and/or removal of trees is subject to tailored management and mitigation proposals in recognition that it is likely some areas of proposed employment development will result in the loss of trees, particularly within or adjacent to the former colliery area.
- Should ensure that development is coordinated with a holistic landscape strategy, to be agreed with the Council prior to grant of planning permission. This reflects the opportunity for replacement planting in accordance with the Council's adopted policy to be provided within the new Country Park.

Ecology

6.91 The network of green spaces provides an opportunity for ecological mitigation and increasing the biodiversity of the site as part of an integrated approach to development. Specific ecological measures shall be designed within the green space framework and include:

- Creation of a minimum 15m buffer zone around woodland groups to retain semi-mature broadleaf woodland;
- Incorporation and enhancement of notable habitat, such as open mosaic habitats;
- Management of existing and creation of new ecological habitats;

- Management to contain the spread of invasive species;
- Mitigation of impact upon the identified Local Wildlife Sites within the site;
- Mitigation of impact upon protected species, including European protected species within the site, favouring habitat creation for such species on site;
- Designing wildlife corridors and green space connections within and connections to ecological framework outside of the site; for example links to Stadt Moers Park, Knowsley Expressway Woodlands and other Local Wildlife Sites;
- Align Garden Village principles with incorporation of habitat creation within residential and employment developments, for example through tree planting and new green space development within housing; and
- Minimisation of the impact of the development process on retained habitats and watercourses within the development and wider area.

KEY REQUIREMENT HSPD9

Diverse Public Open Space

The existing characteristics of the site, and the strong commitment to creating a connected green infrastructure framework (HSPD8) will give rise to a quantum of open space within the SPD boundary that exceeds minimum planning policy provisions for residential development.

Open space shall meet a wide range of amenity, biodiversity and recreation functions, to create a distinctive green setting and high quality of place that aligns with our Vision and Strategic Objectives (Section 1).

Detailed on-site provision in terms of quantum, extent and function will be determined through the planning application process, with reference to the **Public Open Space Plan**. The **Public Open Space Plan** aligns with and should be read alongside the **Green Infrastructure Plan**.

6.92 Local Plan Core Strategy Policy CS21 requires residential developments to contribute to Public Open Spaces (parks and gardens, amenity

greenspace, provision for young children and allotments) and Outdoor Sports Provision (playing fields and equipped outdoor courts). All proposed open spaces at Halsnead will be expected to demonstrate a commitment to delivering the highest possible quality of materials and equipment. The open space network should include hard and soft landscapes of different formats, gradients and geometries.

- 6.93 This SPD does not aim to provide a design code or construction specification for open space or materials palette, but it does set a framework for location, extent and typology. This is set out in the **Public Open Space Plan** (Figure 6.4).
- 6.94 The detailed design approach / outline specification of each space will be agreed at pre-application stage.

Over page: **Fig 6.4 Public Open Space Plan**
Not to scale. Crown Copyright Knowsley MBC 100017655, 2017

Public Open Space framework



- SPD boundary
- Intended Functions / Type**
- Potential allotments / community gardens
- Existing and proposed semi natural green space
- Potential amenity space (Tiers 1-4)
- Existing outdoor sport
- Potential new outdoor sport (primary school)
- Park and Garden
- Cemetery
- Potential cemetery (extension)
- Existing NEAP
- Existing LEAP
- Proposed NEAP (1000m catchment)
- Proposed LEAP (400m catchment)
- Complementary Landscape Elements**
- Existing woodland - assumed non-accessible
- Existing woodland - potential for public access
- Proposed semi-natural structural planting
- Potential area of surface water drainage attenuation
- Existing fishing lake

Public Open Space functions

6.95 The **Public Open Space plan** demonstrates opportunity for a wide range of valued open space functions on site. This is summarised in Table 6.5.

Table 6.5 Public Open Space functions to be delivered on site

| Open space type / function | North of M62 | South of M62 |
|---|--|---|
| Park and Garden | Big Water and adjacent woodlands and open spaces (subject to feasibility and future management proposals). | Proposed Country Park on former Cronton Colliery (subject to delivery by landowners). |
| Amenity Greenspace | Circa 15.5ha distributed throughout the development area. | N/A |
| Provision for children and young people | 1 no. Neighbourhood Equipped Area of Play (NEAP) adjacent to proposed new primary school. 1 no. Local Equipped Area of Play (LEAP) to the south west. | N/A |
| Allotments | Circa 0.3ha, with potential to be integrated into new Primary School design subject to detailed proposals. | Potential to be integrated to Country Park design subject to detailed proposals. |

| | | |
|--|---|--|
| Outdoor sports | Circa 3.3ha comprising enhancements to existing Lickers Lane Playing Fields. Potential additional provision via proposed new Primary School. | N/A (but potential to be integrated into Country Park design subject to detailed proposals) |
| Natural and semi-natural green space / corridors | Big Water and adjacent woodlands and open spaces (subject to feasibility and future management proposals). Woodlands to Lickers Lane frontage. Fox Clump. Green corridor immediately north of the M62. | Corridors around and through employment development areas. |

6.96 Responsibilities and financial mechanisms needed to deliver and maintain these spaces will be determined through the planning process with reference to **HSPD10 Open Space tiers**, below. Proposals must demonstrate how design of the open spaces facilitates their management, such as ease of maintenance access, robustness of materials and ease of cleaning.

6.97 Public Open Space can assist in providing a practical response to utilities and physical infrastructure requirements and integrating those into the development in a way that adds value to the character and quality of place. It can be used to accommodate easements for underground utilities, respond to overhead power lines and combine with drainage and noise and air quality mitigation, for example as proposed within the Environmental Corridor on the northern edge of the M62.

Provision for children and young people

6.98 The development will need to deliver a Neighbourhood Area of Play (NEAP) and Local Equipped Area of Play (LEAP) in the approximate locations shown on the **Public Open Space Plan** (Figure 6.4).

- 6.99 Given our Garden Village ambitions and the opportunity to focus investment in formal play in these two locations, there is an expectation for these facilities to be designed as quality naturalistic / 'adventure play' spaces to a high specification.
- 6.100 Although the Council would prefer to see investment in play areas targeted at these two locations, developers may identify opportunities for smaller, Local Areas of Play and/or informal pocket parks in additional locations within their residential development layouts.
- 6.101 The Council will ensure that, if applicable, such spaces would come forward in locations that complement the proposed NEAP and LEAP and the existing facilities on Lickers Lane and Foxshaw Close. Applicants must demonstrate that clear and feasible management and maintenance responsibilities / arrangements can be delivered in the long term.

Urban greenspace

- 6.102 Housing layouts should integrate prominent high quality green spaces that enhance setting and become significant amenity assets locally. These more localised urban green spaces will complement the larger, more strategic, areas of open / green space to reinforce the Garden Village aesthetic and character at the local scale. This may include local play spaces within residential development parcels.
- 6.103 Urban greenspace will be linked by streets which themselves will integrate soft landscape elements. Primary streets will incorporate more formal landscapes including traditional tree-lined avenues with generous verges. Lower order streets should also incorporate tree planting, albeit with opportunities for design to take a less formal approach.

Outdoor sports

- 6.104 Development will contribute to the enhancement of Lickers Lane Playing Fields, which will be retained and improved. This will account for the outdoor sport requirement generated by the development.
- 6.105 Further outdoor sports provision could be provided by allowing out of hours community use at the proposed primary school. This will be the subject of pre-application discussions and agreement with the education authority and future school management teams.

Public Open Space integrated with motorway noise mitigation

6.106 The environmental corridor immediately north of the M62 will provide noise and air quality mitigation as well as SuDS and Public Open Space functions. The design and extents of this space will be subject to detailed proposals brought forward for planning permission but it is anticipated that the Public Open Space functions will include;

- Amenity greenspace;
- Semi-natural green space (e.g. earth bunds and planting); and
- Allotment provision.

KEY REQUIREMENT HSPD10

Open space tiers

Open space requirements can be represented as groups or ‘tiers’ of open space, according to their (i) strategic importance, (ii) relative flexibility in terms of location and design, and (iii) responsibility for delivery and maintenance. This SPD categorises open spaces as follows:

- Tier 1 - Strategic open space located outside the development areas shown in the **Framework Masterplan**, to be subject to a bespoke delivery and management regime.
- Tier 2 - Strategic open space located outside of the development areas shown in the **Framework Masterplan**, to be incorporated into and delivered as part of development proposals.
- Tier 3 – Proposed new strategic open spaces with a location that is largely fixed, with precise extents and design to be determined as a collaboration between the Council, developers and other relevant stakeholders as part of future development proposals
- Tier 4 - Smaller scale open spaces distributed throughout the residential development area, to be located, designed and delivered as part of individual development proposals.

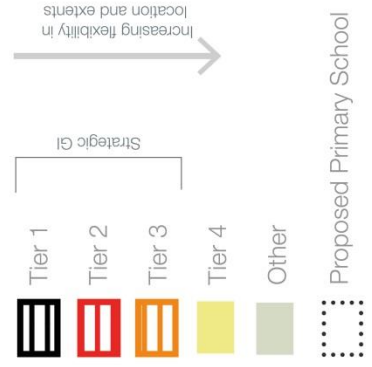
Planning applications should demonstrate that development will deliver open space tiers 2, 3 and 4 as shown on the **Open Space Tiers Plan**, as an integral part of their proposals, including arrangements for enhancement and long term maintenance.

- 6.107 All open spaces must have a sustainable management regime, being practical and manageable in the long term and avoiding creating an unsustainable maintenance burden. The Council will encourage and support proposals for a coordinated approach to management and maintenance and invites developers and other stakeholders to work in partnership to identify management structures that can be applied on a site-wide basis.
- 6.108 The **Open Space Tiers Plan** (Figure 6.5, overleaf) identifies in which locations different approaches to delivery and maintenance of open space will be considered. Delivery approach is expanded further at Section 8, but the opportunities within each tier of space are summarised across the following paragraphs.

Over page: **Fig 6.5 Open Space Tiers Plan**
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Halsnead Masterplan SPD

Public Open Space tiers



Open space opportunities within each tier

Tier 1

6.109 Tier 1 spaces represent spaces of strategic place-making significance. Their location and extents are heavily influenced by existing site assets / constraints (e.g. woodlands) and related opportunities including green corridors and space around woodlands. Related functions and schemes are described in Table 6.6 below.

6.110 Tier 1 spaces fall outside the development areas. Their creation, enhancement and management will be subject to bespoke arrangements to be determined at a future stage. Development will benefit from and is, therefore, expected to contribute to these spaces.

Table 6.6 Tier 1 open space functions and schemes

| | | |
|---|---|---|
| Tier 1 Strategic open space located outside the development areas shown in the Framework Plan | <i>Outdoor Sports Provision</i> | Retention and enhancement of existing Lickers Lane Playing Fields |
| | <i>Park and Garden</i> | Big Water, adjacent woodlands and space ²⁰ |
| | <i>Semi-natural green space / green corridors</i> | Big Water, adjacent woodlands and space |

Tier 2

6.111 Tier 2 spaces are also of strategic place-making significance, their location and extents is heavily influenced by existing site assets such as woodlands, and related opportunities. Related functions and schemes are described in Table 6.7 below.

6.112 While Tier 2 spaces fall outside the development areas identified on the **Framework Masterplan**, they should be designed as integral to new development, with developers taking responsibility for their design and proposals for management. The Tier 2 spaces comprise:

- a. Lickers Lane/Penny Wood and Sandfield Wood on Lickers Lane;

²⁰ Potential for Big Water and adjacent area to function as a semi-natural green space and/or Park and Garden typology, subject to future management and maintenance arrangements

- b. Fox Clump – woodland and potential associated amenity space;
- c. Open space creating a setting to some of the listed structures within the site;
- d. Woodlands flanking the existing ‘Main Drive’ (access track to Halsnead Park mobile home park);
- e. Open spaces adjacent to the proposed pedestrian / cyclist and equestrian connection along the former mineral railway line (both North and South of the M62); and
- f. Woodlands and semi-natural green corridors extending through the proposed employment development to the south of the M62.

Table 6.7 Tier 2 open space functions and schemes

| | | |
|--|---|---|
| Tier 2 Strategic open space located outside of the development areas in the Framework Plan, but to be integrated as part of that development and implemented as part of future development proposals by developers | <i>Amenity green space</i> | Spaces around woodlands offering visual amenity and passive recreation |
| | <i>Provision for children and young people</i> | Potential to integrate LEAP within amenity green space to the west of Big Water |
| | <i>Allotments²¹</i> | Potential small scale community gardens / community orchard in proximity to proposed new primary school |
| | <i>Semi-natural green space / green corridors</i> | Green corridors through the employment area integrating with the Country Park |

Tier 3

6.113 Tier 3 spaces also perform a strategic function, primarily as requisite green corridors and areas of play space as described in Table 6.8 below. Tier 3 spaces will make an important requisite contribution to the wider framework for development. The precise extent and function of those spaces will be determined through the planning application process.

²¹ Allotment location, design and specification to be developed in partnership with Knowsley Council

6.114 Tier 3 includes the proposed multi-functional environmental corridor immediately north of the M62.

Table 6.8 Tier 3 open space functions and schemes

| | | |
|--|---|---|
| Tier 3 Requisite strategic structural spaces, the extent of which will be designed and implemented as part of future development proposals by developers | <i>Amenity green space</i> | Green corridor enhancing links to proposed new primary school |
| | <i>Provision for children and young people</i> | NEAP adjacent to proposed new primary school |
| | <i>Semi-natural green space / green corridors</i> | Strategic green corridor immediately north of the M62 Local green corridor forming an edge to Halsnead Park mobile home park |
| | <i>Allotments¹⁷</i> | Potential small scale provision within the proposed green corridor adjacent to M62 |

Tier 4

6.115 Tier 4 spaces will be more localised in nature and function as described in Table 6.9 below. These spaces are expected to be delivered within the residential development areas and with flexibility in their location and design.

Table 6.9 Tier 4 open space functions and schemes

| | | |
|---|----------------------------|---|
| Tier 4 Open spaces within the development areas designed and implemented as part of future development proposals by | <i>Amenity green space</i> | Smaller green spaces within the development layout providing residential and visual amenity and with potential for informal play provision (e.g. potential for Local Areas of Play) |
|---|----------------------------|---|

| | | |
|------------|-----------------------|---|
| developers | <i>Outdoor sports</i> | Potential public access to playing fields provided as part of proposed new primary school |
|------------|-----------------------|---|

'Other' open spaces (Table 6.10)

6.116 The open space plan also identifies 'other' areas of open space. While these will provide important and valuable structural spaces, the SPD recognises that these are beyond the responsibility of developers to create, maintain or enhance.

Table 6.10 Other open space functions and schemes

| | | |
|---------------------|----------------------------|---|
| 'Other' open spaces | <i>Park and Garden</i> | Proposed Country Park to the south of M62, including strategic pedestrian / cyclist connection across M62 footbridge to Windy Arbor Road (i.e. section of link to Stadt Moers Country Park) |
| | <i>Cemetery</i> | Knowsley Cemetery - existing cemetery with potential for expansion, to be designed in conjunction with proposed new Primary School (with particular care taken in the design of boundaries between the two uses). |
| | <i>Amenity green space</i> | Existing fishing lake off Main Drive. |

7. Masterplanning Guidance

- 7.1 Masterplanning guidance in Section 7 complements the Development Framework (Section 6) by setting out the following:

- i. **Urban design framework**
- ii. **Sustainability framework**
- iii. **Residential character area guidance**

- 7.2 This guidance is intentionally strategic in its scope, with the aim of coordinating development across the site through common, key principles. Whilst Section 7 is not to be applied as a rigid design code, planning applications should adhere closely to the principles set out.

MASTERPLANNING GUIDANCE MPG1

A holistic design approach

The Council expects developers to demonstrate how their proposals have applied and interpreted the principles illustrated in the Masterplanning Guidance, integrating all aspects of the following;

- i. Urban design framework
- ii. Sustainability framework
- iii. Residential character area guidance

The masterplanning guidance is a material consideration in the assessment of planning applications.



- 7.3 The holistic design approach advocated in MPG1 is represented by the **Illustrative Masterplan** overleaf (Figure 7.1). This is included for illustrative purposes only, but serves to demonstrate the type of coordinated and inclusive development structure anticipated by the Vision and Strategic Objectives that underpin this SPD.
- 7.4 The **Illustrative Masterplan** helps to interpret the key requirements of the Development Framework (Section 6). It informs, and should be considered alongside, the guidance set out throughout Section 7.

Over page: **Fig 7.1 Illustrative Masterplan**

Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

Illustrative Masterplan



-  Residential development area (urban blocks)
-  Employment development area (indicative buildings)
-  Main Street
-  Residential Avenue
-  Access streets and lanes
-  Proposed Primary School (indicative layout)
-  Existing major tree groups

i. Urban Design Framework

MASTERPLANNING GUIDANCE MPG2

Coordinating development through a clear Urban Design Framework

The network of streets and spaces through Halsnead should be designed and delivered to align with the principles of the Urban Design Framework set out in Section 7 comprising:

- a) Strategic urban design opportunities;
- b) Illustrative residential street hierarchy;
- c) Strategic Garden Village corridors;
- d) Car parking principles; and
- e) Movement principles south of the M62

Proposals should be based on the overarching **Urban Design Framework Plan**, to ensure delivery of attractive, people-friendly streets and pedestrian and cyclist permeability.

Streets should be complemented by off-highway pedestrian and cyclist links that provide access to and enjoyment of the green infrastructure framework.

7.5 Key requirement **HSPD1 Framework Masterplan** and **HSPD6 Access and Movement** establish strategic parameters for access and movement into and through the site. The network of connections identified in HSPD1 and HSPD6 will form the basis of a connected and coherent movement structure.

7.6 The Urban Design Framework illustrates how this will be formed by high quality streets and public spaces with a consistent Garden Village character, by integrating;

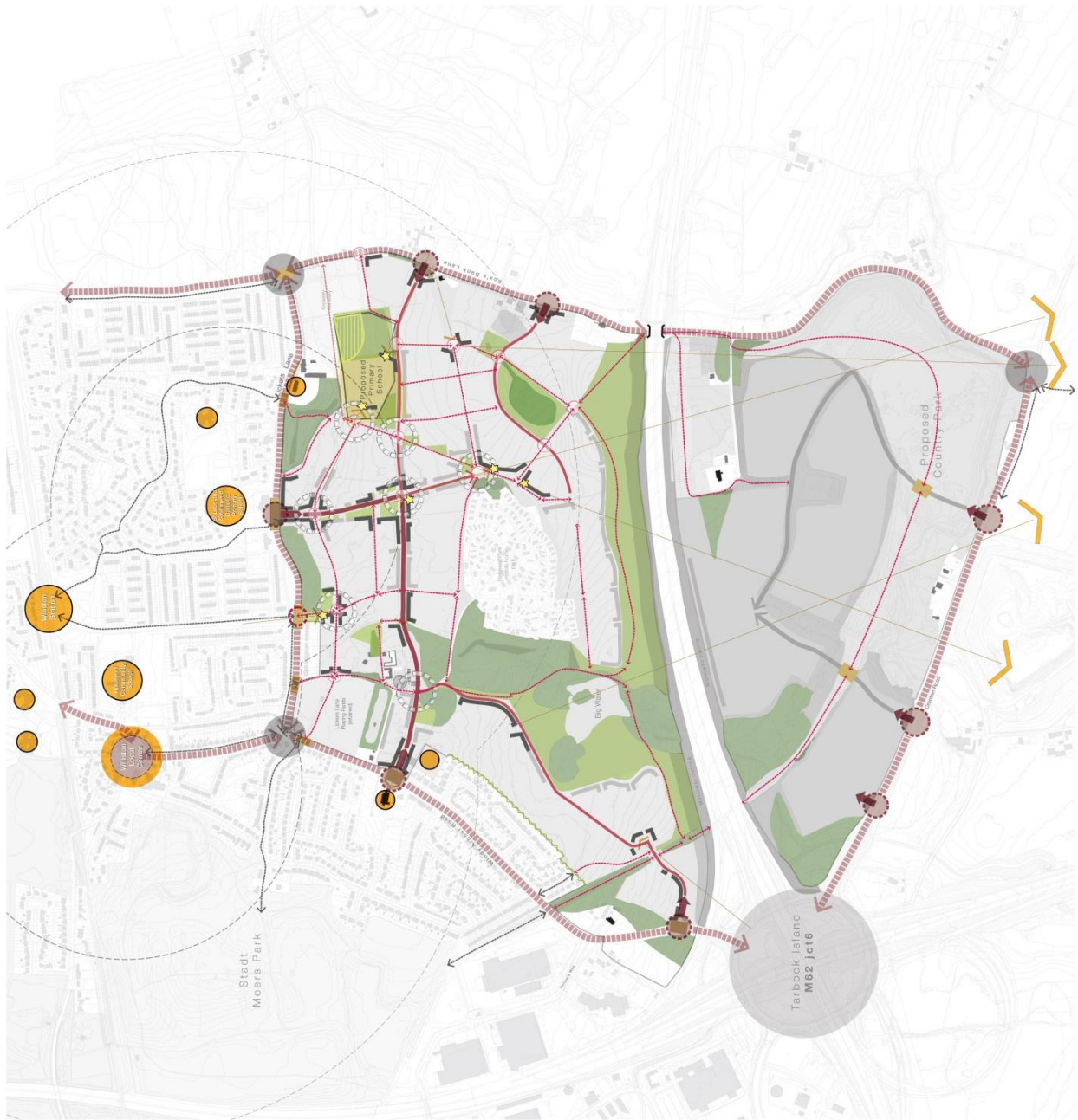
- a) Strategic urban design opportunities;
- b) Illustrative residential street hierarchy;
- c) Strategic Garden Village corridors;
- d) Car parking principles; and
- e) Movement principles south of the M62.

a) Strategic urban design opportunities

- 7.7 The **Urban Design Framework Plan** (Figure 7.2, overleaf) identifies strategic opportunities to shape residential development north of the M62. It sets out key principles for the structure, grain and density of residential development that is in accordance with overarching Strategic Objectives.
- 7.8 The **Urban Design Framework Plan** complements the Access and Movement Plan and Green Infrastructure Plan (Section 6) by promoting creation of animated and human scale streets and public spaces that are a connected part of a legible framework, and that maximise and frame views. The plan illustrates various urban design components including:
- Key thresholds;
 - Key connections;
 - Key nodes; and
 - Key views.

Over page: **Fig 7.2 Urban Design Framework Plan**
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Urban design framework



- Key nodal points
- Significant green spaces, corridors and existing trees
- Longer distance views to be maximized
- Key local views within development
- Potential for locally distinctive building or frontage
- Pedestrian/cycle nodal point/crossing
- Local network of key connections
- Strategically significant building frontage
- Other important frontages
- Key pedestrian/cycle interface (crossing and alternate surfaces)
- Off site pedestrian/cyclist connections
- High profile streets with critical placemaking role
- Key crossing at Licker's Lane
- Vehicular access (refer to Access and movement plan)
- Potential cemetery expansion
- Existing key local facilities (refer to Framework Plan)
- Off site junction improvements

Key thresholds

- 7.9 The primary points of access into the site will form key entrance points, or 'thresholds' between existing and new built environments. These play an important placemaking role and will help influence external perceptions of the Garden Village character of Halsnead:
- (a) New development and open green spaces in these locations should respect existing built form characteristics whilst also creating a distinctive and high quality new environment with a positive visual impact. New development must present an inviting example of the quality of place that lies beyond, within Halsnead.
 - (b) Pedestrian and cyclist access in these locations must be safe and welcoming, connecting to an internal route network of continuous strategic pedestrian and cyclist links. Highways and areas of public at the key threshold locations should be designed and constructed to inclusive design principles and specifications.
- 7.10 The two key threshold points on **Windy Arbor Road** have potential to play a strategically significant placemaking role:
- The southern access, being located just off Tarbock Island and subject to high volumes of passing traffic will become a prominent gateway. Development, space and landscape here will exemplify the wider design ethos and build quality of Halsnead, and invite and maximise views in from the Tarbock Island area.
 - The northern access will terminate views onto the Grade II listed St Nicholas Parish Church, lifting its profile and highlighting this attractive distinctive Whiston landmark. This location will also accommodate high volume, multi-modal movements and become a key interface between Halsnead and Whiston.
- 7.11 Access from **Lickers Lane** will play a key role connecting development into existing communities and facilities. It is the point where Halsnead will have its most direct point of integration with Whiston. There is particular opportunity to create safe and convenient links through to Whiston Rail Station and to/from local schools and shops.
- 7.12 Good pedestrian and cyclist connectivity is critical at the Lickers Lane thresholds. There is opportunity to delivery new footpaths and good quality pedestrian crossings where currently absent. Existing footpaths will be integrated.

- 7.13 Access points along **Fox's Bank Lane** should have a softer, more muted character and impact, reflecting the way the lane creates a transition between active urban area and quieter rural edge. It will be necessary to sensitively integrate (and reinstate where possible) the former estate boundary wall, which is an attractive historic feature of the area.
- 7.14 Fox's Bank Lane currently has limited footpath provision. The former estate boundary wall and horizontal geometry of the road will be a constraint to providing extensive lengths of new footpath within the existing highway space. New and improved pedestrian and cyclist provision in proximity to Fox's Bank Lane will be:
- Contained around proposed new vehicular access points; and
 - Integrated with the development area to provide alternative north-south pedestrian and cyclist connections running parallel to Fox's Bank Lane.

Key connections

- 7.15 The **Urban Design Framework Plan** illustrates how a coordinated and legible network of routes will connect key thresholds and destinations. This network will provide continuous connections to existing pedestrian / cyclist routes in the local area, particularly to the north and west (e.g. through to Whiston Rail Station and Stadt Moers Country Park).
- 7.16 The primary vehicular connections across the northern part of the site, connecting Windy Arbor Road, Lickers Lane and Fox's Bank Lane will become a strong, distinctive and active Main Street Spine. A network of lower order Residential Avenue routes will connect to this primary spine, distributing movement and creating a coherent, permeable and understandable urban structure.
- 7.17 As routes dissipate away from the Main Streets and Residential Avenues, local access routes can be designed to introduce greater sense of pedestrian-priority, including shared surface environments with low vehicle speed and of high community / social value. These will connect to and enhance appeal of pedestrian / cyclist connections through to adjacent open spaces.

Key nodes

- 7.18 The point where key connections and linear spaces interconnect can be create distinctive nodes in the urban structure. This approach is in the Garden Village tradition; junctions and confluences being marked by

clusters of features such as distinctive buildings, landscape and boundary features and/or green space. Each will have a distinctive role, character and identity, for example:

- Immediately south of Lickers Lane, a key node will form around the junction of a Main Street and an east-west Residential Avenue that connects to the proposed new primary school. This key node has potential to be marked by a formal cluster of buildings of an urban scale and density enclosing the street space.
- At the convergence of the two Main Street routes at the geographic heart of the development. This key node has potential to be marked by a high quality formal space (e.g. a residential square, circus or crescent), with coordinated street frontage and building set back to overlook a defining 'set-piece' of the Garden Village.
- Key nodes will be created at the convergence of lower order and pedestrian-priority routes close to the location of the former Halsnead Hall and at the confluence of local movement, landscape and view corridors.
- Adjacent to the proposed primary school, defined by a strong and distinctive building form, including the primary school frontage itself, and with an animated neighbourhood play space (NEAP). This could become a high profile, active space in the community.

7.19 More localised nodal points are likely to emerge across Halsnead as detailed designs progress. Developers should respond to these opportunities with ideas for distinctive built form and open space, for example creating visual markers through variations in building lines, massing, ridge profiles, landscape treatments and materials.

Key views

7.20 The **Urban Design Framework Plan** highlights opportunities to create and capitalise on key views, in particular:

- The key thresholds into Halsnead;
- Within and through the body of the development area, aiding legibility and providing delight; and
- Out from the development – with particular opportunities for longer distance views south and east across the Mersey Valley.

7.21 An important view into Halsnead will be at Windy Arbor Lane adjacent to Tarbock Island. This location should set a quality benchmark for

Halsnead as a whole and be designed to allow views from this prominent and busy area to extend through into development areas further east (e.g. allowing long distance views to penetrate the existing distinctive break in the tree line along the former mineral line).

- 7.22 Other important but more localised views can be created within the development particularly at key nodes and along the primary streets. These views can be terminated by locally distinctive buildings and street elevations, with a particular opportunity around the proposed new school.
- 7.23 Such distinctive buildings and frontages can aid wayfinding, provide visual distinctiveness and help to generate a stronger sense of place: all important elements within this unique Garden Village. Alignment and formality of street frontage should reflect the character and scale of streets and/or spaces they define and overlook, and the way these might frame longer distance views. This highlights the opportunity in some locations for frontages to be characterised by slightly taller buildings (e.g. 3-4 storeys).

b) Illustrative residential street hierarchy

- 7.24 Good street design underpins good placemaking and will be key to delivering a Garden Village aesthetic across the development as a whole. Building on the established principles of Manual For Streets²², a clear and attractive street hierarchy will help all street spaces become:
- (a) Well-loved public places that define the public realm and create a positive pedestrian-friendly character.
 - (b) Part of a clear and permeable network – a range of connection options that are easy to navigate and overlooked.
 - (c) Animated and vibrant – adjacent land uses, building design and landscape design providing varied and active frontage.
 - (d) Safe, secure and comfortable – well lit, well maintained and inclusive providing for the mobility impaired.
 - (e) Practical and easy to maintain – clear boundaries, a robust and consistent materials palette and underground utility runs designed to minimise disruption at times of repair and maintenance.
- 7.25 At Halsnead, the overarching Garden Village character should be expressed through the street hierarchy, with specific landscape elements in the street space, including formal tree planting balanced with tailored geometric alignments, street elevations, common materials palette and consistent boundary treatments and bespoke street furniture.
- 7.26 The **Residential Street Hierarchy Plan** (Figure 7.3) shows how a simple and legible street hierarchy could be applied. Elements of the hierarchy are described at Table 7.1. This is supported by illustrative street sections (Figure 7.4), a summary description of street types (Table 7.1) and illustrative design parameters (Table 7.2), which together will inform pre-application discussions.

Over page: **Fig 7.3 Residential street hierarchy plan**
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Over page: **Fig 7.4 Residential street hierarchy – illustrative cross sections**
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²² Manual for Streets: Department for Transport (March 2007)

Residential street hierarchy



Residential access points north of M62

- ① Windy Arbor Road (South), close to Tarbock Island
- ② Windy Arbor Road (North), opposite St. Nicholas Parish Church
- ③ Lickers Lane (East), opposite George Howard Community Centre
- ④ Fox's Bank Lane (North), south of the cemetery
- ⑤ Fox's Bank Lane (South), south of Cherry Tree Farm

| | | | |
|--|--------------------|--|----------------------------|
| | Main street | | Primary |
| | Residential avenue | | Access street |
| | Lanes | | Lower order: Indicative |
| | Access points | | |

Residential street hierarchy - Illustrative street sections

Lower Order Routes (Indicative)



Access street

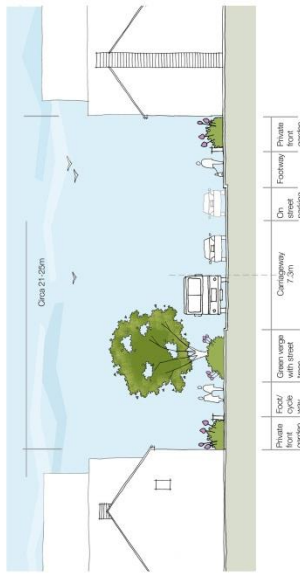
Practical means of access into the body of the development, but with quality in execution and originality in landscape design and geometries encouraged. There are opportunities for these streets to interact with and share the same linear spaces as key green links and corridors – potentially including open drainage swales.



Lanes

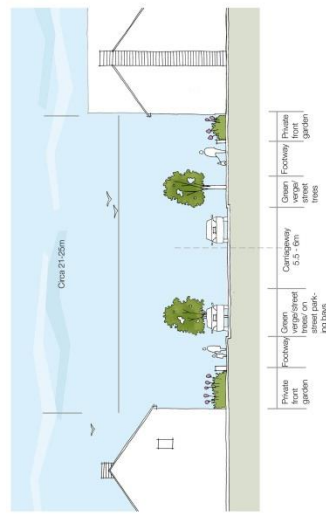
Minor routes and shared surfaces; the level of the hierarchy, where pedestrians and cyclists should dominate the user hierarchy, and vehicular speeds are suppressed. These spaces can work in a variety of forms and characters including fronting onto key green spaces (single sided streets), short informal lanes and short mews spaces or courts

Primary Routes



Main Street

These will distribute the highest volumes of traffic through to secondary and lower order routes, but from a placemaking perspective they must also make a 'key' first impression'. The Main Street type reinforces the traditional village structure where places are orientated around a clear main road - a typical 'main street' integrating a village green at a key intersection or nodal point. The proposed Main Streets will connect Windy Arbor Road and Lickers Lane, creating a key street corridor where a coordinated public realm design approach will be essential



Residential Avenue

These are in essence simple residential streets with simple geometries, yet they will play a key role delivering Garden Village aesthetic by incorporating formal tree planting, turf verges and high quality materials.

Table 7.1 Residential street hierarchy – summary description

| | |
|---------------------------|---|
| Main Street | <p>The Main Streets will connect Windy Arbor Road and Lickers Lane. They are likely to distribute the highest volumes of traffic through the development, feeding through to secondary and lower order routes. They should make a high quality ‘first impression’ entering Halsnead and therefore a coordinated public realm design approach is essential to maximise this placemaking role.</p> <p>This street type is a reference to a traditional, organic village structure, where built form naturally orientates around an obvious main road that connects through the wider area (often called ‘Main Street’ and integrating a village green at a key intersection or nodal point).</p> |
| Residential Avenue | <p>The Residential Avenues will connect to the Main Streets and are conceived as classic, landscaped residential streets with simple, sweeping geometries.</p> <p>They will play a key role in delivering the overall Garden Village aesthetic by incorporating formal, traditional avenue planting, well maintained turf verges and high quality surface materials. Residential development fronting these streets are likely to have a degree of formality and symmetry.</p> |
| Access Street | <p>Access Streets will be a practical means of access into the body of the development. Quality in execution of design and construction is importance, and originality in landscape design and geometries is encouraged.</p> <p>There are opportunities for these streets to interact with and share the same linear spaces as green links and corridors, potentially including open drainage swales.</p> <p>Access Streets can take on different, distinctive design characteristics and need not be consistent across Halsnead.</p> |
| Lanes | <p>Lanes comprise vehicular routes and shared surfaces where pedestrians and cyclists should dominate the user hierarchy, and where vehicular speeds will be suppressed.</p> <p>Lanes could take on a variety of forms and characters within their own character areas. In some locations they will front onto green spaces (i.e. be delivered as single sided streets) and provide short informal lanes and mews spaces or courts.</p> |

- 7.27 Application of the street hierarchy must be resilient to the increasing quantum of development over time. The network of streets should be designed to perform as a legible network both as an ‘incomplete’ early phase, and then subsequently as part of the wider end-state masterplan proposed by this SPD.

Residential street hierarchy: illustrative design parameters

- 7.28 Underlying technical specification of the highway design within the street hierarchy will be subject to pre-application discussions through the planning process. The urban design and landscape characteristics of each street type will be tailored to Halsnead to allow it to flourish as a distinctive Garden Village.
- 7.29 The street design parameters summarised in Table 7.2 below build on guidance in Manual for Streets and Knowsley Council’s New Residential Development Supplementary Planning Document. The overarching aim is to put pedestrians and cyclists high in the user hierarchy across all street types and at the top of the user hierarchy within lower order routes.
- 7.30 These parameters should be used as a reference point at planning and pre-application stage.

Table 7.2 Residential street hierarchy: illustrative design parameters

| Spatial Characteristic | Main Street | Residential Avenue | Access Street | Lane |
|--|---|---|----------------------|--|
| Design speed | 30mph (with calmed sections at key junctions / spaces) | 20mph (with calmed sections at key junctions / spaces) | 20mph | 10-20mph |
| Designed for bus access? | Yes | No | No | No |
| Carriageway design width | <= 7.3m | <= 6.0m | <= 5.5m | Minimal. Shared surface where possible |
| Building height of facing street elevation | 2-4 storeys | 2-3 storeys | 2-3 storeys | 2-2.5 storeys |

| | | | | |
|--|---|--|---|--|
| Street section ratio (building height : building frontage) (approx.) | 1:3 | 1.3 – 1.2.5 | 1.2.5 | 1:2.5 – 1:2 |
| Building frontage to frontage (facing) | c.21-25m | c.21m-25 | c.21m | c.18m |
| Landscape elements | Formal, larger specimen trees to one side of carriageway. Grass verges to 1 or 2 sides of carriageway (generous but variable widths) | Formal street trees to both sides creating Avenue effect. Consistent grass verges to both sides | Formal street trees in hard landscape | Informal street trees in hard landscape |
| Pedestrian provision | Footpaths to both sides 2-3m Standard kerb heights | Footpaths to both sides >= 2m Standard kerb heights | Footpaths to both sides >=2m Variable kerb heights | Variable provision. Shared surfaces where feasible and agreed with Knowsley Council. Low profile kerbing and landscape used to track vehicles. |
| Cyclist provision | Off-carriageway cycle path (potentially shared with footway subject to detailed design) | Informal in carriageway | Informal in carriageway | Informal |

| | | | | |
|-------------------|---|--|----------------|----------------|
| On street parking | Yes – short dedicated bays off carriageway defined by kerb build outs | Yes – dedicated bays off carriageway in alternative material | Yes – informal | Yes – informal |
|-------------------|---|--|----------------|----------------|

c) Strategic Garden Village corridors

- 7.31 Together, the **Main Street** and **Residential Avenue** street types will provide high profile, distinctive and attractive spine routes that will significantly influence the character and experience of Halsnead as a whole. These streets will be the 'shop window' of the development, funnelling the majority of traffic movements and enabling bus access.
- 7.32 It is critical that the network of Main Streets and Residential Avenues are designed holistically in order to express a consistent overarching Garden Village character. Figure 7.5 overleaf illustrates how this will create strategically important 'Garden Village corridors' – defined as a continuous, unified street environment that helps to bind the wider development area together as a coherent experience.
- 7.33 The creation of these coordinated corridors is a key priority that will be promoted and assessed throughout the course of the development programme. Materials palettes, boundary treatments, street furniture and tree species must be consistent through the corridor. It should be ensured that the specification and supply of materials and related products used are resilient for many years, to enable phased delivery over time and future repairs.

Over page: **Fig 7.5 Garden Village Corridors**
Not to scale. Crown Copyright Knowsley MBC 100017655, 2017.

Garden Village corridors



d) Car parking principles

- 7.34 A realistic and practical level of car parking is essential if operational and market needs are to be met, but also if the visual impact of the parked car is to be managed. This is especially important given the Garden Village aspirations, where the visual qualities of the street scene are paramount.
- 7.35 Development proposals will integrate a range of potentially suitable parking solutions. A mix of parking provision is encouraged, with both private and communal types suitable in different contexts and character areas. Principles of parking provision at Halsnead are summarised in Table 7.3 below.
- 7.36 In some of the higher density locations and character areas, not all parking spaces will need to be defined within or allocated to a particular property. Well designed, safe and secure communal parking can create an efficient and attractive parking resource.

Table 7.3 Residential street hierarchy: illustrative design parameters

| |
|--|
| <i>Communal</i> |
| On-street |
| <ul style="list-style-type: none"> • On street parking will be parallel to the kerb. • Desirable maximum of 6 continuous spaces per bay. On Main Streets this should be reduced to a maximum of 4 continuous spaces, to help manage visual impact and limit impediments to access, junctions and crossing points. • Visual impact of parked cars can be further softened through integration of street planting. |
| Courts |
| <ul style="list-style-type: none"> • Courts / mews arrangements to the front of homes have the potential to create attractive hard landscaped spaces to cluster new homes around, with good natural surveillance. These should be limited in scale (serving circa 6-10 homes) and use high quality materials as part of a seamless integrated streetscape. • Rear courts should be limited to locations where absolutely necessary, for example higher density areas adjacent to Main Streets where frontage parking is limited. Detailed design of any such courts must be of a very high quality, ensure safety, |

| |
|---|
| <p>security and passive surveillance, with measures taken to both design out crime and deliver a pleasant environment.</p> <ul style="list-style-type: none"> • Communal parking / drop off and pick up areas with sufficient capacity and manoeuvring space will be provided in proximity to the new primary school. |
| <i>On-plot</i> |
| Driveway |
| <ul style="list-style-type: none"> • Driveway parking behind the building line will be encouraged in all instances, and will specifically apply to Main Streets, Residential Avenues and Access Streets. • Parking to the front of the building line should be limited and used only where particular constraints or characteristics of the location dictate this as the only solution. • Any parking to the front of the building line should generally be limited to the 'Lane' street type and only as part of a varied street arrangement. Parking to the front of the building line will be resisted on Main Streets, Residential Avenues and Access Streets. |
| Garage / port |
| <ul style="list-style-type: none"> • Offers higher security solutions and potential to limit the potential for parked cars to dominate the street. • Any parking space provided in front of garage / port should sit behind the building line. • Alternative for garage / port to sit onto back of pavement in mews / lane type arrangements. • Ports offer potential for design innovation and visual distinctiveness in the street scene. |
| <i>Cycle parking</i> |
| <ul style="list-style-type: none"> • Safety and security is key to successful cycle parking. • Off-street / secure internal storage should aim to avoid the need to carry cycles through a property. Options of secure stands and boxes as near to front doors as possible should be considered. • On street communal parking will be supplied on a limited basis in proximity to the new primary school. These will be sited in secure locations with good surveillance. Product types must be durable |

| |
|---|
| and stand as attractive features in the street scene. |
|---|

e) Movement principles south of the M62

- 7.37 Employment development and the Country Park south of the M62 will be accessed from Cronton Road, with no vehicular access from Fox's Bank Lane.
- 7.38 The specification of the access routes within the employment development will be subject to further consideration once the proposed employment uses are known. Routes will need to provide safe and convenient access for users of these developments including pedestrians and cyclists.
- 7.39 Development will integrate the reuse of the existing former mineral railway line bridge crossing the M62 as a strategic pedestrian, equestrian and cycle link. Development will be designed to ensure that this opportunity is unimpeded as far as practically possible, and has the potential to remain a user-friendly and well-maintained route. Large industrial buildings should not be located in positions that would create an overbearing impact on this route or overshadow it.
- 7.40 It will be critical to consider the points of interface between employment development access roads and pedestrian / cyclist / equestrian routes through the Country Park area. Safety and attractiveness to pedestrians, cyclists and horse riders will be paramount. This may necessitate provision of grade-separated crossings. Developers are encouraged to engage in early discussion with Knowsley Council on detailed design.
- 7.41 Employment development will need to offer a soft landscaped edge to the Country Park and in particular the pedestrian and cyclist routes that pass through it. Employment development will not present hard industrial fence lines to the park and/or access routes.
- 7.42 Access to the existing (and potential new) residential properties south of the M62 will be taken from Fox's Bank Lane. The specifications for the route or routes will be determined when the scale of proposed residential uses are considered. There will be no vehicular access to employment development from Fox's Bank Lane.

ii. Sustainability Framework

MASTERPLANNING GUIDANCE MPG3

A sustainable place to live more and consume less

Development and design principles across the SPD shall combine to define a framework for sustainable development in terms of community / social cohesion and environmental performance.

Applicants should demonstrate how their development proposals contribute towards meeting the opportunities defined in the strategic **Sustainability Framework Plans** in terms of both wider 'community' and 'environment' issues, and more specific sustainability credentials at macro and micro scale (as summarised at Tables 7.4 and 7.5).

- 7.43 The Development Framework in Section 6 and Urban Design Framework set out earlier in Section 7 combine to represent development with high potential to create sustainable, low carbon neighbourhoods. Environmental sustainability credentials of development at Halsnead are expected to be particularly strong in the light of the Vision and Strategic Objectives, and given the character, context and history of the site.
- 7.44 Policies in the adopted development plan (in particular Core Strategy Policy CS22) set out design and development standards to support sustainability objectives including promotion of low carbon development, and renewable and low carbon infrastructure. This SPD does not place requirements on development over and above those articulated through the development plan. However, it does recognise that the scale, characteristics and quality of the site offers significant potential to embed environmental sustainability at the strategic master-planning scale.
- 7.45 This is illustrated by the Sustainability Framework Plans at Figures 7.6 and 7.7 overleaf, in terms of wider community themed and environmental themed issues and opportunities respectively.

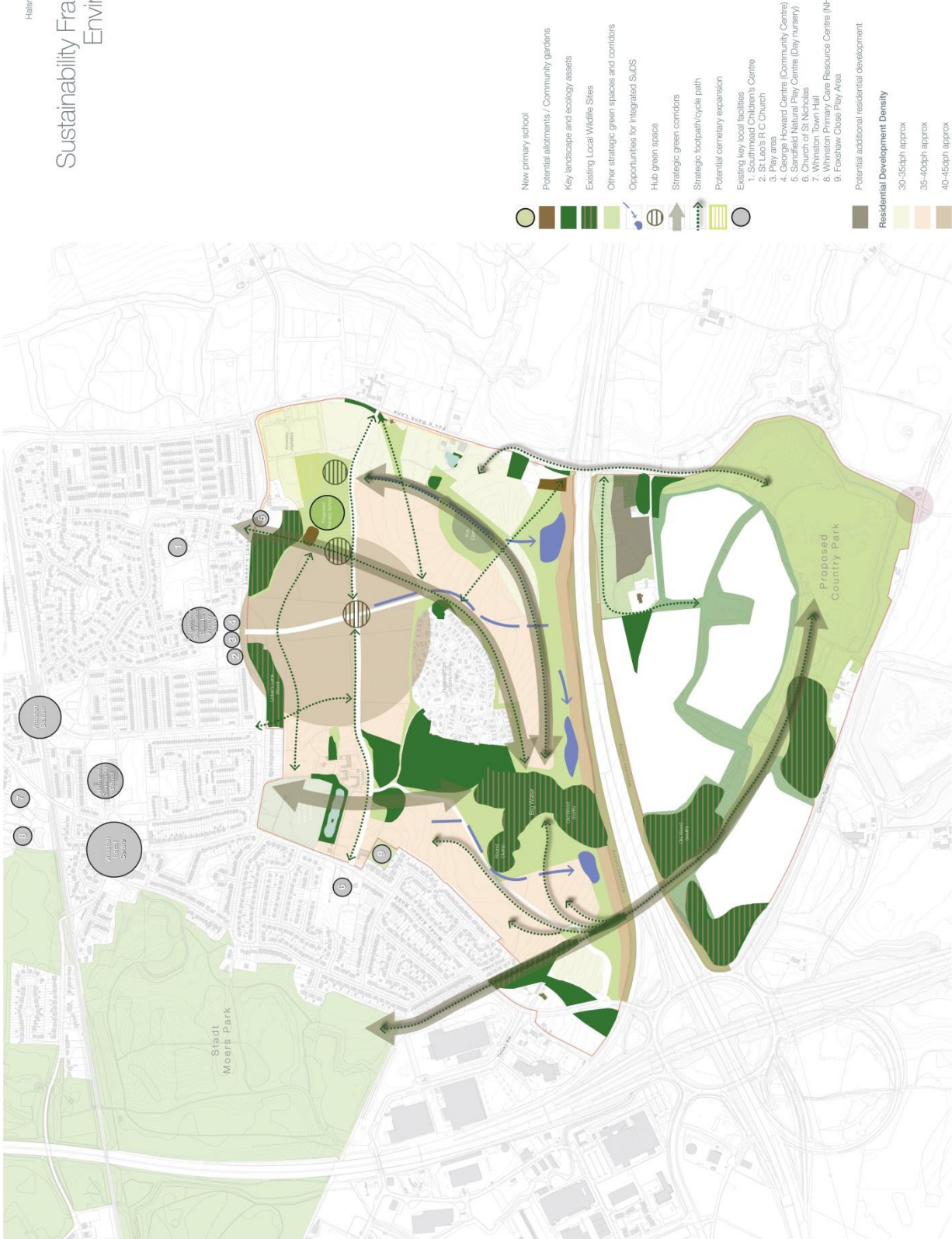
Over page: **Fig 7.6 Sustainability Framework Plan - Community**
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Over page: **Fig 7.7 Sustainability Framework Plan - Environment**
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Sustainability Framework Community



Sustainability Framework Environment



- New primary school
 - Potential allotments / Community gardens
 - Key landscape and ecology assets
 - Existing Local Wildlife Sites
 - Other strategic green spaces and corridors
 - Opportunities for integrated SUDS
 - Hub green space
 - Strategic green corridors
 - Strategic footpath/cycle path
 - Potential cemetery expansion
 - Existing key local facilities
 - 1. Southmead Children's Centre
 - 2. St Leo's R.C. Church
 - 3. Play area
 - 4. George Howard Centre (Community Centre)
 - 5. Sandfield Natural Play Centre (Day nursery)
 - 6. Church of St Nicholas
 - 7. Moors Farm
 - 8. Winslow Primary Care Resource Centre (NHS)
 - 9. Foxshaw Close Play Area
 - Potential additional residential development
- Residential Development Density**
- 30-35dph approx
 - 35-40dph approx
 - 40-45dph approx

Environmental sustainability opportunities

- 7.46 Knowsley Council will work with developers to coordinate sustainable design and construction measures on both a wider / strategic (macro) and localised building-specific (micro) scale. Key opportunities informing pre-applications discussions are highlighted in the **Sustainability Framework Plans** and Tables 7.4 and 7.5 below.

Table 7.4 Macro scale sustainability opportunities at Halsnead

| Macro-scale opportunities |
|--|
| a) The site is in a sustainable location close to a key railway link and with a good network of local and strategic bus routes. |
| b) The development is of a scale where it is realistic to expect good commercial bus penetration through the site. |
| c) Location and scale can facilitate the creation of walkable neighbourhoods, with existing facilities and amenities close by. |
| d) There is potential to deliver a truly integrated and mixed use development including a new primary school and significant new employment opportunities offering local jobs that can realistically be accessed by walking and cycling. |
| e) A new primary school will be delivered at the heart of the development, creating a community hub accessible by sustainable modes. |
| f) Provision of allotments and/or community gardens to enable local food production. |
| g) Generous play, sports, parkland, recreational and wildlife corridors with significant health and well-being benefits. |
| h) Network of green links structuring the urban blocks - natural and semi-natural green spaces including ecologically significant areas will be retained, enhanced and created, connected by green corridors and wildlife corridors that can bring substantial biodiversity benefit. |
| i) Water management through SuDS comprising a network of attenuation features including swales, attenuation basins and rain gardens, enhanced through detailed design measures such as green roofs and grey water recycling. |
| j) Access to proposed Country Park enhancing health and wellbeing and bringing key ecological benefits. |
| k) Street tree planting supporting biotic networks and enhancing heat |

balancing.

- l) Passive solar gain enabled through general orientation of streets and buildings.
- m) Maximise amenity, recreation and biodiversity value of a landscape buffer adjacent to M62.
- n) Sustainable energy and / or waste initiatives.
- o) Where possible, local sourcing and re-use of materials is encouraged to enhance the sustainability of development.

Table 7.5 Micro scale sustainability opportunities at Halsnead

Micro sustainability opportunities

- a) Building orientation and roof design – e.g. roofs angled within 20 degrees of south and angled 20-45 degree to the horizontal will maximise the efficiency of Photovoltaic panels.
- b) Building orientation helping to shelter spaces from colder northerly and easterly winds.
- c) Passive heating – larger south facing windows allowing passive heat into buildings, with high thermal mass walls creating an insulated barrier to heat loss.
- d) Building / plot drainage techniques improving natural attenuation, reducing water runoff and contributing to climate adaptation (e.g. green roofs).
- e) Paving design and materiality allowing percolation and reducing run-off.
- f) High standards of water efficiency through low-flow fittings, low use fixtures and fittings, dual flush WCs, etc.
- g) Reduction, reuse and recycling of waste in construction, demolition and operation phase, in accordance with the waste hierarchy.
- h) Maximising penetration of natural light into flexibly designed spaces for the range of household sizes.
- i) Imaginative in-home or on-plot storage of waste, recycling and composting.
- j) Wetland, reedbeds, swales or (where space is limited) bioretention strips attenuating storm run-off whilst also potentially also providing valuable habitat.

Residential density

- 7.47 Housing areas will be differentiated across three strategic character areas, as identified and illustrated in Residential Character Area Guidance (sub-section (iii) below). These character areas are, in part, defined by a density gradient that responds to local context and connectivity. This is illustrated in the Sustainability Framework Plans above (Figures 7.5 and 7.6).
- 7.48 The density gradient is an important structuring principle to:
- Realise sustainable development objectives by locating higher density formats closest to existing and potential future local facilities, services and public transport links;
 - Deliver a range of housing solutions to meet varying needs, and rebalance the housing stock in Whiston and the wider Borough;
 - Ensure that the built environment takes a form and intensity that complements the green spaces, ecological assets, key views and rural aspect; and
 - Promote walking and cycling through creation of a diverse but legible environment that provides a coherent experience of transition from more urban, connected and vibrant environments to a quieter, more rural character at the periphery.

Public transport provision

- 7.49 There are a number of bus routes already in place on Windy Arbor Road and Lickers Lane. There is potential to divert and increase the frequency services, which would carry less financial risk than introducing new services. The provision of additional bus services is dependent on commercial operators being satisfied that a commercially viable route is possible, based on forecasts of passenger demand.
- 7.50 To accommodate bus services, the internal layout requires an accessible through route. The most likely options for re-routed bus services would be the Main Street street type connecting Lickers Lane and Windy Arbor Road.
- 7.51 Suitable bus infrastructure would need to be provided in line with Merseytravel's design standards for shelters, signs and kerbs. Detailed routing arrangements and frequencies will be subject to further discussions with commercial bus operators.

Travel planning

7.52 Knowsley Council's *Ensuring a Choice of Travel* SPD (2010) provides guidance to developers on ensuring that their development proposals are accessible and promote sustainable travel patterns. This includes the development of Travel Plans. Applicants should have regard to the requirement of the *Ensuring a Choice of Travel* SPD and will be required to prepare Travel Plans to accompany their planning applications.

iii. Residential character area guidance

MASTERPLANNING GUIDANCE MPG4

A place enlivened by distinctive character areas

Character area guidance sets out design principles for 3 character areas within Halsnead (encompassing 2 strategic opportunity areas) to aid coherence in design and construction across different landownerships and planning applications.

This guidance should be used to inform individual planning applications throughout the development, which will accord with the principles of the **Character Area Framework Plans** (Figures 7.8 – 7.19).

- 7.53 Defining character areas within the SPD helps to identify opportunities for different parts of Halsnead to take on distinctive characteristics that respond to their own particular context, constraints and opportunities, yet remain part of one coherent Garden Village.
- 7.54 Three strategic residential character areas are evident, shaped by the physical context of Halsnead and the Development Framework established by this SPD (Section 6). These areas are identified in the key plan at Figure 7.8. Each character area will have distinctive spatial and experiential characteristics but there will be a gentle, flowing transition between them.



Fig 7.8 Residential character areas – key plan

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7.55 The plans presented across the following pages provide a more detailed design framework for each character area that highlight specific opportunities in particular parts of the site. This guidance identifies the **Key principles** for each character area in terms of the strategic role each is expected to perform, and a series of **Urban Design opportunities** under the following themes:

- **Movement**
Key connections and application of street hierarchy.
- **Form**
How building layout will helping to create a distinctive and legible place, complementing the movement and open space opportunities.
- **Space**
Location, character and placemaking role of spaces and green corridors.

Character Area 1: Halsnead West

- 7.56 This area has direct interface with Windy Arbor Road and Tarbock Island. It includes a strategic opportunity area at the gateway junction immediately north of Tarbock Island.
- 7.57 There is potential to the area to accommodate a significant volume of high quality new homes that can animate and benefit from attractive views across Big Water and its associated woodland corridor.

Key principles

1. *A distinctive gateway to Tarbock Island*

- Maximising the profile of Halsnead as a high quality Garden Village;
- Delivering positive perceptions of Whiston and Knowsley;
- Presenting a 'soft' gateway at Windy Arbor Road, with prominent high quality landscape, green spaces and sustainable drainage systems; and
- Delivering noise and air quality mitigation alongside the motorway in a positive, landscape-driven way.

2. *A key interface with Big Water and existing woodlands*

- Delivering a continuous positive frontage facing onto and activating this key strategic Green Infrastructure corridor;
- Creating glimpses and open vistas of the woodlands; and
- Maximising opportunities for pedestrian and cyclist connectivity alongside and through the woodlands, including interpretation of historic landscape and former estate pathways.

3. *A sensitive transition between existing and new homes*

- New built form securing the boundaries of existing homes off Windy Arbor Road and providing surveillance of Foxshaw Close play area; and
- Enabling a strategic pedestrian, cyclist and equestrian link between the new Country Park south of the M62 and Stadt Moers Country Park to the north-west.

4. *Medium density family homes c.30-40dph*

- General pattern of lower density to the south, transitioning to higher densities moving north.

Urban Design opportunities

- 7.58 The key design opportunities for Halsnead West are illustrated across Figures 7.9 – 7.11.

Over page: **Figs 7.9 – 7.11 Halsnead West Character Area Opportunities (Movement, Form and Space)**

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Halsnead West Movement

Street hierarchy

-  Existing key route (incl bus stops)
-  Main Street
-  Residential Avenue
-  Access Street
-  Lanes

Other network components









-  Strategic pedestrian / cycle connection
-  Potential pedestrian / cyclist recreational route
-  Strategic nodal point
-  Local nodal point
-  Pedestrian nodal points
-  Pedestrian priority / highway space

Key opportunities

- 1. Impressive high quality threshold junctions onto Windy Arbor Road including in close proximity to Tarbock Island**
Windy Arbor Road is a key link in the local highway network with immediate access to the strategic network. Many residents of Halsnead and Whiston will pass regularly through these thresholds.
- 2. An attractive Residential Avenue spine**
Connecting Windy Arbor Road with new development further north and east, meeting the proposed Main Street close to Prince's Farm (see North Halsnead Character Area). This Residential Avenue will create a 'set piece' street space that will establish a benchmark for high design and build quality. It will integrate high quality landscape and materials including traditional avenue features such as double sided tree planting within generous verges.
- 3. Significant local nodal points at the convergence of key routes**
Attractive, high quality people-friendly public realm, with low speed vehicular traffic allowing the free movement of pedestrians and cyclists. Particular opportunity to create a distinctive nodal space adjacent to the strategic green link along the former mineral rail line connecting Stact Moers Park to the proposed new Country Park south of the M62.
- 4. Connected local network of Access Streets and Lanes**
Multiple junctions off the Residential Avenue spine enabling effective traffic circulation but opening up key local views and creating permeable links and spaces.
- 5. Single sided Lanes including shared surfaces**
Allowing new homes to front onto and overlook key open spaces including spaces and woodlands around Big Water.
- 6. Coordinated series of local nodal points along the Residential Avenue**
Small scale subtly detailed junctions providing strong pedestrian and cyclist crossings and helping to calm traffic speeds.
- 7. Pedestrian and cycle pathways integrated with the open space network.**
High quality paths through green corridors, open spaces and drainage attenuation areas, defined and overlooked by attractive building frontages.



Halsnead West Form

-  Prominent frontage to high profile space / gateway
-  Bold, formal residential frontage
-  Coordinated two-sided formal frontage
-  Less formal frontage to green corridor / landscape edge
-  Potential location for local landmark frontage / building
-  Significant views to be captured within urban form
-  Panoramic view on approach to Halsnead
-  Existing residential property boundary requiring sensitive design response



Key opportunities

- 1. High quality, bold built form at Windy Arbor Road gateway**
Composed, continuous single sided frontage overlooking a linear open space adjacent to motorway, prominent within strategically significant panoramic views.
- 2. Single-sided south facing Residential Avenue frontage**
Creating a distinctive street elevation to strategically significant semi-natural green space, overlooking Big Water and adjacent woodlands to maximise attractive and valuable open views. Anticipated c.2-3 storeys.
- 3. Traditional avenue street form**
Coordinated frontage defining a composed two-sided street. Anticipated c.2-2.5 storeys.
- 4. Less formal frontage to open space**
A comfortable domestic character adjacent to semi-natural corridor and play space.
- 5. Distinctive built form / frontages at nodal locations**
Enhancing sense of place, terminating views and aiding navigation.
- 6. Family homes providing human scale definition to Access Streets and Lanes**
Domestic 2-storey with projections to 2.5 storeys helping to animate key corners, localised spaces and framing views.
- 7. Well-considered, sensitively composed boundaries to existing homes**
Respecting residential amenity of existing residents at Windy Arbor Close, Foxshaw Close, Simons Close and around Carr House.

Halsnead West Space

-  Strategic long distance pedestrian / cycle connection
-  Opportunity for local pedestrian / cycle connection
-  Formal avenue style street planting
-  Formal street planting
-  Informal street planting
-  Existing woodland edge
-  Gaps in woodland edge enabling glimpsed views
-  Significant views towards and across key open spaces
-  Semi-natural and informal landscapes
-  Formal high quality landscapes
-  Potential for small scale amenity space
-  Potential location for Local Equipped Area of Play (LEAP)
-  Landscaped noise, air quality and drainage attenuation

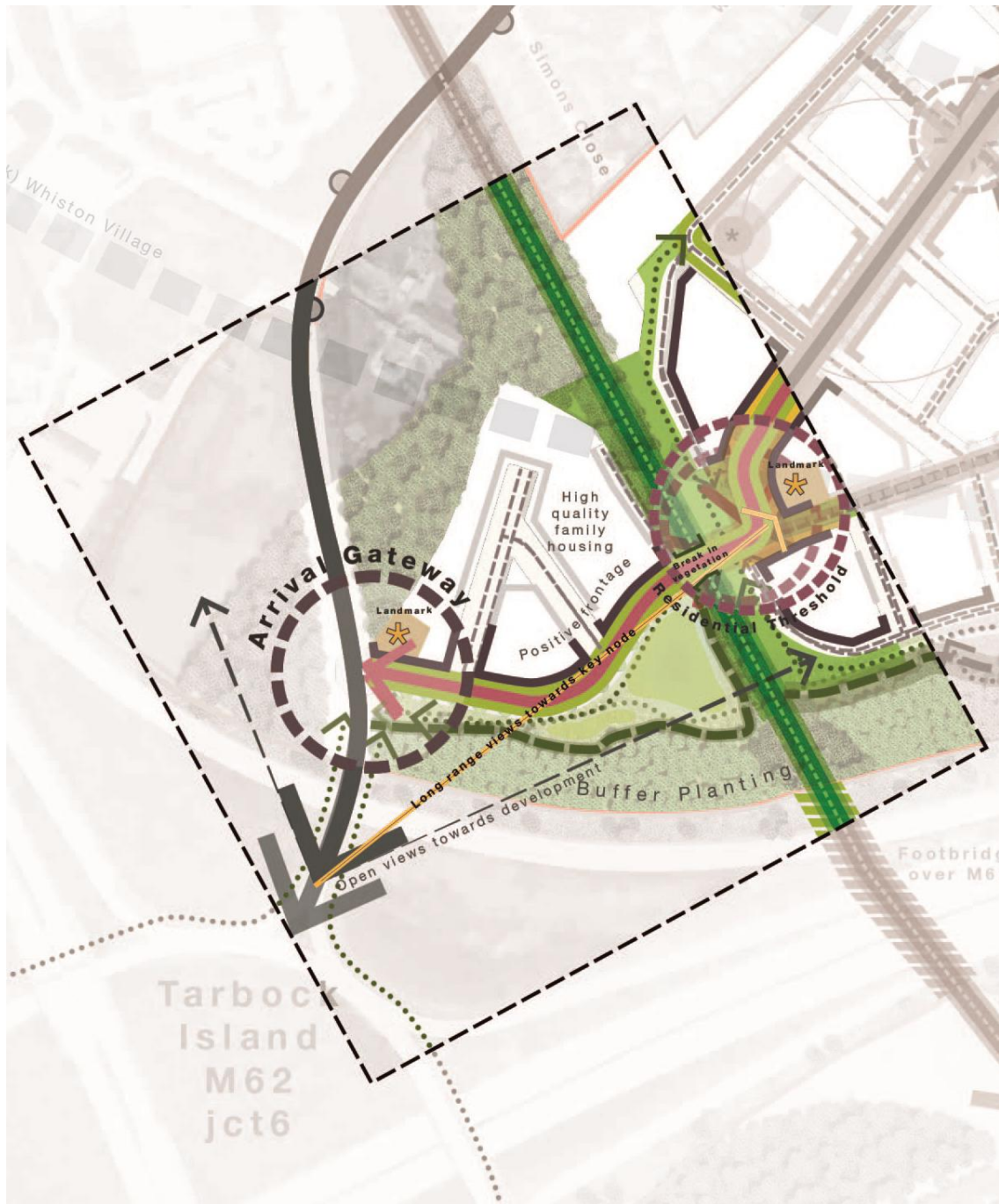


Key opportunities

- 1. Strategic recreational route along former mineral railway**
Halsnead West plays a key role connecting people to the strategic connection between Stadt Moers Park and the proposed new County Park to the south of the M62, integrating this into the local network of spaces, fronted by positive residential frontage.
- 2. Layout creating and maximising views towards Big Water and woodlands**
A high quality mature setting to development with potential future public access.
- 3. Semi-natural landscapes**
Enhancing ecological and arboreal value of woodlands and providing appropriate development set-back.
- 4. Formal high quality open spaces**
Defined by strong residential frontage and with vistas through to semi-natural landscapes beyond.
- 5. Formal tree-lined streets**
Residential Avenue characterised by avenue planting in the Garden Village tradition.
- 6. Less formal / organic street planting**
Access Streets and Lanes enhanced by quality hard and soft landscape but with freedom in design to create distinctive layouts.
- 7. Integration of Local Equipped Area of Play**
Designed to complement adjacent semi-natural landscape setting.

Strategic opportunity area: a benchmark gateway

- 7.59 This gateway junction off Windy Arbor Road is a strategic opportunity area that will play an important role in positively influencing wider perceptions not only of Halsnead, but Whiston and Knowsley beyond.
- 7.60 Urban design principles for this opportunity area are illustrated in Figure 7.12 overleaf. New development in this location can;
- a) Establish a quality benchmark in terms of;
 - Construction quality and materials; and
 - Landscape design, planting and maintenance.
 - b) Present an impressive, composed street elevation onto a single-sided street (Residential Avenue) to allow bold residential frontage to address and overlook the highway and a linear green space;
 - c) Allow views from Windy Arbor Road to penetrate into the site;
 - d) Enable and promote access to the strategic pedestrian / cyclist link along the former mineral railway line; and
 - e) Create distinctive landmark buildings through use of scale and/or appearance to reinforce the sense of arrival at a significant location in Halsnead.



**Fig 7.12 Halsnead West Character Area Guidance
(Strategic opportunity area)**

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Character Area 2: North Halsnead

- 7.61 This area has direct interface onto Lickers Lane, presenting key opportunities to integrate the wider development with the existing communities of Whiston. It includes a strategic opportunity area that presents potential to strengthen a 'community core' location near the gateway junction with Lickers Lane.

Key principles

1. *Strong north-south connections into Whiston*

- Maximise street frontage and interaction with Lickers Lane;
- Create permeable thresholds between the site and Whiston Rail Station and Whiston Village that are safe and attractive to use by pedestrians and cyclists;
- Positively integrating woodlands fronting on to Lickers Lane; and
- A clear connected street grid maximising permeability and route choice and making it easy to navigate through the network.

2. *A vibrant higher density residential neighbourhood*

- Upper end of the density range, potentially incorporating some apartment formats; and
- Urban street character along a Main Street sequence connecting Lickers Lane and Windy Arbor Road, passing through a key central node providing potential for a 'village green' type space.

3. *A hub location for the wider community*

- Helping to sustain and strengthen existing Lickers Lane community facilities;
- Retaining and improving Lickers Lane Playing Fields; and
- Integrating a new mixed use area, incorporating a new Primary School and other new community assets and existing Sandfield Nursery.

4. *Higher density homes c.35-45dph*

- Opportunity to increase density towards Lickers Lane to maximise efficiency of land use in area in closest proximity to Whiston Rail Station and existing local facilities;
- Potential to include some small scale apartment formats compatible with the general structure of family streets; and

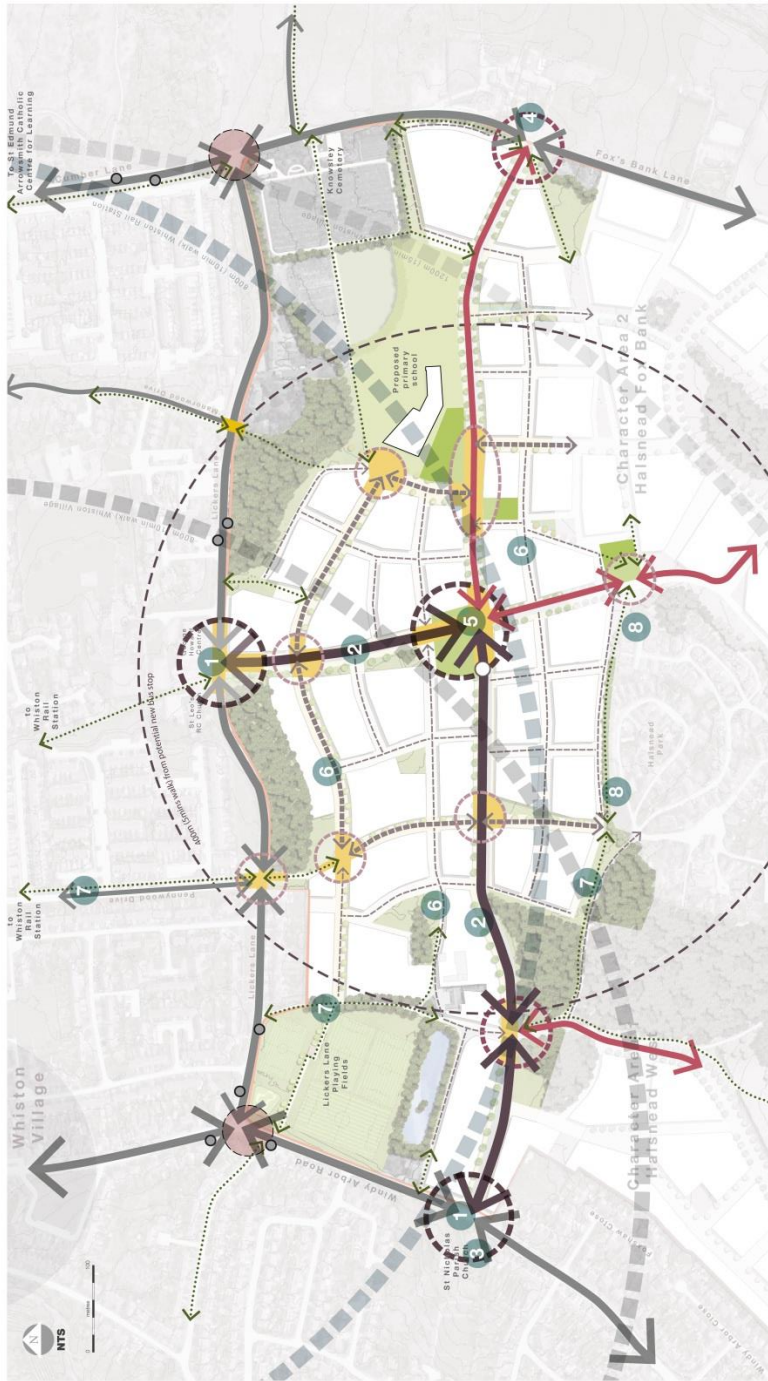
- Opportunity for controlled variation in heights: predominantly 2-2.5 storeys with potential for localised increases to 3-4 storeys:
 - Along the Main Streets especially in proximity to Lickers Lane.
 - Used with appropriate control at focal points, and/or to help terminate views , especially at the central nodal point.

Urban Design opportunities

7.62 The key design opportunities for North Halsnead are illustrated across Figures 7.13 – 7.15.

Over page: **Figs 7.13 – 7.15 North Halsnead Character Area Opportunities (Movement, Form and Space)**
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North Halsnead Movement

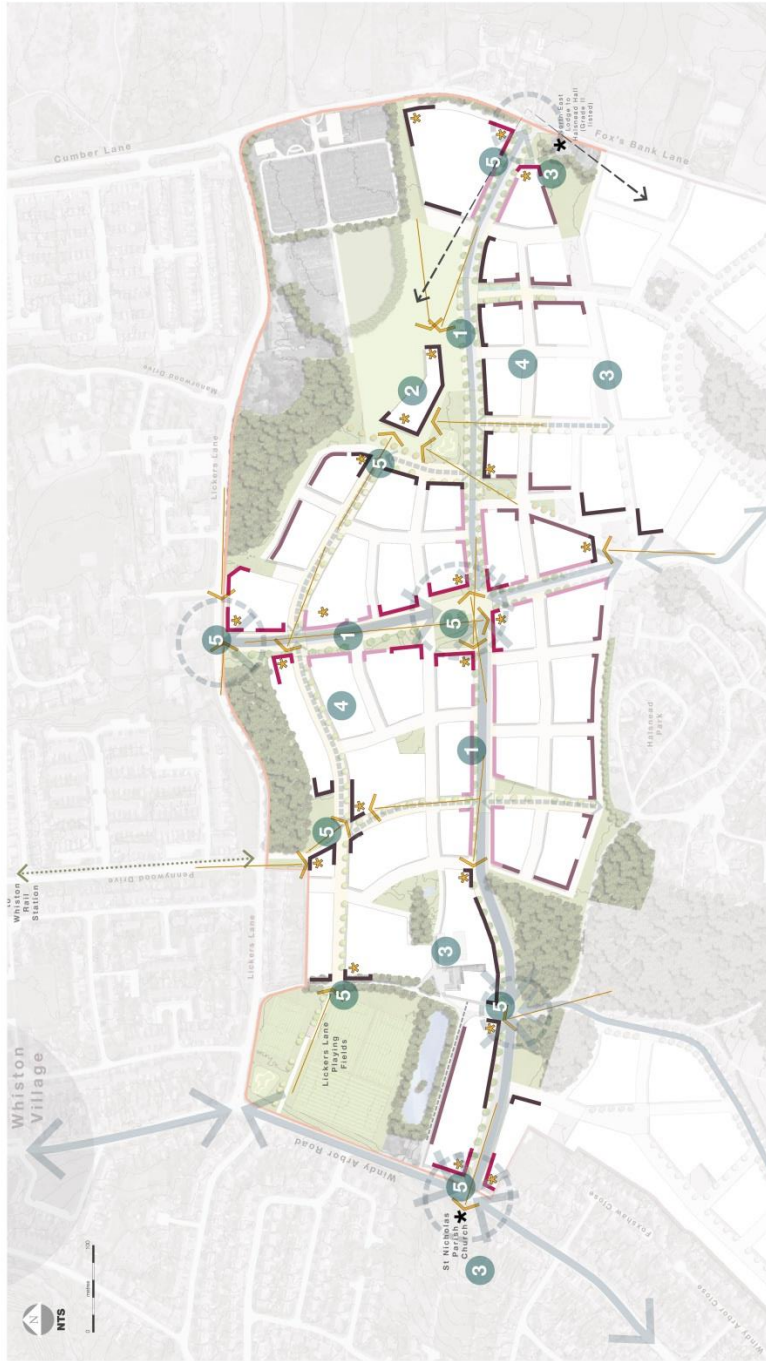


- Street hierarchy**
- Existing key route (incl bus stops)
 - Main Street with potential bus stop
 - Residential Avenue
 - Access Street
 - Lanes
- Other network components**
- Potential new and existing key pedestrian / cyclist route
 - Strategic nodal point
 - Local nodal point
 - Pedestrian nodal points
 - Pedestrian priority highway space
 - Potential off-site junction improvements

Key opportunities

- 1. Strong threshold junctions onto Windy Arbor Road and Lickers Lane**
Key areas of interface between new development and existing communities / facilities, and wider strategic transport connections.
- 2. Attractive Main Street connecting Lickers Lane to Windy Arbor Road**
A high profile, distinctive street performing a key 'Garden Village Corridor' role, expressing wider quality and character ambitions of Halsnead as a whole.
- 3. Strong terminating view onto St Nicholas Church**
Need for a sensitively designed highway junction of high quality materials and landscape design.
- 4. Distinctive access to Fox's Bank Lane**
Characterised by sensitive response to the adjacent Listed Building (North East Lodge to Halsnead Hall), gate piers and integration of the sandstone wall.
- 5. Key central nodal point**
Strategic location at confluence of key routes presenting opportunity for a major public space.
- 6. East-west movement via Access Streets and Lanes**
Low speed, people-friendly streets from new primary school to Lickers Lane playing fields.
- 7. Integrating strategic footpath / cycle connections**
Key pathways and desire lines shaping layouts and alignments including:
 - Clear, legible links to Whiston Rail Station
 - Links north and west via Cook Glades and/or Lickers Lane playing fields
 - Connections towards Big Water and woodlands
- 8. Robust structure**
Street alignments coordinate with Character Area 3 and allow for expansion should areas within Halsnead Park mobile home park be promoted for future development.

North Halsnead Form

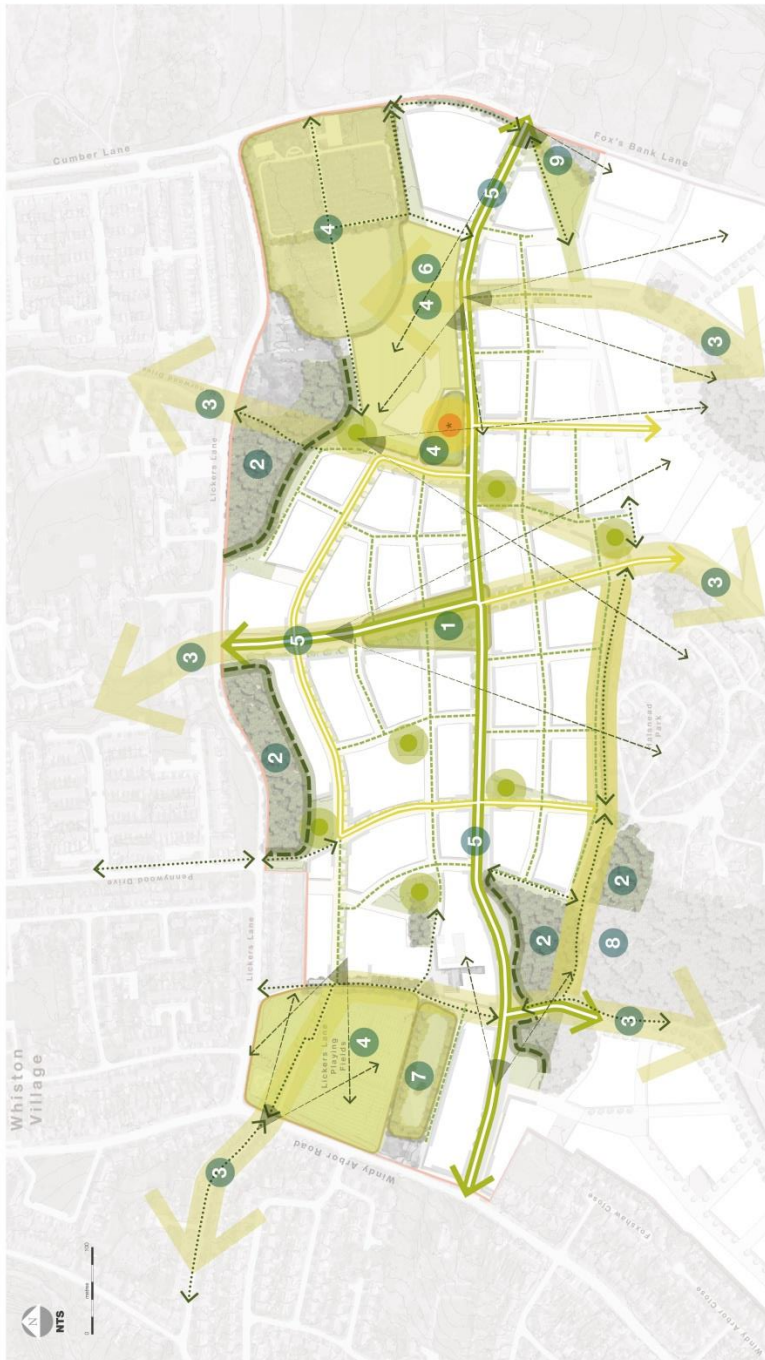


- Prominent frontage to high profile space / gateway
- Bold, formal residential frontage
- Coordinated two-sided formal frontage
- Less formal frontage to green corridor / landscape edge
- Potential location for local landmark frontage / building
- Significant views to be captured within urban form
- Panoramic view on approach to Halsnead

Key opportunities

- 1. Main Streets and Residential Avenues with composed frontage**
 A coordinated street experience, part of Garden Village Corridors, but with controlled variations that respond to changing local contexts, and with subtle design differences between Main Street and Residential Avenue typology.
- 2. Primary school frontage helping spatial definition of adjacent public realm**
 Form and scale of building(s) create a landmark structure of a scale that provides definition and sense of enclosure (whilst also ensuring amenity of adjacent homes).
- 3. Considered integration of existing listed buildings and heritage features**
 Sensitive and specific design around the North East lodge, gate piers and estate walls, integration of Princes Farm group and former access driveways to Halsnead Hall (all of which require further bespoke design work at the detailed stage).
- 4. Responsive density gradient**
 Development density relatively high towards Lickers Lane, reducing towards the east and south east, towards Fox's Bank Lane.
- 5. Considered local landmarks**
 Several opportunities to create distinctive building forms and/or elevations within local and longer distance views created by the new urban structure.

North Halsnead Space



Key opportunities

1. **Set piece Garden Village 'green'**
Well composed, attractive soft landscaped public space at the heart of the development, with high quality distinctive building frontages overlooking.
2. **Woodlands retained and enhanced**
New management regimes and selected planting improvement. Woodlands around Sandfield Nursery could be brought into public use as a shared educational resource. New development fronts onto and defines the woodland edge with appropriate stand-off distances.
3. **Key green links and wildlife corridors**
Integrated into the network of streets and spaces, and maintained through active management.
4. **Key community spaces**
Lickers Lane Playing Fields and the proposed new school combined with the existing cemetery are distinctive and valued spaces in the community. Good pedestrian and cyclist connectivity will be delivered between them.
5. **Tree-lined streets**
Formal planting and wide verges defining Main Street and Residential Avenue street spaces.
6. **Accessible new playing pitches**
Potential for new pitch(es) at primary school to be made available for use by the local community (subject to future management proposals).
7. **Retention of existing fishing pond**
Set within green space and overlooked by new development.
8. **Potential future links into Big Water and woodland area**
Subject to land being made publicly accessible and management agreements etc.
9. **Setting and residential amenity for the listed lodge on Fox's Bank Lane**
A well-considered design approach will be needed towards the effective integration, accessibility and security of the North East Lodge To Halsnead Hall.

Strategic opportunity area: A 'community core'

- 7.63 Land immediately south of Lickers Lane is the main focus a 'community core' location, with residential formats and open space networks maximising access and profile of the new primary school and links into Whiston.
- 7.64 Urban design principles for this opportunity area are illustrated in Figure 7.16 overleaf. This location has the potential to accommodate a varied mix of residential types and formats, integrating:
- Strong frontage along key routes, especially the Main Street and Residential Avenue;
 - Possible mixed use development by providing building formats that are flexible to future adaptation (e.g. allowing for potential future change of ground floor uses at key nodal junctions / relevant sections of Main Street); and
 - Managed links between primary school and Sandfield nursery, including for example opportunities for shared car parking.



**Fig 7.16 Halsnead West Character Area Guidance
(Strategic Opportunity Area)**

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Character Area 3: Halsnead Fox Bank

- 7.65 This area has open views towards a high quality rural landscape and strong existing landscape features such as Fox Clump that evoke the former Halsnead Park estate. Development will be accessed from the semi-rural Fox's Bank Lane.
- 7.66 The proximity of the M62 presents noise and air quality challenges that can be addressed through provision of mitigation set within a multifunctional green corridor, as identified in the Development Framework in Section 6.

Key principles

1. A rural edge

- Urban structure becoming less formal and development density decreasing towards the east;
- Generous, high quality family homes in attractive green spaces, creating a traditional Garden Village aesthetic; and
- Sensitive response to existing Halsnead Park mobile home park including a landscaped green corridor providing a development set-back.

2. Rediscovering Halsnead Park estate landscape structures

- Urban structure, key links and landscaped spaces within new development referencing the geometry of former Halsnead Park estate features and radial view corridors; and
- Opportunity to reference specific remnant features (e.g. driveways, lodge building, ha-ha etc).

3. Landscaped corridors

- Long distance, connected sequences of green spaces;
- Integrate existing woodland features; and
- A multi-functional soft landscape to the motorway edge.

4. Low to medium density family homes c.30-40dph

- Presenting a rural edge to Fox's Bank Lane; and
- Possible opportunities for some limited clusters or pockets of lower density homes less than 30dph, but with the average maintaining 30-40dph.

Urban Design Opportunities

7.67 The key design opportunities for Halsnead Fox Bank are illustrated across Figures 7.17 – 7.19.

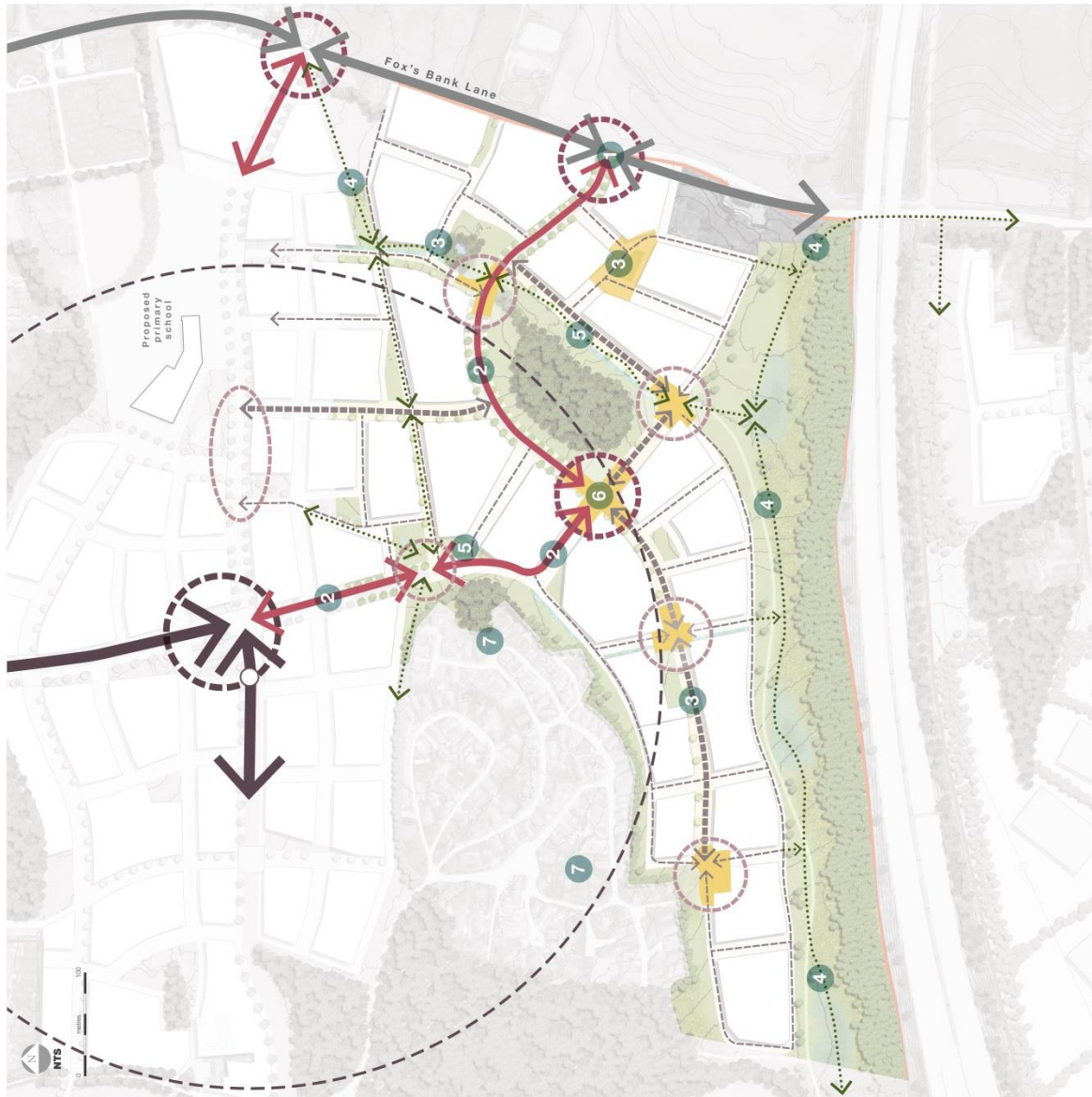
Over page: **Figs 7.17 – 7.19 Halsnead Fox Bank
Character Area Opportunities
(Movement, Form and Space)**
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Fox's Bank Movement

- Existing key route
 - Main Street with potential bus stop
 - Residential Avenue
 - Access Street
 - Lanes
- Other network components**
- Potential new and existing key pedestrian / cyclist route
 - Strategic nodal point
 - Local nodal point
 - Pedestrian nodal points
 - Pedestrian priority highway space

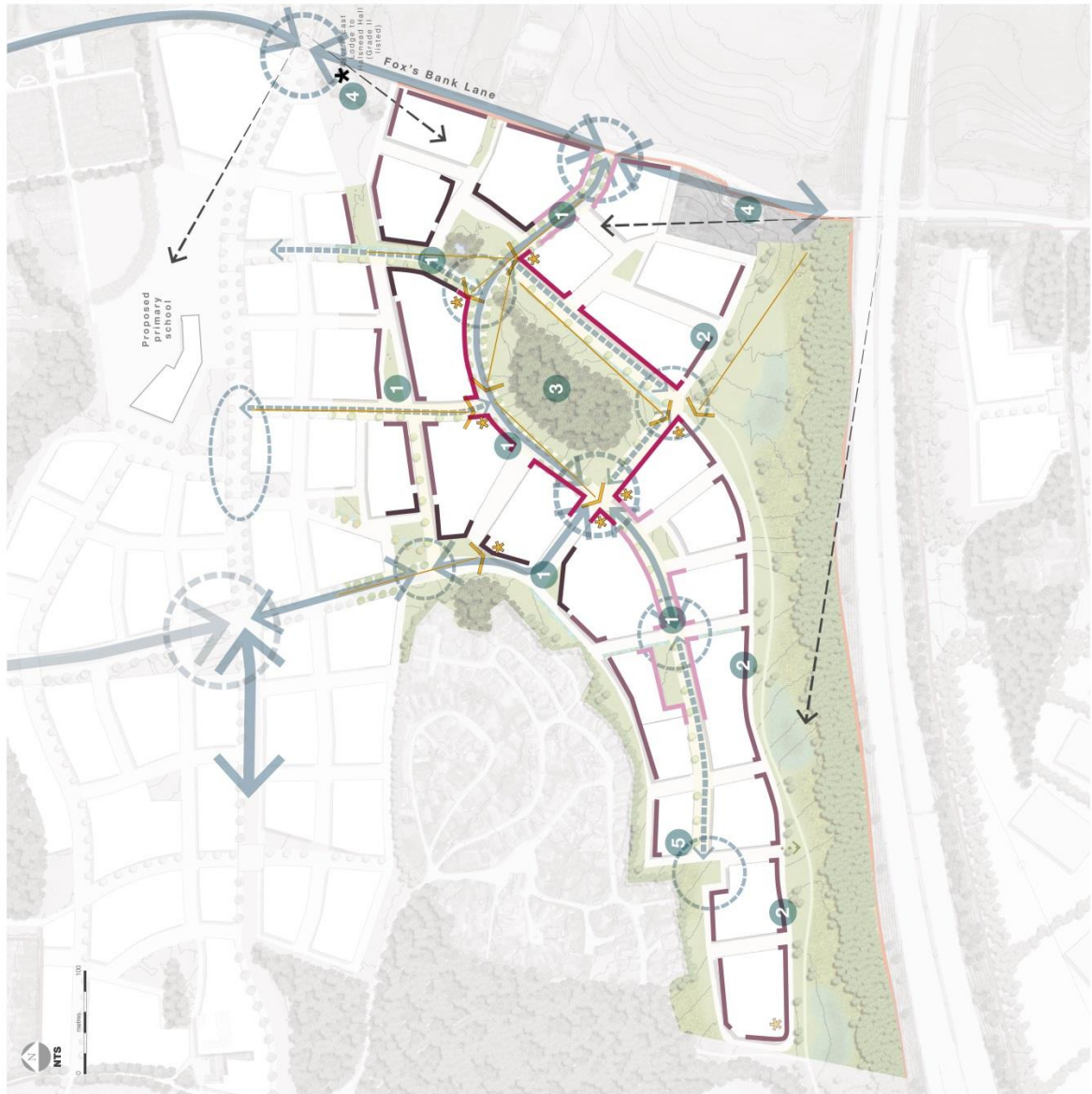
Key opportunities

- 1. Attractive threshold junction onto Fox's Bank Lane**
Low key design character complementing adjacent undulating rural landscape leading to a sweeping Residential Avenue wrapping Fox Clump.
- 2. Residential Avenues connecting north**
Facilitating strong, legible links through to Halsnead North (including proposed new primary school), Lickers Lane and assets and facilities of Whiston beyond.
- 3. Permeable Access Streets and Lanes**
Low speed people friendly street network with integrated pathways and cycleways enabling clear and direct linkages.
- 4. Off-highway strategic pedestrian / cycle routes**
Strong opportunity to create long distance pedestrian/cyclist routes that help connect wider destinations - key routes will include along former Halsnead Hall driveway, environmental corridor to north of M62, and through to proposed new Country Park to the south of the M62.
- 5. Animated, diverse corridors**
Longer distance connections delivered using different street types and environments, but with continuous residential frontage.
- 6. Key nodal point**
Convergence of key routes adjacent to Fox Clump, with traffic calming / pedestrian priority.
- 7. Robust structure**
Street alignments coordinate with Character Area 3 and allow for expansion should areas within Halsnead Park mobile home park be promoted for future development.



Fox's Bank Form

- Prominent frontage to high profile space / gateway
- Bold, formal residential frontage
- Coordinated two-sided formal frontage
- Less formal frontage to green corridor / landscape edge
- Potential location for local landmark frontage / building
- Significant views to be captured within urban form
- Panoramic view on approach to Halsnead



Key opportunities

- 1. Strong definition of principal streets and spaces**
Composed, high quality, high value street elevations including single sided streets adjacent to high quality spaces.
- 2. Frontage to the M62**
Environmental corridor along northern edge of motorway fronted by new homes, forming part of an integrated noise and air quality mitigation and being visible on approach from the east from the motorway.
- 3. Strong positive edge to Fox Clump**
Opportunity for continuous, composed frontage which overlooks and defines the woodland body.
- 4. Heritage features shaping the structure**
Sensitive response in proximity to existing listed buildings (North East lodge, gate piers and walls, and Snape Gate Barn). These and other agricultural / former agricultural buildings around Fox's Bank Lane could help influence the form and materiality of adjacent new buildings.
- 5. Former Halsnead Hall references**
Potential to incorporate materials and features reminiscent of, and as homage to, the former Halsnead Hall in proximity to its original location.

Fox's Bank Space

- Local pedestrian / cycle connection
- Formal avenue style street planning
- Formal street planning
- Informal street planning
- Existing woodland edge
- Significant views towards and across key open spaces
- Semi-natural and informal landscapes
- Wider community assets
- Formal high quality landscapes
- Potential for small scale amenity space
- Potential location for Neighbourhood Equipped Area of Play
- Strategic green corridor



Key opportunities

- 1. Fox Clump**
Retain and integrate woodland group as a key landscape set piece. Development to be set back from woodland edge to create an accessible high quality landscape feature within a key north-south green corridor.
- 2. Controlled variation in street planting**
Some formal planting defining key avenues but more informal street landscapes elsewhere allowing for local distinctiveness and enabling the more open and fragmented character of this location.
- 3. Environmental corridor**
Attractive multifunctional green corridor providing noise and air quality mitigation, surface water drainage, residential amenity, semi-natural space, wildlife corridor, and integrated long distance pedestrian and cyclist routes. Also allows attractive views towards Halsnead from the M62 on approach from the east.
- 4. Green corridor providing positive interface with Halsnead Park**
Enabling a transition between existing mobile homes and new development, but with a positive frontage to create an attractive and useable linear, forming part of a wider green corridor.
- 5. Halsnead Estate landscape structure**
Re-defining the radial landscape and view corridors, and using the listed lodge / gate piers and route of former estate driveway as a structural reference, with opportunity to terminate corridors at a small scale landscapes.

8. Implementation and Delivery

Securing comprehensive delivery

- 8.1 Halsnead requires a package of infrastructure to mitigate the impact of development and support the community, and also to unlock land within it for delivery. The success of Halsnead will ultimately be determined by the extent to which development is delivered comprehensively across the site, in a way that meets the Vision and Strategic Objectives set within this Masterplan SPD (Section 1).
- 8.2 The Council does not have a majority landownership at Halsnead and does not seek to establish a prescribed trajectory for the delivery of new development. The private sector will be required to take a lead role in both land assembly and the delivery process, and this will include taking primary responsibility for the timely delivery of on and off-site infrastructure.
- 8.3 The Council will continue to actively assist the private sector in the successful delivery of Halsnead Garden Village by ensuring, through positive collaboration, that all planning application proposals satisfy the requirements of this Masterplan SPD. This consistency will equally benefit all interested parties across the site through the realisation of comprehensive development.
- 8.4 The Council and its partners will also continue to explore external funding opportunities to improve viability. There is also a potential role for the Council in delivery of the new primary school. These matters are discussed in more detail later in this section.
- 8.5 This Masterplan SPD does not seek to prescribe phasing of development and the Council welcomes early applications across the whole area. However, the Council will need to be satisfied that development of individual parcels will not sterilise or frustrate delivery of other parts of the site. Furthermore, all parcels need to be sufficiently coordinated with appropriate green, social and physical infrastructure delivered at the correct time to support successful comprehensive development.
- 8.6 In particular, the Council will seek to ensure that any parts of the site reliant on access over third party land are unlocked for development.

- 8.7 Planning applications must appropriately accommodate, and provide for, necessary strategic physical infrastructure that opens up successive, complementary development parcels to ensure the full development opportunity is realised over time. Where necessary, this may include “oversizing” infrastructure to enable subsequent parcels to be delivered unless it can be demonstrated by the applicant that reasonable alternative options are technically feasible and deliverable.

Infrastructure Delivery Plan (IDP) and payment management

- 8.8 This Masterplan SPD is supported by an Infrastructure Delivery Plan (IDP), which identifies the strategic (or ‘primary’) infrastructure needed to support the development of Halsnead and provides estimated costs as at present day.
- 8.9 Developers will be required to make appropriate and proportionate financial contributions, which include, but are not limited to, the early provision of a primary school / early years’ facility, strategic and localised Public Open Space (POS) across the site, together with highways and transport infrastructure on and off the site. Further detail is provided later in this section.
- 8.10 The Council acknowledges that the costs of items of infrastructure are likely to change over time. To maintain the real cost, and value, of financial payments due to the Council, contributions secured via Section 106 Agreement (S106) will be index-linked.
- 8.11 This will be based on the BCIS All-In Tender Price Index from date of agreement to date of payment. This will ensure that contributions payable to the Council reflect the actual current costs of infrastructure.
- 8.12 The Council will undertake proactive monitoring of agreements for compliance to ensure that obligations are met in a timely manner by all parties. This requires the sharing of information by developers as to occupation levels. The Council intends to secure an obligation that commits developers to quarterly updates, providing updated information on occupations in order for the cumulative impact of housing occupations across Halsnead to be assessed, thus ensuring proper determination of the appropriate triggers for the delivery of infrastructure.
- 8.13 If circumstances arise whereby the cost of delivery were to reduce compared with the cost utilised to calculate the proportionate contribution at the time the S106 Agreement was entered into by the applicant, the

Council will reimburse the relevant party. Each infrastructure project for which the Council secures planning obligations will be reviewed upon completion to ascertain actual costs expended. A clause within the S106 legal agreement will allow for re-calculation of the actual appropriate proportional sum, with reimbursement or reduction in any outstanding contributions made, or the reverse.

Community Infrastructure Levy (CIL) and planning obligations

- 8.14 The Council does not currently have an adopted CIL charging regime. Planning obligations to fund infrastructure and mitigate the impact of development will be secured via S106 Agreements in accordance with the Town & Country Planning Act (TCPA) 1990 (as amended). Requirements for contributions will be drawn from the Development Plan and Developer Contributions SPD.
- 8.15 Where works are required to be delivered directly by a developer on the public highway, these will be secured under Section 278 of the Highways Act 1980. In some cases, a developer may be required to carry out the works in lieu of payment.
- 8.16 The Council's approach is in accordance with Regulation 122 of the CIL Regulations 2010 (as amended) ('the CIL Regulations'), which set the following statutory tests for securing planning obligations under S106. Obligations will be sought from each part of the Halsnead development as it is brought forward via planning applications. These will be:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development;
 - Fairly and reasonably related in scale and in kind to the development.
- 8.17 Contributions will be pooled, as appropriate, in accordance with Regulation 123 of the CIL Regulations.
- 8.18 The Council is not seeking to explicitly stipulate or restrict the number of planning applications being brought forward. However, in order to minimise the prospect of exceeding the pooling restrictions and to safeguard the delivery of Halsnead, the Council will encourage collaboration between landowners and developers to take a consortium approach to entering into s106 agreements, where appropriate.
- 8.19 For example, where there is a mutual interdependency between parties for the timely delivery of strategic infrastructure and it is in the interest of

all parties to agree to an equitable apportionment of responsibility for delivery.

- 8.20 Where appropriate, the Council will also enter into separate S106 Agreements with individual landowners and developers.
- 8.21 In the event that private-sector led delivery stalls and is considered to pose a risk to the comprehensive development of Halsnead, upon exploring and exhausting all other avenues for securing mutual agreement between relevant parties, the Council will exercise its compulsory purchase powers under the legislation set out within the Planning and Compulsory Purchase Act 2004, as amended by the Town and Country Planning Act (TCPA) 1990 (Section 226).

Infrastructure Requirements

- 8.22 Delivery of development across Halsnead will require a coherent and coordinated approach to the comprehensive provision of strategic infrastructure both via direct delivery on-site and in the form of financial contributions secured via S106 planning obligations or S278 Highways agreements.
- 8.23 The infrastructure and facilities required to enable and support the development of Halsnead are identified and underpinned by the IDP.
- 8.24 The following are the principal factors that have informed the determination of infrastructure requirements:
- Where facilities and services will be located in accordance with the Development Framework set out at Section 6 of this SPD;
 - The infrastructure required both on and off-site to deliver the Halsnead allocation as a whole, and specific developable parcel areas;
 - Consideration of strategic ('primary') and local ('secondary') infrastructure items²³;
 - When each infrastructure item should be delivered (i.e. 'triggers'); and
 - Which parties should contribute to the delivery of the identified infrastructure.
- 8.25 Development proposals must be supported by infrastructure which will:
- Ensure that development proposals are acceptable in planning terms in such that they mitigate their site-specific impact in accordance with this SPD;
 - Secure the necessary land required for strategic infrastructure identified by the SPD relevant to the applicant's proposed development, and provide for future public access where appropriate;
 - Release access across third party land without delay;
 - Deliver strategic (shared) infrastructure through the following primary mechanisms in accordance with Core Strategy Policy CS27:

²³ Note: the IDP relates to strategic infrastructure only with local infrastructure considered to be 'on-plot' and costed and delivered directly as a matter of course by each developer to meet the requirements of the individual development parcel

- a. Direct delivery of on-site (or off-site) strategic infrastructure (secured by S106, S278, planning conditions or another mechanism); and / or
- b. Relevant and proportionate financial contributions secured via planning obligations paid to the Council.

Strategic infrastructure: delivered physically in-kind

- 8.26 Local Plan Core Strategy Policies SUE2 and SUE2c specifically set out that proposals for development should demonstrate a comprehensive approach to infrastructure provision and deliver safe and convenient highways access, provision for walking and cycling, Public Open Space and key infrastructure and services, including a new primary school.
- 8.27 In accordance with the Local Plan Core Strategy, the following principles have been adopted:
1. Development shall deliver site-wide strategic physical infrastructure as identified in the Development Framework at Section 6 to ensure the full development opportunity is realised over time. This will include:
 - Drainage networks (surface water and foul drainage);
 - Highways infrastructure (access junctions as well as on-site highways, pedestrian and cycling infrastructure);
 - Water supply, power and telecommunications infrastructure;
 - Noise and air quality attenuation;
 - Public Open Space network; and
 - Green Infrastructure network.
 2. Strategic (primary) and local (secondary) infrastructure must be provided at the appropriate time to mitigate the impact of the development on the existing environment whilst facilitating prompt delivery of subsequent land parcels.
 3. The approach advocated also seeks to ensure that costs are shared equitably and not disproportionately deferred to later phases of development to the detriment of holistic delivery and viability, and do not leave the Council with a shortfall in meeting primary infrastructure costs or place the holistic delivery of Halsnead at risk.

Land North of the M62

Assumed parcellation

8.28 Figure 8.1 spatially presents a potential network of strategic (primary) on-site infrastructure projects and connections across Halsnead, based on assumptions set out in the IDP. This is shown relative to an assumed (theoretical) series of potential development parcels, which are derived from the Development Framework and Masterplanning Guidance set out at Sections 6 and 7 of this SPD.

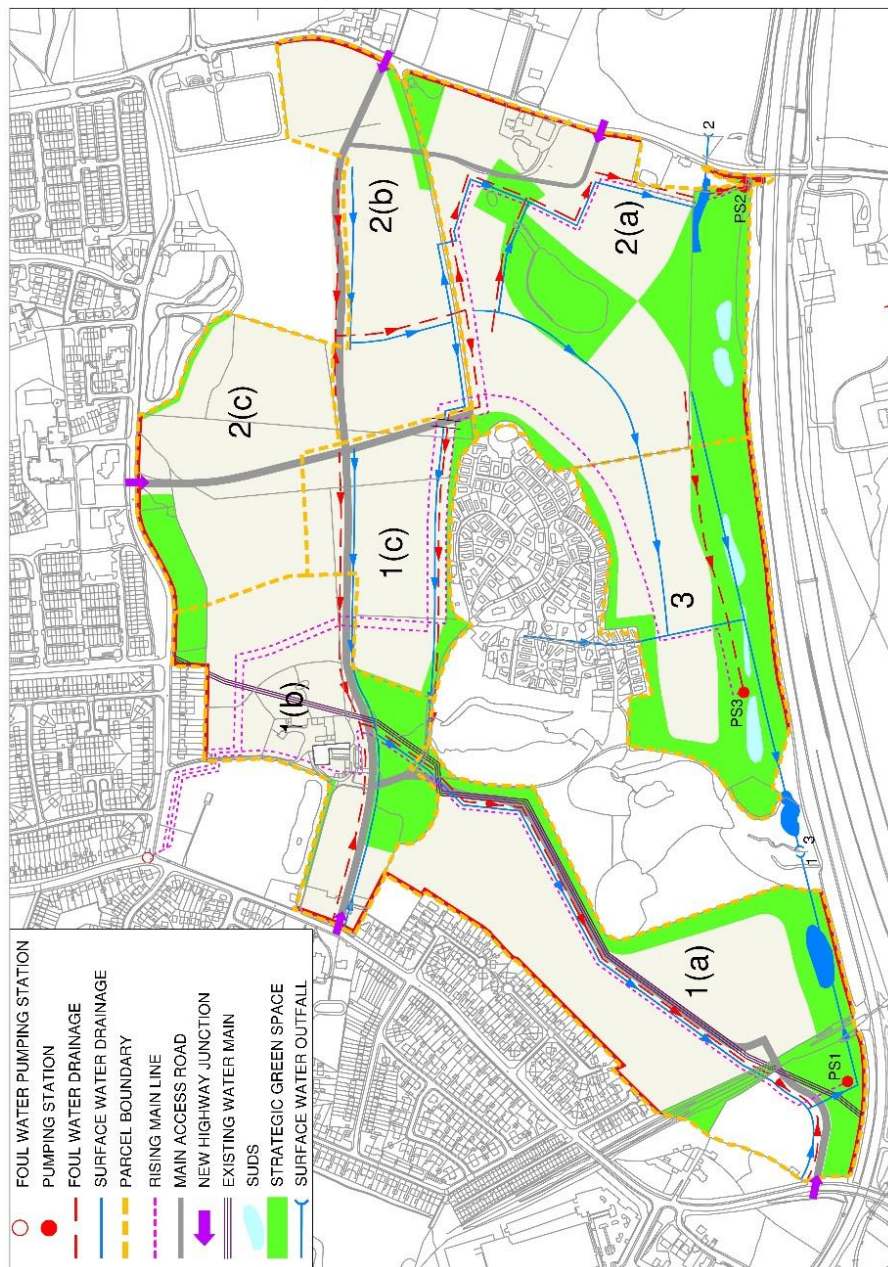


Fig. 8.1 Potential strategic infrastructure network

Not to scale. Crown Copyright Knowsley MBC 100017655, 2016.

- 8.29 It should be noted that the nomenclature of the assumed parcels (1(a), 1(b) 1(c) etc) should not be interpreted to represent a prescribed phasing sequence. This is for identification only, and understanding the potential compatibility between parcels in terms of infrastructure functionality.
- 8.30 Where applicants propose an alternative approach to the provision of strategic infrastructure and/or parcellation to that shown in Figure 8.1, evidence must be provided to the Council to demonstrate that the alternative(s) represent technical solutions that will meet the requirements of this Masterplan SPD and the utilities providers, will not prejudice the comprehensive development of Halsnead, and will not sterilise future development parcels.

Infrastructure requirements

- 8.31 The potential spatial infrastructure framework in Figure 8.1 facilitates a projected directory of the strategic on-site infrastructure requirements to be delivered directly by new development within Halsnead. This is set out in Table 8.1 overleaf.
- 8.32 Table 8.1 identifies on-site infrastructure requirements where coordination over delivery between the different parcels and ownerships will be most critical. Parcel references refer to Figure 8.1.
- 8.33 It will be necessary for landowners and developers to collaborate to ensure deliverability is not prejudiced where strategic infrastructure will be required across ownership boundaries.

Table 8.1 Strategic on-site infrastructure requirements – land north of M62

| Parcel | Infrastructure Requirements | Links to Other Parcels | Trigger |
|--------|---|--|-----------------------------------|
| 1(a) | <ul style="list-style-type: none"> • Highway junction with Windy Arbor Road • Internal highways (including sewer easement) • Internal walking and cycling routes • Utilities: <ul style="list-style-type: none"> ○ Drainage (surface water) – SuDS and attenuation ponds ○ Drainage (foul water) – pumping station and rising main (oversized to accommodate future flows) ○ Water supply ○ Power supply ○ Telecoms supply • Noise and air quality attenuation bund • Green infrastructure as per framework plans | <p>Infrastructure to be extended to site limits to allow all future connections as necessary.</p> <p>Links with parcel 1(b) and areas within parcel 1(c) and 2(c).</p> | Discharge of planning conditions. |
| 1(b) | <ul style="list-style-type: none"> • Highway junction with Windy Arbor Road • Pedestrian/cycling access from Lickers Lane and Windy Arbor Road • Internal highways (including sewer easement) • Internal walking and cycling routes • Utilities: <ul style="list-style-type: none"> ○ Drainage (surface water) – SuDs ○ Drainage (foul water) – rising main (oversized to | <p>Infrastructure to be extended to site limits to allow all future connections as necessary.</p> <p>Links with parcel 1(a), 1(c) and 2(c)</p> | Discharge of planning conditions. |

| Parcel | Infrastructure Requirements | Links to Other Parcels | Trigger |
|--------|--|---|--|
| | <ul style="list-style-type: none"> ○ accommodate future flows) ○ Water supply ○ Power supply ○ Telecoms supply ● Green infrastructure as per framework plans ● Maintaining access to retained properties, dwellings and facilities | | |
| 1(c) | <ul style="list-style-type: none"> ● Internal highways ● Internal walking and cycling routes ● Utilities: <ul style="list-style-type: none"> ○ Drainage (surface water) – SuDs ○ Drainage (foul water) – rising main (oversized to accommodate future flows) ○ Water supply ○ Power supply ○ Telecoms supply ● Green infrastructure as per framework plans | <p>Infrastructure to be extended to site limits to allow all future connections as necessary.</p> <p>Links with parcels 1(b), 2(a), 2(b) and 2(c).</p> <p>Potential future link with redevelopment of mobile home park.</p> | Discharge of Planning conditions. |
| 2(a) | <ul style="list-style-type: none"> ● Highway junction with Fox's Bank Lane ● Pedestrian/cycling access from Fox's Bank Lane ● Internal highways ● Internal walking and cycling routes ● Utilities: <ul style="list-style-type: none"> ○ Drainage (surface water) – SuDS and attenuation | <p>Infrastructure to be extended to site limits to allow all future connections as necessary.</p> <p>Links with parcel 1(c), 2(b), school parcel and</p> | Discharge of planning conditions for first and subsequent sites within the area. |

| Parcel | Infrastructure Requirements | Links to Other Parcels | Trigger |
|--------|---|---|-----------------------------------|
| | <ul style="list-style-type: none"> ponds <ul style="list-style-type: none"> ○ Drainage (foul water) – pumping station and rising main (oversized to accommodate future flows) ○ Water supply ○ Power supply ○ Telecoms supply ● Noise and air quality attenuation bund ● Green infrastructure as per framework plans | <p>parcel 3</p> <p>Potential future link with redevelopment of mobile home park</p> | |
| 2(b) | <ul style="list-style-type: none"> ● Highway junction with Fox's Bank Lane ● Pedestrian/cycling access from Fox's Bank Lane ● Internal highways ● Internal walking and cycling routes ● Utilities: <ul style="list-style-type: none"> ○ Drainage (surface water) – SuDS ○ Drainage (foul water) – rising main (oversized to accommodate future flows) ○ Water supply ○ Power supply ○ Telecoms supply ● Green infrastructure as per framework plans | <p>Infrastructure to be extended to site limits to allow all future connections as necessary.</p> <p>Links with school parcel, parcel 1(b), 1(c), 2(a), and 2(c).</p> | Discharge of Planning conditions. |
| 2(c) | <ul style="list-style-type: none"> ● Highway junction with Lickers Lane ● Pedestrian/cycling access from Lickers Lane | Infrastructure to be extended to site limits to allow all future | Discharge of Planning conditions. |

| Parcel | Infrastructure Requirements | Links to Other Parcels | Trigger |
|----------------|--|---|-----------------------------------|
| | <ul style="list-style-type: none"> • Internal highways • Internal walking and cycling routes • Utilities: <ul style="list-style-type: none"> ○ Drainage (surface water) – SuDs ○ Drainage (foul water) – rising main (oversized to accommodate future flows) ○ Water supply ○ Power supply ○ Telecoms supply • Green infrastructure as per framework plans | <p>connections as necessary.</p> <p>Links with school parcel, parcel 1(b), 1(c), and 2(b).</p> | |
| 3 | <ul style="list-style-type: none"> • Internal highways • Internal walking and cycling routes • Utilities: <ul style="list-style-type: none"> ○ Drainage (surface water) – SuDS and attenuation ponds ○ Drainage (foul water) – pumping station and rising main (oversized to accommodate future flows) ○ Water supply ○ Power supply ○ Telecoms supply • Noise and air quality attenuation bund • Green infrastructure as per framework plans | <p>Infrastructure to be extended to site limits to allow all future connections as necessary.</p> <p>Links with parcel 2(a).</p> <p>Potential future link with redevelopment of mobile home park.</p> | Discharge of Planning conditions. |
| Primary School | <ul style="list-style-type: none"> • Pedestrian/cycling access from Lickers Lane • Internal highways | Infrastructure to be extended to site limits to | Discharge of Planning |

| Parcel | Infrastructure Requirements | Links to Other Parcels | Trigger |
|--------|--|---|-------------|
| | <ul style="list-style-type: none"> • Internal walking and cycling route • Utilities: <ul style="list-style-type: none"> ○ Drainage (surface water) – SuDS ○ Drainage (foul water) – rising main (oversized to accommodate future flows) ○ Water supply ○ Power supply ○ Telecoms supply • Green infrastructure as per framework plans | allow all future connections as necessary | conditions. |

Land south of the M62

8.34 Infrastructure requirements on the Land South of M62 have been considered for the whole site, rather than as parcels. . The following bullet points summarise the infrastructure requirements that must be provided on that part of the site, with further information provided in the IDP and its associated Cost Plan:

- Access junctions with the existing highway network (up to three junctions are to be provided);
- Internal highways to serve internal plots;
- Internal walking and cycling routes;
- Utilities:
 - Drainage (surface water) – The developer will need to provide a drainage layout consistent with an integrated drainage strategy for the site.
 - Drainage (foul water) – A pumping station or package treatment plant are likely to be required in addition to extension of the existing foul drainage network off site, but further discussion should be held with United Utilities to confirm.
 - Water supply.

- Power supply.
- Telecoms supply.
- Noise and air quality attenuation bund; and
- Green infrastructure as per framework plans

8.35 The trigger for the delivery of infrastructure will be the discharge of related planning obligations and/or conditions. It will be necessary for landowners and developers to collaborate and demonstrate that deliverability is not prejudiced where strategic infrastructure will be required to cross ownership boundaries..

8.36 Robust evidence will be required in support of planning applications to demonstrate that proposed technical solutions to strategic infrastructure provision will not prejudice the comprehensive development of Halsnead, and will not sterilise future development parcels.

Strategic Infrastructure (and other costs): Developer Contributions

Section 106 (S106) Planning Obligations and Section 278 Agreements

- 8.37 The Council will require contributions towards infrastructure and other items, as appropriate, through the mechanism of developer contributions secured via S 106 and S 278 legal agreements. The approach taken to apportionment of planning obligations, to be secured in the form of financial contributions, is set out below under a series of sub headings.
- 8.38 Triggers for the payment of the majority of planning obligations to the Council are presently expected to reflect a pro-rata basis – linked to dwelling units (currently based on an assumed estimated total of 1,589 units) or development of commercial floorspace (as appropriate). Exact triggers will be confirmed via pre-application discussions between the applicant(s) and the Council.
- 8.39 Planning obligations requirements are disaggregated between the Land North of the M62 and Land South of the M62 given the independent nature of these areas and the differing character of proposed development.

Land north of the M62

- 8.40 The Council's preferred approach to delivery of education, healthcare, community and leisure facilities, strategic green infrastructure, highways, public transport, and pedestrian and cyclist provision, applies a site-wide apportionment formula based on a pro-rata cost per residential dwelling built (i.e. equalised). This equates to a per plot total of £14,123 at current prices.
- 8.41 Below is an individual breakdown of these items.

Education

- 8.42 A total sum of £10.23m is sought from developers via S106 Agreement to meet the cost of delivery of a 2.5 FE primary school, a NEAP, and associated enabling infrastructure. This will be constructed on-site by the Council (or an appointed contractor) on land in the Council's ownership.
- 8.43 The Council will forward-fund delivery to ensure that the facilities are delivered in a timely manner to serve the development and support the

placemaking principles of the Garden Village. Costs will be recouped from development over time.

- 8.44 The pro-rata cost per residential dwelling built equates to £6,437 per plot. This is considered equitable given that the pressure applied to primary education services will be commensurate to the scale of development brought forward.
- 8.45 Utilising the same methodology, a contribution of £1,163 per residential dwelling is to be sought towards early years' education provision. This equates to a total of £1.85m which is equivalent to the Council's confirmed capital cost of delivery of a 65FTE nursery school and external childcare (pre-school) provision.

Health, community and leisure

- 8.46 A sum of £750 per residential dwelling is assumed as a likely contribution to be sought towards healthcare (e.g. GP) and dental facilities/services to meet an estimated total cost of provision of £1.2m

Strategic green infrastructure (GI)

- 8.47 Contributions from developers towards the physical investment in 'Tier 1' open spaces as identified in the Development Framework (Section 6) are expected as follows, with the assumption that KMBC (or a 3rd party to be confirmed by KMBC) is responsible for detailed design and delivery:

- *Park & Garden (Tier 1): capital cost*
The sum of £3.00/m² across a total area of 96,231m², which equates to a total cost of £288,694. This represents an estimate²⁴ of the capital cost for physical investment in strategic GI within Tier 1 (Park & Garden typology), which includes Big Water and adjacent woodlands²⁵. On the basis that all provision sits outside the area of acquisition by any one developer, the approach applies a site-wide apportionment formula based on a pro-rata cost per residential dwelling built (i.e. equalised), which equates to £182 per plot. This sum is an estimate only and will be subject to further refinement by the Council.

²⁴ Note: this estimate has been provided by Turley and Mott MacDonald in the absence of design, generic cost allowances or recent precedent. Further investigation will be undertaken to confirm the order of costs.

²⁵ Note: This excludes any costs towards Lickers Lane Playing Fields, the Country Park, or the pedestrian link over the M62 to the Country Park.

- Park & Garden (Tier 1): management and maintenance*

The sum of £2.00/m² across a total area of 96,231m², which equates to a total cost of £192,462. This represents an estimate of the management and maintenance obligations for strategic GI within Tier 1 (Park & Garden typology), which includes Big Water and adjacent woodlands. On the basis that all provision sits outside the area of acquisition by any one developer, the current approach applies a site-wide apportionment formula based on a pro-rata cost per residential dwelling built (i.e. equalised), which equates to £121 per plot. This sum is an estimate only and will be subject to further refinement by the Council.
- Outdoor sports provision (Tier 1)*

The sum of £930,000 is required to upgrade the Lickers Lane Playing Fields to provide access road and car parking works, playing pitch improvements and changing facilities. On the basis that all provision sits outside the area of acquisition by any one developer, the current approach applies a site-wide apportionment formula based on a pro-rata cost per residential dwelling built (i.e. equalised), which equates to £585 per plot.

Highways, Public Transport, walking and cycling

- 8.48 The cost of off-site strategic highways works reflects the need to upgrade six existing junctions and works to Tarbock Island to provide the necessary highways capacity to meet demand arising from Halsnead. This equates to a total sum of £7.72m
- 8.49 Subject to securing the necessary external funding, it is the Council's intention to forward-fund delivery and recoup costs from development via financial contributions secured through S106 Agreements over time at a pro-rata cost per residential dwelling built of £4,860
- 8.50 Whilst this can be considered equitable, based on the scale of development proposed, alternative approaches will be explored by the Council – including attributing weighting of costs to applications dependent on modelled trip generation.
- 8.51 In addition, the sum of £40,000 is to be sought from developers towards provision of bus stops and kerbs along the designated route through the site. This sum will be subject to further refinement by the Council. The approach applies a site-wide apportionment formula based on a pro-rata

cost per residential dwelling built (i.e. equalised), which equates to £25 per plot.

Other green infrastructure (GI)

- 8.52 In accordance with the Council's Developer Contributions SPD, additional contributions will also be sought from developers towards the long-term management and maintenance of other GI across the development falling within Tiers 2, 3 and 4 as identified in the Development Framework (Section 6).
- 8.53 Contributions are assumed to be apportioned according to coverage within development parcels and associated necessary land for assembly rather than equalised pro-rata. This approach will ensure that the Council secures obligations for green infrastructure directly related and proportionate to the scale of development brought forward under each planning application (rather than risk a shortfall in funds):
- *Amenity Greenspace (Tiers 2-4)*
The sum of £6.53/m² across a total area of 139,308m² (10.85ha), which equates to a total cost of £909,682²⁶.
 - *Provision for Children & Young People (Tier 2)*
The sum of £27.33/m² across a total area of 400m², which equates to a total cost of £10,932. This represents the management and maintenance obligations for the proposed LEAP to be delivered within Parcel 1(a) and is to be met by developers of Parcel 1(a).
 - *Allotments (Tier 3)*
The sum of £2.55/m² across a total area of 1,929m², which equates to a total cost of £4,919. This cost represents the management and maintenance obligations for the proposed allotments to be delivered within Parcel 2A, and is to be met by developers of Parcel 2A.
 - *Environmental corridor immediately to the north of the M62 (Tier 3)*
The sum of £10.00/m² across a total area of 35,329m², which equates to a total cost of £353,290. This represents an estimate²⁷ of the management and maintenance obligations for the structural landscaping providing noise attenuation alongside the M62 in

²⁶ Note: this excludes any costs associated with the pedestrian link to the Country Park, the Country Park itself and Lickers Lane Playing Fields.

²⁷ Note: this estimate has been provided by Turley and Mott MacDonald in the absence of generic cost allowances or recent precedent. Further investigation will be undertaken by the Council to confirm the order of costs.

Parcels 1(a), 2(a) and 3, and is to be met by developers of Parcels 1(a), 2(a) and 3.

- SuDS within the environmental corridor immediately to the north of the M62 (Tier 3)*
The sum of £10.00/m² across a total area of 26,773m², which equates to a total cost of £267,730. This cost represents an estimate of the management and maintenance obligations for the SUDs corridor delivered alongside the M62 in Parcels 1(a), 2(a) and 3. This cost is apportioned according to coverage within development parcels, and is to be met by developers of Parcels 1(a), 2(a) and 3.
- Lickers Lane Playing Fields*
Additional contributions towards the management and maintenance are not assumed to be sought by the Council and, instead, will continue to be met under the existing arrangements with Whiston Town Council.

Land south of the M62

- 8.54 Planning applications will be expected to provide financial contributions necessary to mitigate the effects of the development in accordance with the Council's adopted planning policies, and the content of this Masterplan SPD.

Green Infrastructure (GI)

- 8.55 In accordance with the Council's Developer Contributions SPD, contributions from developers towards the long-term management and maintenance of GI.

Highways, Public Transport, walking and cycling

- 8.56 This will include a contribution towards off site junction works and highways reinforcements.

Local Authority fees

- 8.57 All applicants will be expected to meet the Council's solicitor's fees for drafting and approval of necessary legal agreements associated with individual planning applications.

Local (secondary) infrastructure

- 8.58 Localised site-specific infrastructure will also be required in order to facilitate delivery of each relevant development parcel secured under individual full or reserved matters planning permissions to mitigate its own impact and ensure that the development is acceptable in planning terms. Costs, shall be borne by the developer in preparing applications and delivering the development.

Affordable Housing

- 8.59 Core Strategy Policy CS15 sets a requirement for 25% affordable housing to be provided on-site in the Sustainable Urban Extensions, including Halsnead. Affordable housing must be fully integrated and not distinguishable from the market housing provided and must be secured and delivered alongside the market housing.
- 8.60 The tenure of affordable housing will be informed by evidence regarding local housing needs, and will be provided in affordable tenures in perpetuity or in accordance with appropriate subsidy recycling arrangements.
- 8.61 A lower proportion of affordable housing will only be permitted where it is demonstrated that achieving the levels sought would render the development not economically viable, in accordance with Policy CS27.

Viability and deliverability

- 8.62 Paragraph 173 of the National Planning Policy Framework (NPPF) sets out the requirement for plans to be deliverable, paying careful attention to development viability and costs in both plan-making and decision-taking. Development should not be subject to an overbearing scale of policy burden or planning obligations that threaten their ability to be viably developed.
- 8.63 The requirements for infrastructure provision, delivery triggers and policy expectations set out within this Masterplan SPD have been considered within a viability assessment prepared in accordance with paragraph 173 of the NPPF. This assessment was undertaken at both site wide and development parcel scales, using a range of market facing assumptions about development costs and values.
- 8.64 The process included theoretical modelling for rebalancing costs between parcels to ensure both overarching deliverability of the masterplan for the site as well as assessing the potential mechanisms for achieving parity from incurring strategic infrastructure costs and planning obligations.
- 8.65 It confirms the overarching masterplan framework as illustrated in this SPD as deliverable, and provides the Council with confidence that the commercial fundamentals are sound, with the ability to provide a competitive return to both developers and landowners.
- 8.66 While it is recognised that some parts of the site are likely to face a higher infrastructure burden than others, it is not the intention of the Council to establish an equalisation framework for individual landowners and developers within this Masterplan SPD. The Masterplan SPD does however set out strategic infrastructure requirements, which will assist in this process. Parties will be expected to collaborate to bring forward the masterplan on a commercial basis and undertake their own assessments of financial viability.
- 8.67 The Council recognises that developments within Halsnead will be required to contribute significant sums to the necessary delivery of strategic infrastructure, both directly and via planning obligations secured via S106 Agreement or S278 Agreement. It will be critical that the viability of development is not undermined by this.

- 8.68 Reflecting this, the Council may be willing to make appropriate concessions where necessary and evidenced, in accordance with Policies CS15 and CS27 and the Developer Contributions SPD.
- 8.69 It will be compulsory for applicants to submit an open-book financial viability assessment during pre-application discussions or alongside the planning application.
- 8.70 This will be reviewed by the Council, using independent assessors where appropriate, to determine whether the sought variation is justified.

External funding

- 8.71 The Council is actively pursuing opportunities to access public sector funding in order to subsidise and forward fund the delivery of key strategic infrastructure. The objective is to accelerate delivery at Halsnead, by de-risking private sector investment through reducing the requirement for significant up-front capital expenditure.
- 8.72 Specifically, the Council is seeking to secure forward funding for the delivery of the new primary school. The capital cost of construction and compensation for the provision of public sector land will be recouped via planning obligations.
- 8.73 In addition, the Council is bidding for separate funding to subsidise the capital cost of off-site highways infrastructure upgrades and new access junctions with costs to be recouped via planning obligations.
- 8.74 Where infrastructure funding is provided by an external body, and where appropriate, the Council will include a clause in the legal agreement between the applicant and the Council to off-set or reimburse payments to ensure that the correct proportion of the relevant contribution is paid by the applicant.

Planning Application Requirements

- 8.75 It is recognised that due to the number of landowning parties across the site and the various individual anticipated timescales for submitting proposals, it is not practical to expect delivery of the Halsnead Garden Village Masterplan as one planning application.
- 8.76 Notwithstanding, the Council would support and encourage a smaller number of large-scale applications across the site in order to support the co-ordination and delivery of common and strategic infrastructure.
- 8.77 To achieve the outcome of a well-planned, integrated place with phased infrastructure delivery the Council expects applications to be brought forward in accordance with the Development Framework (Section 6). Proposals should also show how they have had regard to the Masterplanning Guidance set out in Section 7.

Pre-application

- 8.78 Applicants are strongly encouraged to engage with KMBC at an early stage of the application process and share details of their development schemes in accordance with this SPD. They should prepare masterplans for their proposed development area to be shared at pre-application stage that:
- Reflects the requirements and guidance of the Council's Masterplan SPD in planning for part of the site;
 - Clearly set out a detailed development structure based on further site survey work and design analysis;
 - Provides a clear and common design framework reflecting character area guidance and ensuring implementation of the Garden Village principles;
 - Provides a clear infrastructure delivery plan, delivery sequence and development trajectory (including identifying any shared infrastructure requirements with other sub-areas in the masterplan) to inform S106 requirements and to assist the Council in co-ordinating the development;
 - Ensures earlier phases do not prejudice or compromise later phases and support comprehensive development, delivery and a joined up approach; and
 - Identifies any cumulative impacts that require assessment as part of the EIA process.

8.79 This pre-application material should communicate the following;

- Land use strategy;
- Access and movement strategy (including application of street hierarchy and related design principles);
- Urban design framework (including built form, densities, heights, frontages, focal points, vistas, etc.);
- Architectural detailing (materials, colour palettes, boundary treatments);
- Car parking strategy;
- Infrastructure delivery strategy including drainage strategy and related plans; and
- Delivery sequence and trajectory.

Public consultation

8.80 The meaningful involvement of local people and stakeholders has played a fundamental role in inform this SPD and shaping of Halsnead Garden Village.

8.81 Applicants are strongly encouraged to maintain effective and meaningful public consultation to inform their planning application proposals. A consultation strategy should be agreed in advance with the Council in accordance with the Statement of Community Engagement.

Design review

8.82 The preparation of the Halsnead Masterplan SPD included a design review by the Places Matter! Design Review Panel.

8.83 To ensure that the quality of design remains consistently high and meets the vision for a Garden Village and objectives throughout the delivery programme, applicants are encouraged to liaise and submit their proposals for further design review prior to the submission of a planning application.

Planning application

8.84 Individual developers will scope the detail of their respective planning applications with Council officers through the pre-application stage. The detailed scoping of applications will be undertaken against national and local application validation checklists and the specific requirements of the respective sites.

Planning Performance Agreements

- 8.85 The use of Planning Performance Agreements for all applications, including the pre-application masterplan work, is encouraged by the Council to ensure a collaborative and consistent approach and co-ordinate the application process, project management and support quality outcomes.

Environmental Impacts Assessment

- 8.86 Each applicant will need to prepare a detailed EIA for their red line boundary and a high level EIA for the whole Halsnead scheme, assuming it would be completed in accordance with the masterplan. This should also consider possible cumulative effects from other nearby schemes.
- 8.87 Previous SEA (associated with the Core Strategy and Masterplan SPD) and EIA work associated with early planning applications, along with the Council's own evidence base, will be available for applicants to draw upon.

Supporting documents

- 8.88 A preliminary list of information to be submitted as part of the planning application process is provided in Table 8.2 below. This list is not exhaustive and further requirements may be identified as a result of pre-application discussions. Some elements may be more appropriately submitted at reserved matters stage.
- 8.89 The Council expects that while existing evidence used to prepare the Masterplan SPD may be referenced, applicants should fully review and update technical studies to support individual development proposals.

Table 8.2 Preliminary list of planning application requirements

| Formal application documents |
|--|
| 1. Planning application form and appropriate fee |
| 2. Description of Development and Schedule of Uses |
| 3. Parameter Plans (subject to EIA) |
| 4. Design Principles (summary of DAS) |
| 5. Proposed Heads of Terms for s106 agreement |
| 6. EIA conclusions and mitigation measures |
| 7. Implementation proposals |

Supporting information

1. Planning Statement, including housing delivery trajectory
2. Design and Access Statement
3. Illustrative Layout
4. Environmental Statement and non-technical summary
5. Transport Assessment and Travel Plan
6. Affordable Housing Statement
7. Flood Risk Assessment
8. Ecological and Tree Surveys
9. Archaeological Assessment
10. Noise Assessment
11. Air Quality Assessment
12. Landscape and Public Open Space / Green Infrastructure Strategy Plan
13. Sustainable Drainage Strategy
14. Land Contamination & Ground Conditions Assessment
15. Construction Management Plan
16. Heritage Statement
17. Utilities Report
18. Community Facilities Strategy
19. Statement of Community Engagement
20. Energy, Waste and Water Strategies
21. Viability Appraisal and independent review
22. Infrastructure Delivery Plan for relevant area

Appendices

Appendix 1

Development Plan policies relevant to this SPD

Core Strategy

- Policy CS1: Sustainable Development
- Policy CS2: Development Principles
- Policy CS3: Housing Supply, Delivery and Distribution
- Policy CS4: Economy and Employment
- Policy CS5: Green Belt
- Policy CS7: Transport Development
- Policy CS8: Green Infrastructure
- Policy CS15: Delivering Affordable Housing
- Policy CS16: Specialist and Supported Accommodation
- Policy CS17: Housing Size and Design Standards
- Policy CS19: Design Quality and Accessibility in New Development
- Policy CS20: Managing the Borough's Historic Environment
- Policy CS21: Green Spaces and Trees
- Policy CS22: Sustainable and Low Carbon Development
- Policy CS24: Managing Flood Risk
- Policy CS27: Planning and Paying for New Infrastructure

Saved Knowsley Replacement Unitary Development Plan

- Policy EC6: Tourism and Cultural Development
- Policy T5: Location of Major Traffic Generating Development
- Policy T7: New Development and Walking and Cycling Routes
- Policy T8: Transport Assessments
- Policy T9: Travel Plans
- Policy T10: Access for the Less Mobile
- Policy OS7: Educational Uses
- Policy DQ2: Security in the Build Environment
- Policy DQ3: Gateway Sites and Corridors
- Policy DQ4: Trees and Development
- Policy ENV2: Noise and Vibration
- Policy ENV3: Light and Pollution

Joint Merseyside and Halton Waste Local Plan

- Policy WM8: Waste Prevention and Resource Management
- Policy WM9: Sustainable Waste Management Design and Layout for New Development

Appendix 2

Local Plan Core Strategy Policy SUE2c

Knowsley Local Plan: Core Strategy January 2018

Policy SUE2c: Sustainable Urban Extension – South of Whiston and Land South of M62

- 7.28** The South Whiston and Land South of M62 Sustainable Urban Extension is allocated on land to either side of the M62 and covers approximately 187 hectares in total gross area. This is the largest Sustainable Urban Extension identified in the Core Strategy¹⁰⁷.

Policy SUE2c

Sustainable Urban Extension – South of Whiston and Land South of M62

Overall development strategy

- 1) The comprehensive development of Land South of Whiston and Land South of the M62 will be supported. The sites are allocated for:
 - a) New housing development (north of the M62) comprising approximately 1,500 dwellings, to provide a wider choice of housing;
 - b) New employment development (south of the M62) comprising at least 22.5 hectares of logistics, storage and distribution uses (within Use Class B8) or other appropriate employment uses within the Liverpool City Region key economic sectors subject to application of the sequential and impact tests (where required under [Policy CS4](#)); and
 - c) A country park within the broad extent of the former Cronton Colliery including public open space and the creation of associated footpaths, cycle ways and bridleways.

Specific Development Requirements

- 2) In addition to meeting the generic guidance in [Policy SUE2](#), proposals for residential and/or employment development at South Whiston and Land South of the M62 should deliver (in no order of priority):
 - a) Safe and convenient highways access for the sites together with a well connected internal road system and traffic mitigation measures, including any measures needed to address the impact of the development on traffic generation in the wider area;
 - b) Provision for public transport, walking and cycling, which enhance linkages within the area and surrounding areas including linkages to the former mineral railway line linking Cronton Colliery and Stadt Moers Park and to Whiston railway station;
 - c) Public Open Space (POS) within a wider Green Infrastructure network

¹⁰⁷ Although these sites have been removed from the Green Belt as separate allocations by Policy SUE1 (and in Appendix E), their strategic importance to the district combined with the shared infrastructure requirements which will arise from development means that they have been dealt with as a single Sustainable Urban Extension by Policies SUE2 and SUE2c.

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integrating with existing POS, recreational assets, areas of ecological value and the Whiston to Cronton strategic green link (see [Policy CS8: Green Infrastructure](#)); and

d) Key infrastructure and services, including consideration of requirements for new local retail provision and a primary school of appropriate scale to meet needs arising from the site, and/or appropriate financial contributions to meet these needs off-site.

3) Further details of these requirements will be set out in the Supplementary Planning Document for this site referred to in [Policy SUE2](#).

| Policy Links for SUE2c | | | |
|-----------------------------------|---|----------------------------------|--------------|
| Core Strategy Policy Links | SD1; CS1–CS8; SUE1; SUE2; CS15–CS27 | Strategic Objective Links | SO1–SO3; SO8 |
| Document Links | SPDs as appropriate; Monitoring Report. | | |
| Delivery Mechanisms | Further detail on policy delivery mechanisms is included at Appendix D. | | |

Developability and Constraints

- 7.29 The Green Belt and Sustainable Urban Extensions Technical Reports assess the physical and planning constraints affecting the South Whiston and land south of M62 Sustainable Urban Extension. The reports identify an indicative development capacity of approximately 1,500 dwellings at South of Whiston and 22.5 hectares of employment land at Land South of M62. These capacity estimates take account of constraints within the site allocation including Local Wildlife and Geological Sites. The extent of these designations and the findings of up to date ecological assessments will be considered by the master planning process.
- 7.30 The north eastern part of the land South of Whiston includes Fox’s Bank Lane Cemetery and a wider area with scope for use as expansion land for the cemetery (part of which already has planning permission for this use). All the cemetery expansion land has currently been excluded from the indicative developable area although the extent of the potential future cemetery expansion will be reviewed in the Council’s proposed Supplementary Planning Document. There may be scope for the indicative dwelling capacity to be increased as a result. The detailed master plan for this Sustainable Urban Extension must also take account of the potential need for off site highway and other transport improvements, additional schooling capacity, local shopping needs and other infrastructure needs connected with a development of this scale on this site.

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