

Supplementary Planning Document East of Halewood

Consultation Draft

February 2019

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Information

This draft Supplementary Planning Document has been prepared by Knowsley Council's Local Plan Team and Major Development Team, based on work for the Council by Cushman & Wakefield (formerly DTZ) Manchester.

Using this document

Please see the information in section 1 of this document, which explains the preparation and status of this draft Supplementary Planning Document.

Contact information

Consultation materials are available online:

<https://consultations.knowsley.gov.uk/>

For further information about the public consultation or the planning policy requirements for the sites please, or advice on submitting a planning application, please contact Knowsley Council's Major Development Team:

✉ eastofhalewood@knowsley.gov.uk
☎ 0151—443 4031

For advice on building regulations and technical requirements in new developments, please contact Knowsley Council's Building Control Team:

✉ bcsubmissions@knowsley.gov.uk
☎ 0151—443 2380

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1 The role and purpose of the SPD

East of Halewood– Supplementary Planning Document

This Supplementary Planning Document (SPD) sets out Knowsley Council's development, design and infrastructure requirements for the East of Halewood Sustainable Urban Extension (SUE) site. The SPD provides a framework for the preparation of a detailed masterplan, and will help landowners and developers comply with the Council's policy requirements in preparing planning applications for the site.

As set out in Core Strategy Policy SUE2, proposals for development will only be granted planning permission where they are consistent with a single detailed Council-approved masterplan for the whole of the Sustainable Urban Extension site.

Approval of the masterplan in line with the Core Strategy policy and this SPD will be by a decision of the Council's Planning Committee.

The need for the SPD

- 1.1. Since the Knowsley Partnership published the borough's first Sustainable Community Strategy (SCS) in 2008, the vision for Knowsley has been to become 'the borough of choice'. This means that we will have:
- Attractive, sustainable neighbourhoods with a wide choice of housing and excellent community facilities;
 - Vibrant and welcoming town centres;
 - Residents and local communities who are able to make positive lifestyle choices;
 - High quality employment areas which help to drive economic growth in the Liverpool City Region; and
 - Narrowed the gap in deprivation levels, both between different parts of the borough and between Knowsley and elsewhere.¹

The Sustainable Community Strategy has since been updated, but the vision remains at the heart of the Council's strategies.

- 1.2. The Local Plan: Core Strategy (adopted in January 2016)² sets out the strategic spatial framework for the growth and development of Knowsley to 2028 and beyond, and seeks to ensure that the population and economic growth the borough needs is captured in an appropriate and sustainable way.

¹ Knowsley Sustainable Communities Strategy (2008) and Update (2013), available online via Core Strategy Examination Library at www.knowsley.gov.uk/localplan

² Available online via www.knowsley.gov.uk/localplan.

1.3. As part of preparing the Core Strategy, and ensuring that the borough has an adequate supply of housing and employment land to meet long-term development needs³, the Council carried out a review of Green Belt boundaries (which had first been set in 1983). When the Core Strategy was adopted, ten sites across the Borough were removed from the Green Belt and allocated as *Sustainable Urban Extensions* (SUEs)⁴ to provide additional land for development during and beyond the Local Plan period. The three largest and most complex of these—South Whiston and Land South of the M62⁵; East of Halewood, and Knowsley Lane, Huyton—will make the most significant contribution to delivering the Local Plan and growth objectives, and the Council has prepared a series of SPDs to guide their development⁶.

1.4. This SPD relates to the East of Halewood SUE site, as shown in Figure 1.1 below.

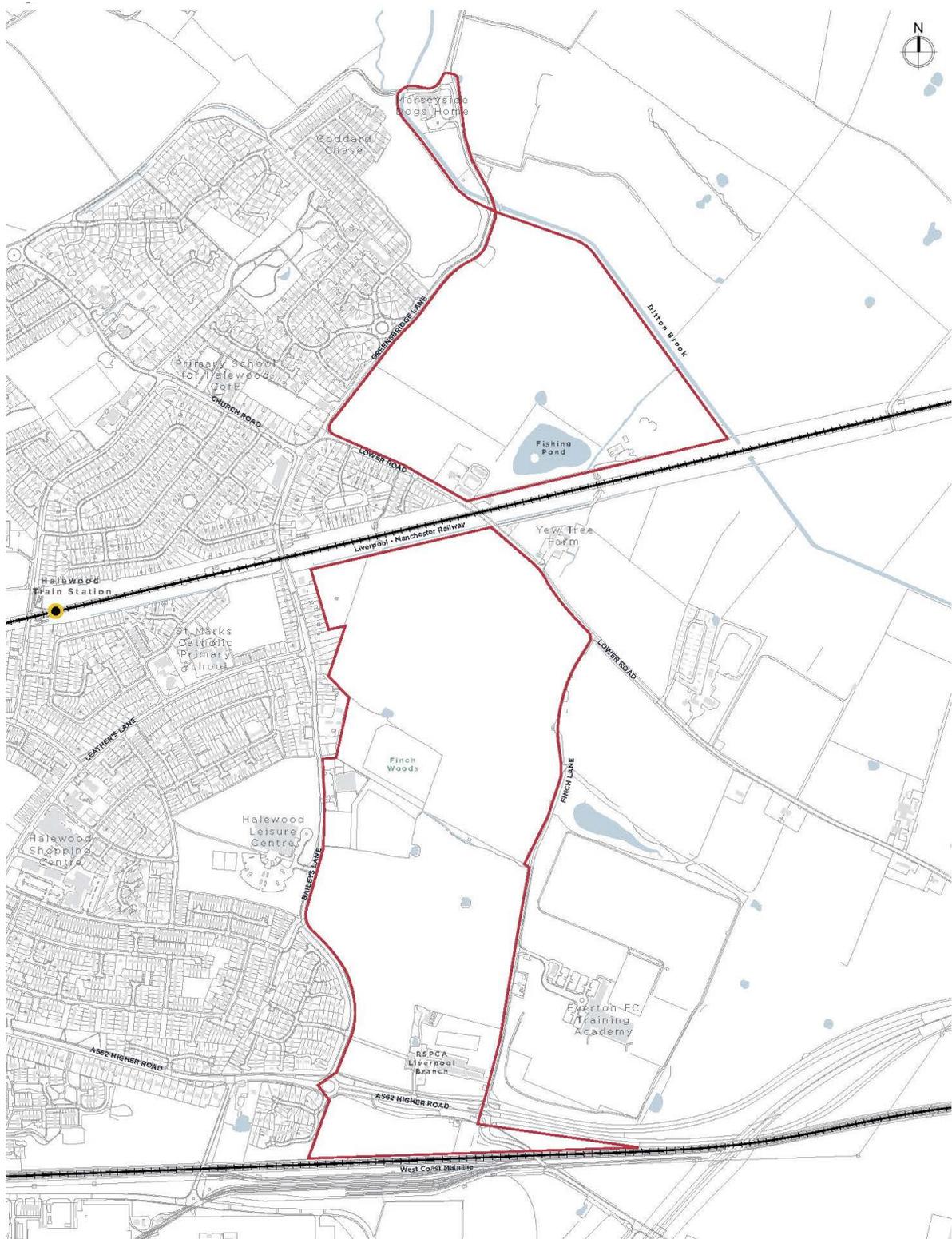
³ More detail on the role of the Green Belt and its review is set out in Core Strategy Policy CS5: Green Belt and Policy SUE1 Sustainable Urban Extensions and Safeguarded Land.

⁴ One of these sites, at Knowsley Village, is identified as 'safeguarded land' for beyond the plan period – in other words, it *may* be allocated as a housing site for development after 2028 in a future plan.

⁵ Core Strategy Policy SUE1 identifies *South of Whiston* and *Land South of M62* as separate sites, but they are dealt with together by Policy SUE2c and in the SPD for that site. The two sites are now referred to as Halsnead Garden Village.

⁶ The other SPDs are available online via www.knowsley.gov.uk/localplan.

Figure 1.1: Site plan



Not to scale. © Crown Copyright Knowsley MBC 100017655.2019

The role of the SPD

- 1.5. This SPD builds on the adopted Core Strategy policies—in particular Policies SUE2 and SUE2b—to provide further design, development and infrastructure guidance. This sets the framework for the preparation of a masterplan and planning applications which meet the Council’s policy and infrastructure requirements. The SPD is a ‘material consideration’ in determining any planning application on these sites (in other words, an application’s conformity with this document will be one of the factors taken into account when the Council is making a decision on a planning application).
- 1.6. This site presents a significant opportunity to secure high quality housing for Knowsley. In view of this, the Council requires that a comprehensive approach is taken to the planning and delivery of development on the sites. Policy SUE2 of the Core Strategy is clear that development proposals **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 for the site will need to be approved by the Council’s Planning Committee. The document—which must of course accord with the borough’s Development Plan policies as well as this SPD—may be submitted before or alongside the planning applications.
- 1.7. This SPD explains the Council’s vision for the site, describes the wider area and spatial context, and sets out general planning, design and highway principles as guidance for subsequent masterplanning and planning applications.
- 1.8. The document also includes (in [Chapter 4](#)) a Spatial Development Framework (SDF) – see Figure 4.1. This sets out the principles and criteria based on which a detailed masterplan for the whole site will be prepared, and against which any subsequent planning applications will be assessed.

How the SPD has been prepared

- 1.9. This SPD has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012⁷. It does not introduce any new policies or allocate land for development, but provides further detail and guidance for existing policies within the adopted Core Strategy.
- 1.10. The SPD has been prepared through a process involving external stakeholders, including landowners and developers with development options, as well as identified statutory agencies and utility providers, with the aim of balancing aspirations and objectives so that development is able to come forward comprehensively over the course of the plan period.
- 1.11. The following key stages of work have shaped the SPD:

⁷ Available online at <http://www.legislation.gov.uk/uksi/2012/767/contents/made>

- Identifying the parameters and compiling the evidence base
- External Stakeholder Engagement Part 1 – to communicate the purpose of the SPD and scope the key site constraints, parameters, and issues.
- Vision, issues and options
- External Stakeholder Engagement Part 2 – to share the emerging SDF options
- Refining the options to arrive at a preferred SDF
- Preparing the SPD

This is the public consultation version of the SPD – changes may be made before the final version is adopted. The final adopted version of this SPD will be published, alongside the other adopted SPDs, on the Council's website at

<http://www.knowsley.gov.uk/residents/building-and-planning/local-plan/adopted-documents/supplementary-planning-documents>.

Sustainability Appraisal, Habitats Regulation Assessment, and other strategic assessments

- 1.12.** This SPD is, alongside the evidence base which supported preparation of the Core Strategy⁸, the starting point upon which more detailed environmental, ecological and geo-physical works should be carried out in order to meet the requirements of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011.
- 1.13.** European Directive 2001/42/EC ('the SEA Directive') requires a formal environmental assessment (known as a Strategic Environmental Assessment or SEA) to be carried out for certain plans and programmes which are likely to have significant effects on the environment⁹. To meet the requirements of the directive, a public body implementing the plan or programme must prepare an environmental report in which the likely significant effects on the environment, and reasonable alternatives taking into account the objectives and geographical scope of the plan, are identified, described and evaluated.
- 1.14.** A full Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) was prepared for the Knowsley Local Plan Core Strategy. In addition, a separate screening opinion was undertaken of an early version of this document, which assesses the need for an individual SEA for this specific document.
- 1.15.** The SEA Screening Opinion, prepared for the Council in 2016, concluded that the impacts of this SPD would not go beyond those already considered in preparing the parent Core Strategy, and that there is consequently no need for additional assessments to be carried out.

⁸ Core Strategy evidence base available online via www.knowsley.gov.uk/localplan.

⁹ More information available online at <http://ec.europa.eu/environment/eia/sea-legalcontext.htm>.

- 1.16.** The need for Habitats Regulation Assessment (HRA) is set out within Article 6 of the EC Habitats Directive 1992, and interpreted into British law by the Conservation of Habitats & Species Regulations 2010. The ultimate 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’¹⁰.
- 1.17.** The Habitats Directive applies the precautionary principle to protected areas. Plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the sites in question. A HRA screening was carried out for an early draft of East of Halewood SUE SPD in 2016 by Merseyside Environmental Advisory Service and Aecom. This concluded that it does not present any potential for project-specific impacts that were not identified during the HRA of the Local Plan Core Strategy. Screening for the Core Strategy identified the need to carry out bird surveys to support applications for development on or adjoining arable fields within this site, given its proximity to the Mersey Estuary Special Protection Area/Ramsar site¹¹, and **box EH10 within this document contains a requirement to this effect.**
- 1.18.** The early SEA and HRA screening documents are available alongside this draft SPD on the Council’s website:
- <https://consultations.knowsley.gov.uk/>
- 1.19.** The changes made to this SPD since these screenings were undertaken are considered to be relatively minor in nature, and are extremely unlikely to alter the conclusions of the screening process. Nonetheless, the screening documents will be revisited during the consultation period for this draft SPD, with final versions being prepared to accompany the adoption version of the East of Halewood SPD.
- 1.20.** Developers should also consider the likely need to carry out other strategic assessments, such as an Environmental Impact Assessment and Health Impact Assessment, at the planning application stage. The Council will be able to provide advice on this and other supporting information needed for a planning application.

¹⁰ Habitats Directive, Article 2(2)

¹¹ East of Halewood SUE Consultation Draft SPD – HRA Screening; AECOM, January 2016 (paragraph 4.1.2)

2 About the site

Introduction

- 2.1** This section of the SPD describes the East of Halewood site and its background, sets out the Council's overall vision and objectives for development, and the principal constraints and opportunities which development proposals will need to address.
- 2.2** The East of Halewood site area covers just over 80 hectares and is mainly farmland, although there are existing occupiers including an RSPCA home, Merseyside Dogs Home, and Finch Woods Academy, a specialist school for 11—16 year olds with social, emotional, mental health and behavioural difficulties¹². There are also some small woodlands within the site, including the public open space known as Finch Woods. In the northern part of the site, some land lies within flood zones 2 and 3.
- 2.3** The potential residential capacity of the site as stated in the Core Strategy was calculated through the Council's Green Belt Technical Report¹³ although this has been refined through the process of preparing this SPD. It is anticipated that this area will be further refined through the preparation of the site-wide masterplan that all planning applications will use as their reference point.
- 2.4** The SUE is bounded by Higher Road to the south, Baileys Lane to the west, Finch Lane to the east and Ditton Brook to the north. The site is divided into four parcels:
- Land to the south of Higher Road, bounded by the West Coast Main Line
 - Land between Lower Road and Higher Road, bounded by Baileys Lane and Finch Lane
 - Land north of the TransPennine railway, south of Ditton Brook and east of Greensbridge Lane
 - Land to east of Goddard Chase, north of Ditton Brook and south of Greensbridge Lane.
- 2.5** The development site is served by four principal roads:
- Higher Road
 - Baileys Lane
 - Greensbridge Lane
 - Lower Road
- 2.6** The site offers excellent connections to the Liverpool City Region and beyond, and is prominently located at the gateway to Halewood and the wider South Liverpool area. It is close to the motorway network which links it to the rest of the country (M57 and M62 via A5300 Knowsley Expressway, and the Mersey Gateway bridge which offers

¹² School website: <http://finchwoodsacademy.co.uk/>

¹³ Knowsley Local Plan: Core Strategy Technical Report - Green Belt available online at http://www.knowsley.gov.uk/pdf/TR03_GreenBelt-Technical%20Report-Submission13.pdf

a substantially improved journey to the M56). It is also only 10–15 minutes' drive from Liverpool John Lennon Airport for international connections.

The Vision for the East of Halewood

- 2.7** The East of Halewood site will become a desirable residential community serving South Liverpool and the wider Liverpool City Region area, and will demonstrate excellence in quality of design, construction, environmental standards and public realm.
- 2.8** The site will act as a gateway to Knowsley, and new buildings, landscaping and public green spaces will be of a quality which demonstrates and supports the borough's growth and investment potential.
- 2.9** The site will be well-connected to existing shops, services and amenities in Halewood, and will make a contribution to the future sustainability and growth of the township.

Development Objectives

- 2.10** The principal objectives for development on the East of Halewood are to:
- Deliver high-quality and aspirational homes which enhance housing choice in Halewood and the wider South Liverpool housing market area;
 - Create welcoming and impressive built and natural environments which help support Knowsley's and the Liverpool City Region's growth ambitions;
 - Deliver well-connected, multi-functional green spaces (with roles including ecology, drainage, recreation, connectivity and health) throughout the development;
 - Create a legible movement framework which capitalises on existing road and public transport infrastructure, ensures access for all, and which supports and promotes the use of sustainable means of transport, particularly for short local journeys;
 - Provide expanded school and health care capacity – to be determined according to levels of housing provision proposed – to meet demand arising from the new development.
- 2.11** To help achieve these objectives, the development proposals should focus on two strategic areas in particular:

Rebalancing the housing offer

- 2.12** To support the Core Strategy priority of rebalancing the Borough's housing stock, the principal focus for housing development within this site should be on providing a range of homes to serve the higher end of the market. However, the size and scale of the development opportunities offered by this site mean that the Council will still expect to see a full range of housing typologies offered across the site, including provision of affordable housing.

Providing a quality environment

- 2.13** To support the Core Strategy’s objectives of promoting quality of place, and supporting and strengthening Green Infrastructure, open spaces and green links should provide corridors for wildlife, for sustainable movement and for sustainable drainage, and connect existing green spaces within and around the site.

EH1: Vision and objectives

- 1) The East of Halewood masterplan and subsequent development proposals must demonstrate how they deliver the strategic objectives set out in the Vision and Development Objectives for the site (paragraphs 2.7 to 2.13 above).

Constraints and Opportunities

- 2.14** The SUE Allocation Profile for East of Halewood can be found in Core Strategy Appendix E. This includes a summary assessment of the key opportunities and constraints for the site.
- 2.15** Figure 2.1 below provides further detail, identifying the high level physical constraints and opportunities that development on the SUE must respond to. It defines important site specific features and assets that are broadly referred to in Core Strategy Policies SUE2 and SUE2b within the site itself and its immediate surroundings.
- 2.16** The East of Halewood site is influenced by existing and proposed land uses in the surrounding area:
- The existing Halewood residential area to the west, which is well-established and provides a mix of housing types, as well as a variety of facilities including sports, leisure, education, health and shopping. Notably, Halewood Leisure Centre sits directly adjacent to the site, on Baileys Lane. A small number of residential and commercial premises lie to the east of the site.
 - Immediately to the north west of the East of Halewood site, Countryside Properties’ Goddard Chase development has provided 113 new homes on the site of the former Bridgefield Forum Leisure Centre.
 - Finch Farm (Everton Football Club’s training and academy complex), which is located to the east, and has planning permission for future expansion¹⁴. The existing and proposed Astro turf pitches are floodlit to allow for evening use.
 - As well as the Ditton Brook and Netherley Brook Local Wildlife Sites (which run through and along the boundary of the northern part of the site) there are other Local

¹⁴ Knowsley Council application reference 14/00665/FUL – information available online at <https://planapp.knowsley.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NCGD39IX0IW00>

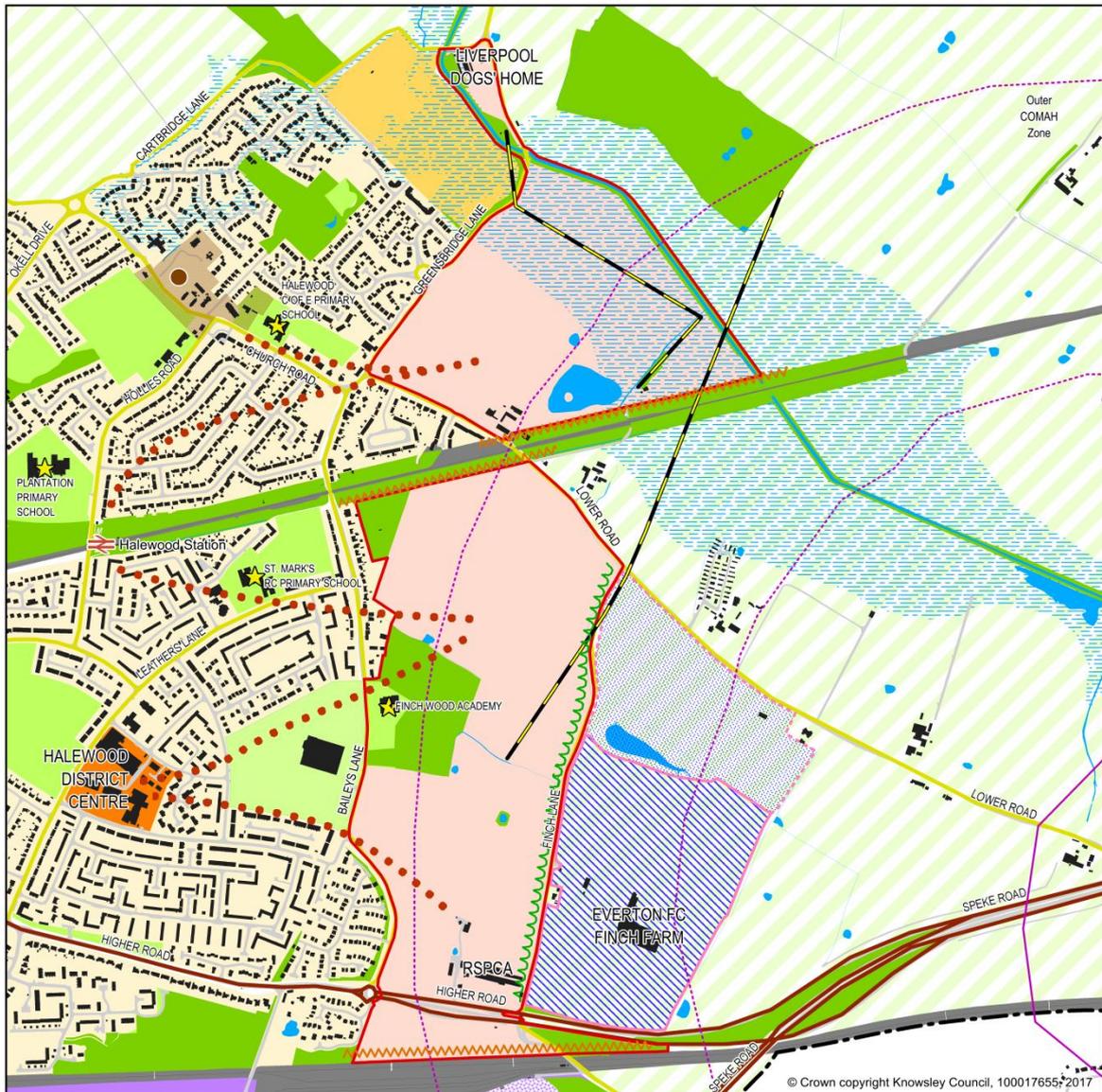
Wildlife Sites (Cartbridge Lane Wood, Green's Bridge Plantation, and Crab Tree Rough) close by. The wider Ditton Brook corridor is identified as a Nature Improvement Area within the Liverpool City Region's Ecological Network.

2.17 The key characteristics of the existing East of Halewood site include the following:

- The East of Halewood site itself is mainly agricultural fields. The site also includes a small number of other uses, including the RSPCA centre (north of Higher Road) and the Merseyside Dogs Home (west of Greensbridge Lane). The site also encompasses the Finch Woods Academy and the surrounding Finch Woods public green space. A number of residential properties, a private fishing lake and a United Utilities pumping station also sit within the largest northern parcel of the site.
- A significant proportion of the northern section of the site comprises Flood Zones 2 and 3 meaning that all development within this section will need to be the subject of a site-specific flood risk assessment.
- The Liverpool–Warrington (TransPennine/Cheshire Lines) railway runs west–east and separates the two main parcels of the site, while the Liverpool branch of the West Coast Mainline forms one of the boundaries at the southern end of the site.
- There is a range of utilities provision and easements across the site, including sewers and overhead power lines as shown in Figure 2.1 (note that there may be other utilities infrastructure not shown on the map).
- The site contains a Grade II Listed Building – the grave of Blackie the war horse; this sits within the north west of the current RSPCA site, adjacent to Baileys Lane.

2.18 The site's proximity to the Vertellus site (formerly, and still locally, known as Pentagon Fine Chemicals) means that it is within the Health and Safety Executive (HSE) COMAH safeguarding zones (Control of Major Accident Hazards). The eastern section of the site is within the 'Outer Zone', meaning that development of nurseries, schools and residential institutions in this location is restricted where proposals are for a site greater than 1.4ha.

Figure 2.1: Opportunities and constraints map



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- | | | |
|--|---|---|
| Sustainable Urban Extension boundary | Borough boundary | Flood Zone 3 (from Environment Agency data) |
| Existing residential areas | Countryside Properties' 'Goddard Chase' development | 'A' roads |
| Employment areas | Employment development land | Other significant local roads |
| Halewood District Centre | School | Overhead power line (only lines crossing site included) |
| Urban greenspaces | Priority Habitats and Local Wildlife Sites | Outer boundary of COMAH Zone |
| Halewood Leisure Centre | Sensitive edge to EFC academy | Edges susceptible to noise impact |
| Conservation Area | Listed building | Key pedestrian/cycle demand |
| Green belt (only shown within Knowsley) | Railway line | |
| Everton FC Finch Farm training centre - existing | Railway station | |
| Everton FC Finch Farm training centre - possible expansion | | |

3 Policy Context

Introduction

- 3.1** This chapter explains how the SPD has been guided by planning policy at the national and local level. It provides guidance for developers and applicants on how Knowsley Council interprets these policies for individual development proposals for the East of Halewood site.

National Policy

- 3.2** This SPD has been prepared in accordance with the Revised National Planning Policy Framework 2018 (NPPF). National policy outlines the role of SPDs as providing further detail to the policies in the development plan; they are capable of being a material consideration in planning decisions.
- 3.3** Reflecting the Local Plan's allocation of the site, the revised NPPF states that the supply of large numbers of new home can often be best achieved through planning for larger scale developments provided they are well located and designed, and supported by the necessary infrastructure and facilities.
- 3.4** The NPPF also sets out the government's policies for securing good design in the built environment. These principles are also at the heart of this SPD's planning and design requirements, and will need to be reflected in the site specific masterplan for East of Halewood.

City Region Context

- 3.5** Knowsley sits at the heart of the Liverpool City Region (LCR), and the Council works alongside the other city region local authorities—Halton, Liverpool, St. Helens, Sefton and Wirral—to develop strategy and deliver growth. The city region's Local Enterprise Partnership¹⁵ was formally established in 2012 and in 2014 the Liverpool City Region Combined Authority was established to bring strategic decision making into a single body.
- 3.6** The Liverpool City Region Growth Plan¹⁶ high-level objectives and economic priorities include supporting GVA growth and creating private sector jobs¹⁷, investing in major employment sites¹⁸, as well as improving the city region's housing offer¹⁹. It identifies the economic vision for the sub-region that will guide the £2 billion

¹⁵ <http://www.liverpoollep.org/>

¹⁶ <http://www.liverpoollep.org/wp-content/uploads/2015/06/wpfd-final-growth-plan-and-strategic-economic-plan-portrait.pdf>

¹⁷ Growth Prospectus 1.1.6

¹⁸ Growth Prospectus 2.1.8, 7.2 fourth point

¹⁹ Growth Prospectus 2.1.8, 7.2 fifth point

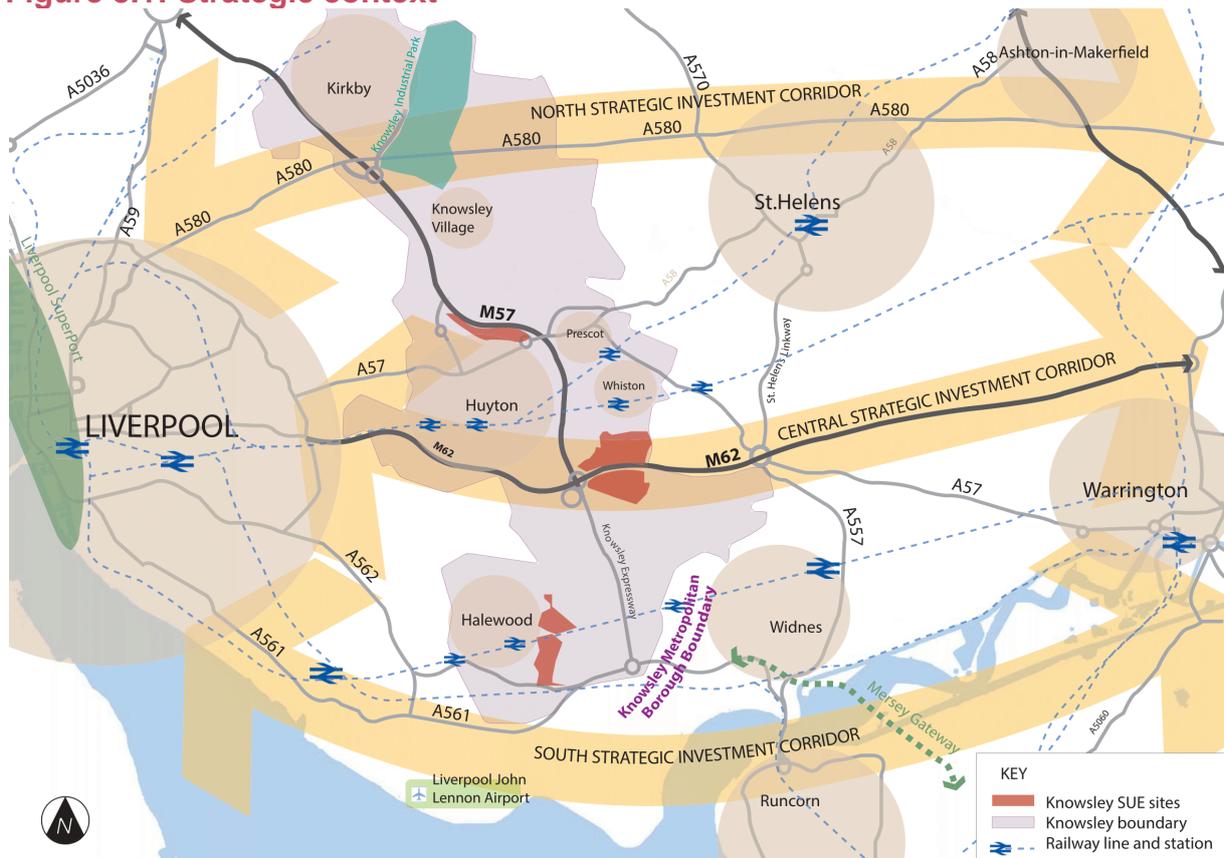
investment²⁰ allocated to the Liverpool City Region Growth Fund over the next twenty years.

- 3.7** Knowsley will make a major contribution to the delivery of the Growth Plan objectives, and of course is also seeking to draw the maximum benefit from development and growth across the city region.
- 3.8** The Council has identified three Strategic Investment Corridors—North, Central and South—which emphasise and build on links between Knowsley and wider strategic investment sites and areas including Liverpool SuperPort, Liverpool Waters, Liverpool Airport, Mersey Multi-Modal Gateway (3MG), and Omega, These corridors—shown in Figure 3.1 below—host the key sites and projects, covering employment and skills, housing and transport, which are at the core of the Council’s integrated approach to economic development.
- 3.9** The Knowsley Place Board was established in 2014 to help promote the Borough’s true potential and the ‘Discover Knowsley’ website provides more information about the strategic advantages of Knowsley as a place to live, work and invest²¹.
- 3.10** The East of Halewood site, along with the other SUE sites in Knowsley are vital to the Council’s ambitions for economic growth, quality of place and quality of life, and the Council expects that the masterplans and planning applications for these locations will demonstrate how development will contribute to these strategic aims.
- 3.11** The East of Halewood site lies at the heart of the Southern Investment Corridor and can make a major contribution to the strategic development of this corridor within the Liverpool City Region context. The East of Halewood presents a real opportunity to improve the profile and image of Knowsley at a principal gateway to the Borough, particularly in its interface with both Liverpool and Halton districts and this must be achieved.
- 3.12** Given the proximity of East of Halewood to the South Liverpool housing market, there is potential to connect into this well established and attractive residential offer. There are also opportunities for the new housing at East of Halewood to connect with existing areas of economic activity and growth, including Jaguar Land Rover and the employment areas around Liverpool Airport, Liverpool City Centre, 3MG and Daresbury Enterprise Zone in Halton. The recent completion of the Mersey Gateway bridge, which has significantly improved cross-river linkages in the eastern part of the Liverpool City Region, and the forthcoming completion of the Halton Curve rail link will make it easier to access opportunities further afield, for example in the wider ‘Atlantic Gateway’ area, and in Cheshire and North Wales.

²⁰ <https://www.liverpoollep.org/wp-content/uploads/2015/06/wpid-final-growth-plan-and-strategic-economic-plan-portrait.pdf>

²¹ <http://www.discoverknowsley.co.uk/>

Figure 3.1: Strategic context



Knowsley Local Plan

- 3.13** The Knowsley Local Plan Core Strategy was adopted in January 2016. It sets out the strategic framework for growth and development over the period to 2028, and allocates large strategic development sites (in the form of Sustainable Urban Extensions).
- 3.14** Core Strategy Policy CS5 explains the reasons for the removal of the SUE sites from the Green Belt, and Policy SUE1 identifies the sites now allocated for development (and one additional site safeguarded for future housing development beyond the plan period). Policy SUE2 and Policies SUE2a to SUE2c set out the development principles for the SUE sites. Policy SUE2b deals specifically with the East of Halewood site. For ease of reference, these policies are included in this document as Appendix A.

Requirement for a masterplan

- 3.15** Policy SUE2 is clear that proposals for development on the three largest SUE sites will only be granted planning permission where they are consistent with a single detailed Council-approved masterplan for the whole of the SUE site. The masterplan should accord with the adopted Local Plan policies and this SPD, and may be submitted prior to or with the planning applications.

3.16 Knowsley's Local Plan must be read as a whole, and this SPD only covers the key matters relating to the East of Halewood SUE site. A list of the other most relevant Local Plan policies, including those within the Core Strategy, as well as the Joint Waste Local Plan and the Saved Policies of the Knowsley Replacement Unitary Development Plan, is included as [Appendix B](#).

EH2: East of Halewood masterplan

- 1) A masterplan will be prepared for the East of Halewood, which conform with the strategic objectives (EH1) and other requirements (EH3–EH12) set out in this document.
- 2) The masterplan may be prepared (alone or jointly) by the Council, landowners, or developers. In line with the requirements of Local Plan Core Strategy Policies SUE2 and SUE2b, it must cover the entire area of the Sustainable Urban Extension site, and will need to be approved by the Council.
- 3) The masterplan will be accompanied by technical reports which identify constraints, potential impact, and proposed mitigation (including technical and layout responses) across the following themes:
 - a. Drainage and flood risk
 - b. Site levels
 - c. Ecology and arboriculture
 - d. Archaeology and heritage
 - e. Highways and transportation
 - f. Landscape and visual impact
 - g. Noise, vibration and air quality
 - h. Ground conditions
 - i. Utilities and infrastructure
- 4) The masterplan, and subsequent planning applications, will be accompanied by written and illustrative material which demonstrates how proposals align with the requirements of this Supplementary Planning Document (or which explains and justifies any proposed departure).
- 5) The masterplan, and subsequent planning applications, will demonstrate how phasing and sequencing of development will be facilitated across the entire site in a way which supports and secures the comprehensive development of the site.

Supplementary Planning Documents

3.17 The following SPDs are also material to any future planning application and development proposed on the site:

- Ensuring a Choice of Travel
- Developer Contributions
- Design Quality in New Development

- New Residential Development (amended)
- Trees and Development
- Adding Social Value to Development: Employment and Skills

3.18 These SPDs can all be found on the Local Plan section of the Council's website²².

²² www.knowsley.gov.uk/residents/building-and-planning/local-plan/adopted-documents/supplementary-planning-documents

4 Spatial Development Framework

Introduction

- 4.1** The Spatial Development Framework (SDF) part of the SPD sets out the main development principles to be followed in order to deliver the vision and achieve the objectives defined in [Chapter 2](#). It also provides further information on land use breakdown in support of Core Strategy Policy SUE2b.
- 4.2** This chapter provides a summary explanation of each of the key components of the SDF, with a particular emphasis on those elements that are essential in enabling development. It also begins to reference how delivery of the land use and infrastructure requirements identified within the SUE policies can assist in meeting local and Borough-wide needs.

Development Parameters

- 4.3** Table 4.1 below sets out the land use breakdown for the SUE based upon the Core Strategy policy requirements (in Policy SUE2b). Where a particular land use is not specified in the policy, the table below gives an indicative quantum. This breakdown should be used as a benchmark (not as a minimum) against which development proposals are considered, specifically in their contribution to achieving a final and comprehensive SUE that is in conformity with the policy framework.
- 4.4** While the proposed land use breakdown is dominated by housing, it also requires provision of open space, the provision of which will be an essential element of the site's development. The minimum quantum of open space stated is a product of the Substantial Residential Areas (SRA) formula as set out in the Council's Developer Contributions SPD, based on 1,100 dwellings.
- 4.5** This assessment does not account for the existence of existing Green Infrastructure and Recreational Open Space, nor does it account for space which will need to be left open for mitigation purposes, including for flood risk, which provides the opportunity for some flexibility in terms of on-site provision.
- 4.6** It is also important to note that the detailed masterplanning process will have a significant influence on the spatial layout of the site, including the developable area, density of housing, and place-making contribution from public open space. Given the potential increase in housing above the 1,100 unit 'base level', open space provision should be discussed and agreed with the Council during the masterplanning process.
- 4.7** Table 4.1 also clarifies that local amenities such as shops, education and health care facilities are not expected to be provided on site; but rather that these will be delivered off site, through developer contributions.

Table 4.1: Land use breakdown

Land Use	Quantum	Explanation
Residential	Approximately 1,100 (with the potential for up to 1,500) new homes.	Based upon a broad density of 30–40 dwellings per hectare. See paragraphs 4.10 onwards of this SPD for further explanation related to the potential increase in housing capacity.
Public Open Space (including outdoor sports)	Minimum 16 hectares	Given the potential scale of development the expectation is that most forms of open space will be provided on site. This indicative figure is based on the total requirement for 1,500 homes, as calculated in the Developer Contributions SPD. Final open space requirements will be set within the site specific Masterplan.
Flood risk mitigation	9.1 hectares for Green Infrastructure associated with Flood Zone 3.	Flood zone requirements are based on EA flood mapping.
Education health	No land requirement, developer contribution to be sought	The Council will require contributions for the improvement of local primary and early years education, and health care, provision off-site. This will need to be determined depending on the scale, mix and timing of residential development.
Retail and commercial uses	No land or provision requirement	The emphasis should be on supporting existing amenities in the Halewood area, although some new commercial use may be appropriate within the SUE site, subject to full justification.

EH3: Development parameters

- 1) Development will be planned and delivered in accordance with the uses and quanta set out in Table 4.1.

Spatial Development Framework

4.8 The East of Halewood Spatial Development Framework is shown in Figure 4.1 below. The SDF is for illustrative purposes to support the preparation of the masterplan, which will provide more detailed spatial plans for the site.

4.9 The following sections provide more detail on each of the key land use components of the East of Halewood SDF and the critical supporting infrastructure required to bring development forward.

Figure 4.1: Spatial Development Framework



Not to scale. © Crown Copyright Knowsley MBC 100017655.2019

Residential Development

- 4.10** New homes will be provided across the East of Halewood site. Taking into account the initial constraints and a “worst case” assumption of flood risk, an estimated dwelling number of approximately 1,100 units was put forward in Core Strategy Policy SUE2b. This notional capacity was calculated on the assumption that all areas lying within Flood Zones 2 and 3 would be excluded from development, along with the existing school (Finch Woods Academy), Finch Wood public open space, and the existing RSPCA site. As such the approximate 1,100 unit capacity within the Core Strategy assumed that 37.4 hectares of land is capable for housing development, at an indicative density of 30 dwellings per hectare.
- 4.11** Stakeholder engagement has identified that additional net developable land can be bought forward. This takes into account feedback from the RSPCA, which is looking to vacate their site the short term. This would release approximately an additional 2.5 ha suitable for residential development. The Finch Woods Academy and adjacent Finch Woods public open space continue to be excluded as part of the developable area; indeed, the Council is committed to ensuring that the area of Finch Woods public open space is retained and enhanced.
- 4.12** It has also been suggested during early developer engagement that a higher number of homes could be brought forward on the site, taking into account a reduced level of constraints. From an initial analysis the housing unit range (net) could be approximately 1,100 to 1,500, based on 30–40 dwellings per hectare, and assuming around 40 ha of land (net) is capable for development. These figures will need to be robustly tested through a site level Flood Risk Assessment, and other technical studies including noise and environmental assessments to ensure that pollution and noise generated from surrounding transport infrastructure can be mitigated. The masterplan will also have to demonstrate how increased housing numbers could be accommodated in a way which still ensures that the highest standards of design and layout can be achieved across the site in line with the requirements of development plan policy and this SPD.
- 4.13** Core Strategy Policy CS15 sets out the requirement for the provision of 25% affordable homes across the SUE area. The revised NPPF policy states that at least 10% of housing provided will be within affordable home ownership tenures. COMAH restrictions on the site mean that institutional type housing (including residential care homes and some supporting housing types) will not generally be suitable within the East of Halewood site, where these uses cover an area of greater than 1.4ha.
- 4.14** Breaking the site into smaller character areas will help to create a sense of place within the development. Variations in density across the site will help to mark the change from suburbs to countryside across the site from west to east, and the use of different layouts and building styles will create distinctive residential neighbourhoods moving from north to south through the SUE.

- 4.15** The expectations for the residential development within East of Halewood SUE are set out in Box EH4 below. See also the design requirements in Box EH8.

EH4: Residential Development

- 1) The SPD envisages that the site will deliver at least 1,100 dwellings. The maximum number of dwellings is expected to be 1,500 dwellings. The masterplan will be accompanied by written and illustrative material which demonstrates how the residential development of the site can be achieved without compromising on quality of design, landscaping or construction.
- 2) The precise housing mix and typologies to be delivered will be established through the planning application process in response to prevailing market conditions, although the masterplan should be prepared in a way which provides for a range of different housing types and sizes being provided across the site.
- 3) The provision of a minimum of 25% affordable housing is required across the site in accordance with Core Strategy Policy CS15; affordable housing must be fully integrated with and not distinguishable from the market housing provided, and must be secured and delivered alongside the market housing.

Non-residential uses

- 4.16** Non-residential development will not be acceptable in the part of the site north of Higher Road. The southernmost part of the site, between Higher Road and the West Coast Mainline railway, is heavily constrained and it is likely that technical studies will identify significant noise impacts from the main road and the railway. Given this, this may be a suitable location for uses such as a hotel and/or family pub type (use classes C1/A4/A3) rather than housing.
- 4.17** The site's proximity to Halewood Shopping Centre means that there is a significant opportunity for new residents at East of Halewood to use the existing facilities, boosting vitality in this centre. This means that new retail facilities on the site are unlikely to be acceptable.
- 4.18** If non-residential uses are pursued in the masterplan, it will need to be demonstrated how such proposals meets the 'sequential test' and other requirements (of Core Strategy Policies CS4 and CS6, as well as SUE2b) regarding impact on town centres and complementing regeneration opportunities.

Education

- 4.19** New housing within the East of Halewood site will require additional primary school and early years capacity to meet the increased demand for school places. There are several schools and nurseries in the wider Halewood area which would have some capacity to meet the demand arising from the new residential development, albeit with contributions needed to provide new or reconfigured building space. The

Council will require a financial contribution towards the provision of expanded capacity. This is an issue which should be addressed and agreed with the Council through the masterplan, in line with Core Strategy Policy CS27 and the Developer Contributions SPD - see 'Development Contributions' section of this document.

Healthcare

- 4.20** Similarly, new housing within the East of Halewood site will place pressure on existing primary health care facilities. This will require new space for GP provision (but will not include revenue funding for health care staff). The Council will require a financial contribution towards the provision of expanded capacity. Again, this is an issue which should be addressed and agreed with the Council through the masterplan, in line with Core Strategy Policy CS27 and the Developer Contributions SPD - see 'Development Contributions' section of this document).
- 4.21** The masterplan will need to include an estimate of the cost of providing the necessary additional education and health capacity, and will set out an approach to developer contributions and 'trigger points' to ensure that the required capacity will be delivered when required.

Public Open Space

- 4.22** The residential development will generate a requirement for new and/or enhanced open space to be provided across the East of Halewood site.
- 4.23** The policy basis for calculating the normal minimum requirements for Public Open Space (POS) associated with new residential development is explained in the supporting text to Core Strategy Policy CS21 (see Core Strategy Tables 9.1 and 9.2), and in the Council's Developer Contributions SPD²³. The POS requirements are set across four categories or typologies:
- **Park and gardens** – this includes relatively formal open spaces, as well as large less formal parks like Halewood Park and Stadt Moers Park.
 - **Amenity greenspace** – this covers areas of informal open space, often in and around residential areas.
 - **Provision for children and young people** – this refers to play spaces such as equipped play areas.
 - **Allotments** – areas for growing fruit and vegetables.
- 4.24** There is also a requirement for **outdoor sports provision** to meet identified need for playing pitches for different sports, across all age groups.

²³ The SPD measures the quantitative, qualitative and accessibility standards of green space based on Substantial Residential Areas (SRAs).

- 4.25** There is a deficit of POS in most of Halewood across most typologies (see Local Plan Monitoring Report 2016²⁴), so the East of Halewood site will be expected to provide its own POS. The Council’s current standards (square metres of provision required per resident) are shown in Table 4.2 below (with further detail available in the Core Strategy and the Developer Contributions SPD).
- 4.26** The actual POS and outdoor sport requirements for the East of Halewood SUE will be established when a detailed open space proposal is put forward within the site wide masterplan, and then planning applications.

Table 4.2: Open space standards

Typology	Park and Garden	Amenity Greenspace	Provision for Children and Young People	Allotments	Outdoor Sports
Standard	9m ²	5m ²	1m ²	0.5m ²	12.2m ²
Accessibility	1.2km (15 min walk)	800m (10 min walk)	800m (10 min walk)	1.6km (20 min walk)	2.4km (30 min walk/5 min drive)

- 4.27** The masterplan will consider the role of POS and Green Infrastructure in meeting a variety of functions. Open space for play and recreation should be strategically distributed throughout the site, delivering a structured and legible network of spaces which contribute to the character of the development. Permeable, legible and pedestrian-friendly green corridors should integrate with and encourage easy access to recreational open spaces. The aim of this approach is to deliver an attractive and valuable recreational space network that can be reached and used by new and existing residents for a range of purposes – it should be positively designed as a key part of the development.
- 4.28** Green infrastructure within the development can play a part in providing appropriate drainage solutions, alongside existing green infrastructure and in particular existing land drains. Detailed investigations to understand the potential configuration of such drainage systems will need to be undertaken to support the detailed masterplan. In principle, an extensive sustainable drainage system incorporating a network of drainage channels and attenuation ponds could be delivered within the site, although safeguards and investment will be needed to ensure that POS remains usable for its intended purpose. Open spaces can also be used to accommodate utilities such as sewers and cable routes; this should also be addressed within the masterplan.
- 4.29** Existing open spaces and natural sites within and around the SUE could be enhanced to improve their quality and accessibility. These include:

²⁴ Available online at <http://www.knowsley.gov.uk/knowsleycouncil/media/Documents/2016-12-19-Monitoring-Report-2016-Publication.pdf>

- **Finch Woods (within the site):** This area will be retained and enhanced. The masterplan should outline opportunities to enhance the environment and improve the use of Finch Woods, incorporating different POS typologies. This must consider opportunities to enhance entrances and improve connectivity/green links from Finch Wood to surrounding green spaces.
- **Ditton Brook corridor (within the site):** A substantial open space off set to the Brook will be required, primarily in order to deliver flood risk mitigation and ecological enhancements. The extent of this area will need to be established within the masterplan, as will the technical specifications of works to achieve the required mitigation.
- **Halewood Leisure Centre (outside of the site):** Hosting an existing leisure centre, but surrounded by substantial vacant green space, there are potentially opportunities to further develop this site for outdoor sports uses.
- **New Hutte Woods (outside of the site):** There are potentially opportunities to enhance the woodland stock and meadowland biodiversity on site.
- **Court Farm Woods (outside of the site):** There could be opportunities to enhance key horticultural assets on the site through pond management, woodland management and meadowland works. There is also the potential to improve connectivity via green links from Court Farm Woods to surrounding green spaces.

4.30 The Council will work with landowners and developers through the masterplanning and planning application process to ensure that proposals for new and improved open spaces address these requirements.

EH5: Public Open Space

- 1) Minimum open space should be provided in accordance with Policies CS21 and CS27 of the Core Strategy, and the requirements of the Developer Contributions Supplementary Planning Document. The final spatial extent, distribution and form of open spaces within the site will be agreed with the Council as part of the masterplanning process.
- 2) The masterplan should include a Green Infrastructure and Public Open Space Framework(s), with the design and use of open spaces an essential part of the overall development. Open spaces should perform a variety of functions including: offering green connectivity, enhancing biodiversity, Sustainable Drainage, attenuation and easements, and earth movement to facilitate construction.
- 3) Public Open Spaces within the site – and the green links and corridors that connect them – should have active development frontages.
- 4) Open spaces must be proven to be practical and manageable in the long term and avoid creating an unsustainable maintenance burden.

Access

- 4.31** The East of Halewood SUE has boundaries to Greensbridge Lane, Lower Road, Baileys Lane, Higher Road, and Finch Lane. Road access to the site could potentially be from all of these as indicated in Figure 4.1, with the exception of Finch Lane, where it utilities constraints make new access points undeliverable.
- 4.32** Higher Road is part of the A562 between Liverpool and Warrington, and also forms the main connection with the strategic network to the wider region, via the A5300 (Knowsley Expressway) to the M57 and M62, and via the new Mersey Gateway bridge to the M56. The site's Higher Road frontage will become a prominent the "front door" for the development site and therefore there is a requirement to respond to this "gateway" location. Consideration will need to be given to how the built form within the site, and the highway corridor itself, reflects this objective (this is reinforced in Box EH8: Design Principles).
- 4.33** Designing appropriate road access to the site raises a number of issues which will need to be addressed in the masterplan and planning applications:
- Detailed identification of access points from surrounding roads, which in turn will influence the site's internal layout (including identification of easements for drainage and other services, and definition of development plots and phases within the site).
 - Strategic access to the wider areas, including assessment and mitigation of impacts on the existing highway network.
 - Local access, including ensuring vehicular access for deliveries and servicing (including safe access for refuse collection vehicles and emergency services). The potential for public buses serving the site should also be considered at masterplanning stage, and proposals developed accordingly.
- 4.34** Highways access needs to be considered in the light of the other development principles set out in this SPD, in particular Box EH8: Design Principles, and Box EH9: Streets, Paths and Movement. The overall aim is to create a place which is not dominated by highways, but which has a well-connected and coherent internal road network, which users find legible and which contributes to the place-making objectives for the development.
- 4.35** Streets and junctions within the site will put pedestrians and cyclists at the top of the user hierarchy, with safe crossing points of roads linking the network of open spaces and footpaths and cycleways, while additional non-car routes will enable convenient and safe access to shops, amenities and public transport services in the wider Halewood area.

EH6: Access

- 1) Vehicular access to the development will be from new junctions to the existing road network. Locations for road access points will be established through the

masterplanning process, and these must lead to a legible and attractive network within the site (see also Box EH9: Streets, Paths and Movement below).

- 2) Additional access points for pedestrians and cyclists which facilitate safe and convenient movement between the site, local amenities and facilities (in particular to shops, schools and public transport stops), and the rural area to the east will be provided. Principal pedestrian and cyclist connections should include across Baileys Lane (towards bus stops, Halewood Leisure Centre, Halewood Shopping Centre and railway station beyond), and at the junction of Lower Road and Greensbridge Road (for access to local shops and services at Church Road/Baileys Lane).

Utilities and Services

- 4.36** The statutory undertakers have been consulted to establish the presence of existing utility infrastructure across the site. They have been provided with the indicative dwelling numbers to provide initial feedback and to carry out a high-level demand and capacity assessment. Information received from initial enquiries has informed the requirements set out in Box EH7 below.

EH7: Utilities and Services

- 1) The masterplan and subsequent development proposals should be prepared in consultation with utility providers. Potable water, gas, electricity, and telecommunications are understood to be available for the site, but network reinforcement for all utilities may be required. Detailed investigations which determine the existing capacity of utilities networks and their ability to accommodate new development will be required.
- 2) Unless otherwise agreed with the Council and United Utilities, the masterplan and subsequent planning applications shall deliver a comprehensive drainage strategy for the site.
- 3) The existing sewers, water mains and associated easements cross the site will need to be carefully considered, with diversions and easements being delivered where necessary.
- 4) Development proposals will respond to part of the site lying within the Pentagon COMAH outer zone; schools, nurseries or residential institutions with a site area greater than 1.4 hectares may not be built in this part of the site, although general residential development is not restricted.
- 5) The masterplan will be accompanied by a utilities plan which sets out the strategy for the maintenance, installation and delivery of services including electricity, gas, water supply, waste and foul water removal, and broadband.

5 Development and Design Principles

Introduction

- 5.1** This chapter of the SPD provides development and design principles for the East of Halewood site which will assist in the production of the site wide masterplan and guide proposals within subsequent planning applications.

Design Principles

- 5.2** Development of the East of Halewood site can capitalise on the prominence of this area and should integrate with the existing urban neighbourhood by connecting into the existing transport network and supporting local services and facilities. Carefully considered, comprehensive masterplanning will help to deliver integrated design and help avoid the risks to design quality that would be posed by disjointed piecemeal development.
- 5.3** The development should follow current best practice in relation to place-making, urban design, parking, sport recreation and play, crime prevention, sustainability and design for climate change. The following is a selection of currently available guidance:
- National Planning Policy Framework
 - National Planning Practice Guidance
 - New Homes (Secured by Design, 2014)
 - Building for Life 12 (Design Council, CABI, HBF 2012)
 - Manual for Streets (2007)
 - Manual for Streets 2 (CIHT 2010)
 - Guidance for Outdoor Sport and Play (Fields in Trust, 2015)
 - Urban Design Compendium 2 (HCA, 2007)
 - Best Practice in Urban Extensions and New Settlements (TCPA, 2007)
 - The Council's range of Supplementary Planning Documents (see section 3 of this document)
- 5.4** By considering the site as a whole, the opportunity presents itself for a flexible approach to built form design – the size and scale of the site allows the creation of a sequence of 'character areas' leading to a mixed and varied development offering enhanced choices of housing and environments. This also offers the chance to respond sensitively to changing local contexts at different parts of the site (for example, the north east of the site facing Ditton Brook should be of a very different character to the Higher Road frontage at the southern end).
- 5.5** Although the layout of the residential development area will be established in detail through the preparation of the masterplan, a traditional urban grain is considered an appropriate response to the character of adjacent and surrounding residential areas, and with consideration to the likely market. This would give rise to attractive,

informal/organic street layouts with a distinctive suburban, and in some places semi-rural, character. Changing development densities across the site – increasing generally from north to south, along with subtle increases in density towards main streets and key spaces – would help to ensure that the development is legible and has a real sense of place. The Council would encourage developers to come forward with proposals which include a variety of styles within the overall offer.

- 5.6** Residential street design should place pedestrians and cyclists at the top of the user hierarchy, with streets should be designed as ‘social spaces’ rather than simply ‘roads for cars’. The guidance documents Manual for Streets (DfT and DCLG 2007) and Manual for Streets 2 (CIHT, 2010) provide excellent design guidance on which to base more detailed designs.
- 5.7** The design and location of open spaces throughout the East of Halewood site will help to define character areas within the housing development, providing structure and marking transitions between different densities and typologies whilst at the same time providing a common element that binds them together. The function of green spaces – which may include their role as part of comprehensive sustainable drainage schemes where appropriate – should define their character, ensuring that they are much more than simply pieces of land left over once the building plots have been identified. They should be overlooked by and integrated with the residential areas which surround them.
- 5.8** In the light of Best Practice guidance, a number of fundamental design issues will need to be considered as the framework evolves:
- Density and intensity: how to create a place with a critical mass population that makes the most of the area’s connectivity and creates a vital and vibrant development, but at the same time remains sensitive to context.
 - Design quality: balancing urban form and function to create a visually attractive environment that is rich, varied and rewarding, with careful thought given to views and integration of natural features (including hedgerows and field boundaries).
 - A safe, managed environment: creating public realm – streets and spaces – that are defined, fronted and overlooked by positive, active building frontages. Good urban design delivers an outward ‘public front’ and a secure ‘private back’ that helps natural surveillance.
 - Promoting “outdoor life”: integrating a range of public and semi-public or communal areas that provide welcoming spaces in which all residents can play and relax.
 - Fitting into the existing urban grain: in particular responding to existing properties fronting Baileys Lane, Greensbridge Lane, Lower Road and Aldersgate Drive. The development will become part of an existing community in Halewood, and so links to established employment, shopping, transport and community facilities should be “designed in”.
 - Practical responses: how practical aspects of the development, such as access and provision of physical infrastructure can be seamlessly integrated as part of a balanced and attractive design approach. Subtle engineering and joined up thinking

on open space/street design is key to creating people-friendly spaces, and avoiding 'car-centric' development

- Implementation and pace: how good design and masterplanning facilitates intelligent phasing, having an eye on a bigger picture but ensuring that individual phases can be brought forward to create fully functioning developments in their own right (i.e. create liveable, attractive places even whilst subsequent phases are being implemented).

5.9 In response to the site and its surroundings, core design principles to underpin delivery of a quality development are identified in Box EH8, with subsequent design expectations for other key components of the SDF set out in EH9–EH11.

5.10 Emerging design principles at the masterplanning stage should go through an independent design review process (with input from the Council), and the outcomes and feedback from this used to inform final masterplan proposals and detailed planning applications.

EH8: Design Principles

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

Streets, paths and movement

Strategic network relationship and links to existing communities

- 5.11** At a strategic level it is important to minimise trips made by private car, and the Council is keen to ensure that residents of the East of Halewood site are encouraged to use more sustainable means of transport where possible. The East of Halewood site is well-placed for easy access to and from existing local amenities by foot or bicycle, and is a short trip by bus from amenities such as those in Hunts Cross, Speke, Huyton and Widnes Town Centres. Enhancing linkages to support existing local amenities should be a priority.
- 5.12** The East of Halewood site is highly accessible from the strategic highway network, and the Council recognises that for many people, especially those whose regular journeys are away from or to more distant parts of the Liverpool City Region or beyond, travel by car is likely to be an attractive option. However, encouraging use of sustainable transport where this is a viable alternative means that providing safe and convenient routes to bus and rail services locally is an important consideration. The potential for providing bus routes through the site will need to be explored as part of the masterplanning process.

Circulation within the development

- 5.13** Good urban design is based in part around creating simple, legible, permeable and connected route networks, which create people-friendly environments that are easy and pleasant to use. This principle has informed the preparation of this SPD, leading to a recommended urban structure that is defined not by roads, but by a balanced sequence of movement routes that integrate with and bind together green spaces and development parcels in a logical and distinctive way.
- 5.14** There is a particular opportunity here to integrate a green infrastructure network within the site's network of movement routes, making use of green corridors responding to site features (such as existing field boundaries, trees and hedge rows). This in turn can enhance pedestrian and cycle links, promoting walking and cycling as a viable alternative, and linking to bus routes.
- 5.15** This approach represents a clear response to the principles laid down by Manual for Streets and Manual for Streets 2 where residential streets must be designed as social, multifunctional public spaces, not simply roads for the movement of cars.

EH9: Streets, paths and movement

- 1) The masterplan should include an Access and Movement Framework/Plan, and a hierarchy for streets and spaces derived from this. This should promote low-speed family-friendly street environments;
- 2) The internal route hierarchy will aid and encourage movement between the site and shops, services and facilities in Halewood, and between public open

spaces both within and near to the site, by non-car modes.

- 3) Ensure pedestrian and cycling connectivity and equestrian routes where appropriate, into and throughout the site. Routes should be convenient and attractive, based on the Access and Movement Framework, and should be integrated with the green infrastructure networks across and around the site.
- 4) Developers will be required to contribute to the necessary off-site works and public transport infrastructure identified in the masterplan to enable accessibility to the site and to mitigate highways impacts arising from the development.

Landscape and ecology

- 5.16** Appreciation of landscape sensitivities and design concepts should be an integral part of the masterplanning approach, helping to creating a distinctive sense of place, ensuring good environmental and visual quality throughout the development, and maintaining sustainability, especially by protecting and enhancing ecological and biodiversity interests.
- 5.17** A landscape buffer along the railway boundaries and Ditton Brook – including native trees and shrubs and planting of lowland meadow grassland mixes –will help strengthen east-west wildlife corridors. Existing water bodies should also be retained and enhanced as part of the wider green/blue infrastructure network.
- 5.18** The Council will be able to offer further guidance on these matters during preparation of the masterplan.

EH10: Landscape and Ecology

- 1) Existing hedgerows and hedgerow trees should be retained and enhanced where possible. Lost trees should be replaced in accordance with the Council's 2-for-1 policy.
- 2) The network of drainage ditches and bank-side habitats and woodlands should be retained where possible and enhanced as semi-natural habitats. Field ponds and other water bodies should be retained as landscape features where appropriate.
- 3) Development should be planned and built in a way which restricts the rate of surface water run-off. Surface water should be managed through Water management through a sustainable drainage scheme (comprising a network of attenuation features including swales, basins and rain gardens, enhanced through detailed design measures such as green roofs and grey water recycling).
- 4) Landscape buffers should be used where appropriate for screening or framing views, including using native species in particular.
- 5) In line with the advice in the Core Strategy HRA, bird surveys will be required

to support planning applications within or adjacent to arable fields, so that the site's value (for example as foraging habitat) for birds using the Mersey Estuary SPA/Ramsar site can be judged.

Development Sustainability

- 5.19** The East of Halewood site has the potential to generate a scale of development that can deliver high environmental sustainability credentials – expressed through design and construction quality, the conservation of energy/carbon and water and mitigation of environmental impact. Detailed proposals will need to demonstrate how standards relevant at the time of planning applications can be applied.
- 5.20** The expectations in respect of sustainability are identified below. Further details are set out in the New Residential Development SPD.

EH11: Development Sustainability

- 1) Development proposals should include:
 - a. Delivery of energy efficiency through passive design and construction techniques, including through site layout and building design.
 - b. Provision of renewable energy through microgeneration, including through sustainable design and construction.
 - c. Efficient use of resources including through reuse of materials and effective use of land.
 - d. Electric vehicle charging points.

6 Delivery

Introduction

- 6.1** This chapter of the SPD identifies the elements of infrastructure that are fundamental to facilitating early and high quality development of the East of Halewood site. It is therefore expected that all landowners and developers across the site will contribute to its implementation.

Masterplan and planning application requirements

Comprehensive Delivery of the Site

- 6.2** The SPD and SDF provide the broad framework for a comprehensive site wide and detailed masterplan to be prepared and submitted in advance of or at the same time as the first planning application. The development of the masterplan should include consultation with the community and with key stakeholders.
- 6.3** The masterplan must demonstrate consistency with the parameters, principles and guidance contained within the relevant Local Plan Core Strategy Policies and this SPD.
- 6.4** The masterplan will also need to demonstrate how issues relating to infrastructure provision, including necessary financial contributions, can be resolved comprehensively, rather than in a piecemeal way through individual planning applications. All subsequent planning applications will need to have appropriate regard to the Council-approved masterplan.

Sequencing of Development

- 6.5** The East of Halewood site comprises a number of development parcels. Subject to meeting the provisions of a detailed site-wide masterplan for the whole site and demonstrating an holistic approach to ensuring sufficient capacity within existing and proposed infrastructure, it is considered possible for the land parcels to be brought forward through separate applications.
- 6.6** It is also considered possible to permit more than one phase of development to come forward at a time, subject to:
- The provisions of a site-wide masterplan demonstrating how that particular phase of development will contribute to the comprehensive delivery of all phases of development;
 - Evidence of sufficient infrastructure capacity as recognised by the Council and relevant infrastructure undertakers. This could include audit/review of existing infrastructure, and where capacity issues are encountered, a fully agreed plan to address issues across the site, including the provision/pooling of in-kind or financial contributions as necessary; and
 - A robust Construction Management Plan.

6.7 It is also critical to ensure that development in one part of the site does not contribute to/exacerbate infrastructure issues in other parts of the site, or elsewhere in the Borough (see clauses 1 and 2 of Core Strategy Policy CS27 Planning and Paying for New Infrastructure). This will be a key consideration for the site-wide masterplan and how this is used to inform individual planning applications across the site.

Planning Submission(s)

6.8 The Council's preference is for full planning applications to be submitted, given the certainty afforded by a Local Plan allocation SPD and masterplan being in place. Ideally these would be based on full pre application discussions with the Council.

6.9 The planning submission requirements will be dependent upon the nature of the planning application submitted (full, outline, reserved matters, etc). In preparing planning applications, applicants are advised to refer to up to date validation checklists (either national or locally adopted) specifying the requirements for planning applications. If necessary, a bespoke supplementary checklist will be prepared and provided via pre-application discussions with the Council and a potential Planning Performance Agreement.

6.10 Given the scale of the East of Halewood development, the whole site's development is likely to constitute EIA development; individual applications may also exceed this threshold. Each applicant will need to prepare a detailed EIA for their red line boundary and a high level EIA for the whole East of Halewood site, assuming it would be completed in accordance with the masterplan. This should also consider possible cumulative effects from other nearby schemes. Previous SEA (associated with the Core Strategy) and EIA work associated with early planning applications, along with the Council's own evidence base, will be available for applicants to draw upon.

EH12: Planning Application Requirements

- 1) Planning applications will accord with a Council-approved masterplan which meets the requirements of the Local Plan and this SPD.
- 2) Planning applications will demonstrate how phasing and sequencing of development will be facilitated across the entire SUE, securing the comprehensive development of the whole site.
- 3) Planning application submissions should comply with the Council's latest validation checklist requirements. Specific additional requirements for any individual planning application will be provided through the pre-application process.
- 4) The scale of development at East of Halewood means that applications are likely to need to be accompanied by an Environmental Statement. The Council can provide Screening and Scoping advice to applicants.
- 5) Planning application submissions will need to include a Social Value Strategy,

in accordance with the Council's Employment and Skills SPD.

Development Contributions

- 6.11** All development across the East of Halewood site will be required to contribute to the provision of infrastructure that is considered by the Council to be fundamental to facilitating comprehensive delivery of the whole of the SUE, and to ensuring that impacts of the development of the site are adequately mitigated.
- 6.12** Box EH13: Infrastructure Requirements draws upon the following Core Strategy evidence base documents and information sources to identify the infrastructure components that all development will be expected to contribute to.
- Knowsley Infrastructure Development Plan
 - Knowsley Local Plan Economic Viability Study
 - Knowsley Local Plan Transport Feasibility Study
 - Knowsley Local Plan Core Strategy Transport Modelling

The requirements set out in the Local Plan Core Strategy (Policy CS27 sets out the Council's approach to developer contributions, supplemented by the Developer Contributions SPD) and these other documents are not absolute or exhaustive. The Council expects developers to engage directly with them and with infrastructure providers as the site wide masterplan is being produced and through the pre-application process.

- 6.13** There will also be infrastructure components that are specific to the parcels that make up the East of Halewood site. The masterplan and pre-application discussions with the Council will identify specific infrastructure needs, which will be additional to those site-wide components that all development should contribute to.
- 6.14** In considering the above, the Council recognise that evidence within the Knowsley Economic Viability Assessment indicates that development viability in Knowsley can be challenging, across different development types and different locations. Reflecting this, it is recommended that the masterplan is accompanied by viability assessment work to ensure that in principle, the masterplan is deliverable.
- 6.15** When seeking to secure developer contributions through the planning application process, the Council has sought to maintain flexibility within its Local Plan policy, and recognises that seeking the full range of developer contributions may render development unviable in some circumstances. Where developer contributions are sought through legal agreements, there is often scope for negotiation between the Council and the developer. In such cases, the onus will be on developers to prove that meeting set policy requirements would place development at risk, and that exceptional circumstances exist for the developer contribution requirements to be varied.

- 6.16** Development-specific viability evidence must be submitted to support such a position, accounting for site-specific circumstances and costs, which the Council will then scrutinise. If the Council is satisfied that this evidence clearly demonstrates that not all the contributions sought by the Council can be fully met, it will undertake a balanced assessment of whether planning permission should still be granted. This process will take account of the presumption in favour of sustainable development set by national policy.
- 6.17** The Council's approach to prioritisation of infrastructure provision is set out in Core Strategy Policy CS27 (clause 7), and this will be referred to where the Council considers that planning permission should be granted with reduced developer contributions on grounds of viability (Core Strategy Table 11.2 which explains the prioritisation is reproduced on page 37 below).

EH13: Infrastructure Requirements

- 1) The masterplan will set out coherent and co-ordinated approach to the provision of enabling strategic infrastructure both through direct delivery on-site and in the form of financial contributions secured via S106 planning obligations or S278 Highways Act agreements.
- 2) The masterplan should be accompanied by a infrastructure delivery plan and viability appraisal which demonstrates that the entire proposed development is capable of being realised over time, including identifying land ownership interdependencies and 'trigger points' to ensure that the required capacity will be delivered when required.
- 3) All development will be required to contribute to the provision of the following site wide infrastructure that is considered to be fundamental to facilitating early and comprehensive delivery of the whole of the East of Halewood site:
 - a. Provision of appropriate and proportionate contributions to infrastructure that is considered fundamental to facilitating the development of the East of Halewood as a whole.
 - b. Delivery of essential highways work. The masterplanning process will include carrying out technical work to determine potential improvements to the surrounding highway network to ensure safe access to and from the site.
 - c. Enabling access works to achieve a satisfactory form of development such as principal points of vehicular access to facilitate unrestricted vehicular access to and across the East of Halewood site.
 - d. Delivery of required flood risk mitigation works subject to further technical studies and a Flood Risk Assessment.
 - e. Delivery of a comprehensive sustainable drainage solution for the whole site.
 - f. Delivery of public open space and outdoor sports facilities, to deal with demand arising from the development, and to contribute towards place making objectives identified in the masterplan;

- g. Provision of contributions towards local infrastructure requirements caused/exacerbated by the proposed development:
- i. Provision of increased primary school and early years capacity (by means to be agreed with the Council) to deal with need arising from new residential development.
 - ii. Provision of health care facilities to deal with need arising from new residential development.
 - iii. improvements to local public transport services and/or passenger waiting facilities to deal with increased demand arising from the new development.
- h. Any remaining and viable developer requirements including provision of 25% affordable housing in accordance with Core Strategy Policy CS15.

Local Plan: Core Strategy Table 11.2 – prioritisation of infrastructure

Clause of CS27 part 7	Examples of types of developer contributions applicable (numbering refers to policy numbers in Core Strategy)	Priority order and commentary
a) Firstly, contributions which are essential for public safety or to achieve a minimum acceptable level of design quality;	<ul style="list-style-type: none"> • Essential highways works (CS7) • Minimum design standards (CS19/CS22) • Flood risk mitigation (CS24) • Essential/enabling ad hoc requirements where these are needed for safety reasons or to achieve a satisfactory form of development (CS27) 	1 (no negotiation)
b) Secondly, developer contributions which are necessary to address a local infrastructure requirement or deficiency that would be caused or exacerbated by the development;	<ul style="list-style-type: none"> • Strategic transport schemes and programmes (CS7) • Public transport, walking or cycling (CS7) • Greenspace provision and qualitative improvements in areas of deficit (CS21) • Decentralised energy in Knowsley Business and Industrial Parks (CS11, CS22) 	2 (prioritised in any negotiation which applies)

Clause of CS27 part 7	Examples of types of developer contributions applicable (numbering refers to policy numbers in Core Strategy)	Priority order and commentary
	<ul style="list-style-type: none"> • Educational needs • Health, leisure or community services • Public realm enhancements • Other forms of infrastructure as defined in [Core Strategy] Table 11.1 where a local need/deficiency would exist (CS27) 	
c) Thirdly, any remaining developer contributions except for those in category d) below	<ul style="list-style-type: none"> • Affordable housing provision (CS15) • Qualitative improvements to greenspace provision in areas of surplus (CS21) • Any other ad hoc requirements (CS27) 	3 (considered after a) and b) met in negotiation)
d) Finally, those contributions which have the status of being 'encouraged' by the Council's planning policies	<ul style="list-style-type: none"> • 'Encouraged' design standards (CS19/CS22) • Decentralised energy outside of priority zones (CS22) 	4 (not necessary to make development acceptable but may be considered in planning balance)

Appendix A: Core Strategy Policies for Sustainable Urban Extensions

Policy SUE1

Sustainable Urban Extensions and Safeguarded Land

- 1) 9 sites (referred to as Sustainable Urban Extensions) have been removed from the Green Belt and are allocated to provide additional land to meet development requirements up to 2028 and beyond. These sites and their proposed primary uses are listed below:
 - a) Bank Lane, Kirkby (residential)
 - b) East of Knowsley Industrial and Business Parks, Kirkby (employment)
 - c) Knowsley Lane, Huyton (residential and employment)
 - d) Edenhurst Avenue, Huyton (residential)
 - e) Land bounded by A58, Prescott (residential)
 - f) Carr Lane, Prescott (residential)
 - g) East of Halewood (residential)
 - h) South of Whiston (residential)
 - i) Land South of M62 (employment and country park)
- 2) Land at Knowsley Village has also been removed from the Green Belt but has been identified as 'safeguarded land'. This site is not allocated for development at the present time.
- 3) Revisions to Green Belt boundaries to accommodate the Sustainable Urban Extensions and safeguarded land referred to in sections 1 and 2 above (and which ensure that the revised boundaries in these locations follow clearly defined physical features) are defined by the Policies Map (see Sustainable Urban Extension Allocation Profiles at Appendix E). Any detailed Green Belt boundary changes elsewhere in the borough will be defined by the Local Plan: Site Allocations and Development Policies.
- 4) Guidance concerning the development of these locations is set out in Policies SUE2 and SUE2a to SUE2c.
- 5) Proposals for development in areas falling outside the Sustainable Urban Extensions defined above and that will remain in the Green Belt shall be subject to the requirements of Policy CS5.

Policy SUE2

Sustainable Urban Extensions – Development Principles

Application of the Development Principles

- 1) Development within the Sustainable Urban Extensions must (in no order of priority):
 - a) deliver sustainable development;
 - b) demonstrate a comprehensive approach to the development of the relevant Sustainable Urban Extension and to infrastructure provision (including, subject to the requirements of Policy CS27: Planning and Paying for Infrastructure, provision of an appropriate proportion of financial and/or 'in kind' contributions towards strategic and/or local infrastructure required to enable the comprehensive development of the sites);
 - c) be of a high design quality which enhances local distinctiveness and identity (incorporating localised design features where appropriate) and provides high levels of physical and visual integration and connectivity with adjacent urban development (see Policy CS19: Design Quality and Accessibility in New Development);
 - d) be carried out in accordance with the development principles and using any appropriate development assessment tools as required by Policy CS2: Development Principles;
 - e) deliver development (including the principal uses defined in Policy SUE1: Sustainable Urban Extensions) which will help to meet borough-wide and local needs;
 - f) include appropriate provision for public open space (POS), walking and cycling routes as part of the Green Infrastructure network integrating with existing POS, recreational assets and areas of ecological value (see Policy CS8: Green Infrastructure and Policy CS21: Greenspaces and Trees);
 - g) provide good transport linkages within the relevant Sustainable Urban Extension and with surrounding areas (see Policy CS7: Transport Networks);
 - h) Protect or enhance historic and architectural assets where appropriate (see Policy CS20: Managing the Borough's Historic Environment);
 - i) Address flood risk by locating development in areas of low probability of flooding and including flood mitigation measures where necessary (see Policy CS24: Flood Risk); and
 - j) Provide a clearly defined edge to the developed area.

Site-specific Requirements

- 2) Indicative considerations applicable to the sustainable development of each SUE are listed at Appendix E: Sustainable Urban Extension Allocation Profiles.
- 3) For each of the locations referred to in Policies SUE2a to SUE2c) (Knowsley Lane, Huyton; East of Halewood; and South of Whiston and Land South of M62), the Council will prepare a Supplementary Planning Document, which will provide

a proposed spatial development framework for the site together with further details of development and infrastructure requirements.

- 4) Proposals for development within each of these locations will only be granted planning permission where they are consistent with a single detailed master plan for the whole of the Sustainable Urban Extension which is approved by the Council. The master plan should accord with development plan policy and any associated Supplementary Planning Document and may be submitted prior to or with the application. Planning permissions must be linked to any necessary legal agreements for the improvement, provision, management and maintenance of infrastructure, services and facilities, open spaces and other matters necessary to make the development acceptable and which facilitate comprehensive delivery of all phases of development within the Sustainable Urban Extension in accordance with the single detailed master plan.

Policy SUE2b

Sustainable Urban Extension – East of Halewood

Overall Development Strategy

- 1) The comprehensive development of the land East of Halewood will be supported. The site is allocated for:
 - a) New residential development comprising approximately 1,100 dwellings, to provide a wider choice of housing; and
 - b) Public open space including flood storage and mitigation measures adjacent to Ditton Brook north of the Liverpool–Manchester railway line. Flood mitigation should be delivered in accordance with Policy CS24: Flood Risk and any future site-specific Flood Risk Assessment.

Specific Development Requirements

- 2) In addition to meeting the generic guidance in Policy SUE2, proposals for residential development of the land East of Halewood should deliver (in no order of priority):
 - a) Safe and convenient highways access for the site 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 Halewood District Centre, Sports Centre and Railway Station;
 - c) Key infrastructure and services to meet needs arising from the site and/or appropriate financial contributions for delivery of required infrastructure off-site; and
 - d) Appropriate interface distances within the site and to existing residential areas at Baileys Lane, Greensbridge Lane, Aldersgate Drive, and Lower Road to maintain a good standard of amenity.
- 3) Further details of these requirements will be set out in the Supplementary Planning Document for this site referred to in Policy SUE2.

Appendix B: Other relevant Local Plan policies

Local Plan Core Strategy (2016)

- CS1: Sustainable Development
- CS2: Development Principles
- CS3: Housing Supply, Delivery and Distribution
- CS5: Green Belt
- CS7: Transport Development
- CS8: Green Infrastructure
- SUE1: Sustainable Urban Extensions and Safeguarded Land
- SUE2: Sustainable Urban Extension – Development Principles
- SUE2b: Sustainable Urban Extension – East of Halewood
- CS15: Delivering Affordable Housing
- CS17: Housing Size and Design Standards
- CS19: Design Quality and Accessibility in New Development
- CS20: Managing the Borough's Historic Environment
- CS21: Green Spaces and Trees
- CS22: Sustainable and Low Carbon Development
- CS24: Managing Flood Risk
- CS26: Waste Management
- CS27: Planning and Paying for New Infrastructure

Joint Merseyside and Halton Waste Local Plan (2013)

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

Saved Policies of the Knowsley Replacement Unitary Development Plan (2009)

- T5: Location of Major Traffic Generating New Development
- T7: New Development and Walking and Cycling Routes
- T8: Transport Assessments
- T9: Travel Plans
- T10: Access for the Less Mobile
- OS7: Educational Uses and Sites
- DQ2: Security in the Built Environment
- DQ3: Gateway Sites and Corridors
- DQ4: Trees and Development
- ENV2: Noise and Vibration
- ENV3: Light Pollution
- ENV4: Hazardous Substances
- ENV5: Contaminated Land



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