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North Huyton Action Area Supplementary Planning Document

Knowsley Metropolitan Borough Council

February 2007

North Huyton Action Area

Supplementary Planning Document

**Prepared by BDP Planning
for Knowsley Metropolitan Borough Council**

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STATEMENT OF SPD MATTERS

North Huyton Action Area Supplementary Planning Document

Knowsley Metropolitan Borough Council (KMBC) has prepared a Supplementary Planning Document (SPD) to guide future development proposals for the North Huyton Action Area which is allocated in the Knowsley Replacement Unitary Development Plan (UDP) under policy H3 North Huyton and Tower Hill (Kirkby) Action Areas.

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PART 1 – North Huyton Action Area Guiding Principles

Part 1 of the SPD sets out the 'Planning Strategy' for North Huyton Action Area providing the policy framework that will ensure development proposals are carried out in the most sustainable manner and to the highest possible standards and quality.

The section is very clearly linked to the policies within the Knowsley Replacement UDP and other relevant and important Knowsley Council policies.

The section is intended to present an overarching planning strategy for development proposals within the North Huyton Action Area and the context for more defined and detailed guidance contained with Part 2 of the SPD.

Chapter 1 Purpose of the Supplementary Planning Document

Introduction

1.1 This chapter sets out the role that a Supplementary Planning Document (SPD) has in the development plan system and sets the context for the North Huyton Action Area SPD.

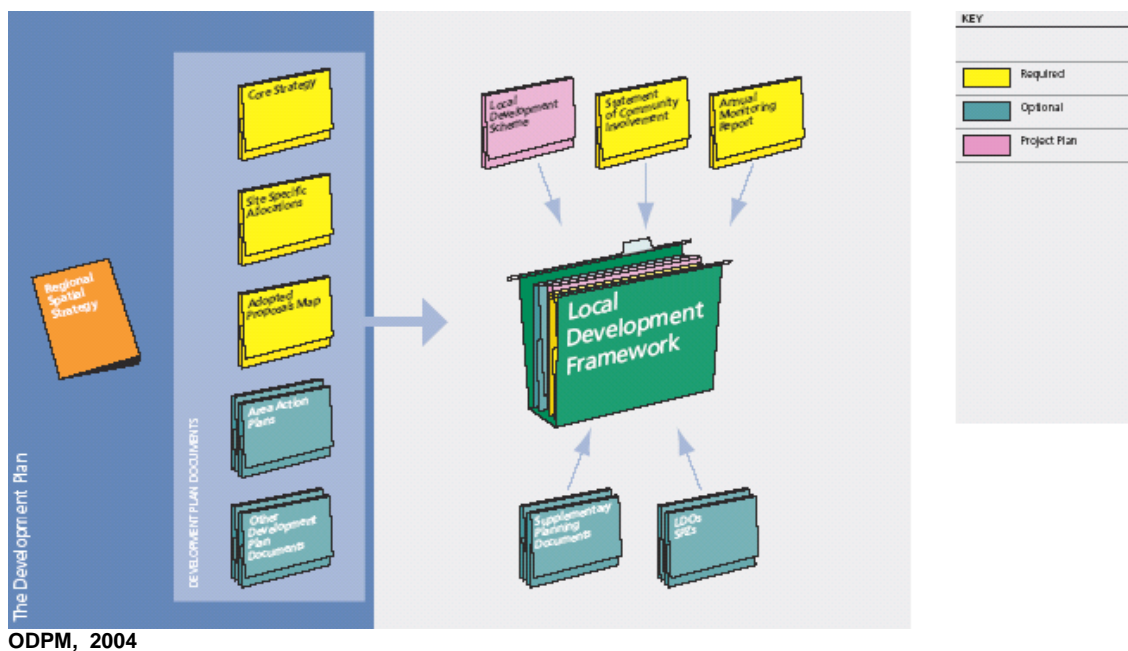
What is an SPD?

1.2 The Planning and Compulsory Purchase Act 2004 introduced a change to the statutory development plan system. Local development frameworks must replace existing development plans prepared under the 1999 Development Plan Regulations.

1.3 Unitary Development Plans (UDPs) and local development frameworks are intended to streamline the local planning process and promote a proactive, positive approach to managing development.

1.4 A local development framework comprises a series of local development documents, which include development plan documents, that are part of the statutory development plan and supplementary planning documents which expand policies set out in a development plan document or provide additional detail.

1.5 The key documents, which form part of the local development framework, are illustrated in the diagram below.



- 1.6 This document is a Supplementary Planning Document (SPD) to support the Knowsley Replacement UDP. It should be noted that whilst the SPD is linked to “saved” RUDP policies, once the LDF Core Strategy is adopted the SPD will need to be revisited.
- 1.7 An SPD can cover a range of issues, both thematic and site specific, which may expand policy or provide further detail to policies in a development plan document. They must not however, be used to allocate land, which is the role of a Development Plan Document,
- 1.8 SPDs can take the form of design guides, area development briefs, master plan or issue-based documents, which supplement policies in a development plan document. The following principles apply to a supplementary planning document:
- a. it must be consistent with national and regional planning policies as well as the policies set out in the development plan documents contained in the UDP or local development framework;
 - b. it must be clearly cross-referenced to the relevant development plan document policy which it supplements (or, before a relevant development plan document has been adopted, a saved policy);
 - c. it must be reviewed on a regular basis alongside reviews of the development plan document policies to which it relates; and
 - d. the process by which it has been prepared must be made clear and a statement of conformity with the statement of community involvement must be published with it.
- 1.9 SPDs therefore support, but do not form part of the statutory development plan and as such are not be subject to independent examination. Although they are not subject to independent examination they must be subjected to rigorous procedures of community involvement.

The North Huyton Action Area SPD

- 1.10 The purpose of the North Huyton Action Area Supplementary Planning Document (SPD) is to guide future development proposals for the North Huyton Action Area, which is allocated in the Knowsley Unitary Development Plan (UDP) under policy H3 North Huyton and Tower Hill (Kirkby) Action Areas.
- 1.11 The North Huyton SPD will support the Knowsley UDP and will be included in the emerging local development framework for Knowsley that will eventually replace the existing UDP.
- 1.12 The preparation of the North Huyton Action Area SPD has also been influenced and informed by the North Huyton New Deal for Community Outline Plan from which a masterplan for redevelopment of significant areas of the North Huyton Action Area has been derived. This masterplan was approved by Knowsley Borough Council in December 2005 and will be a material consideration in any development decision within the Action Area.

- 1.13 The Knowsley Guide to Development has also informed the preparation of the North Huyton Action Area SPD.
- 1.14 Key stages in the preparation of the North Huyton Action Area SPD have been subject to community consultation and the whole document has been the subject of the 6 week statutory public consultation. Within the requirements of the Statement of Community Involvement (SCI) there is a need to engage in further consultation regarding future planning applications affecting the North Huyton Action Area. Also, the Annual Monitoring Report (AMR) requires the Council to report on the progress and effectiveness of both the SPD and its RUDP parent policies in addressing the issues within North Huyton.

Chapter 2 Vision for the Future

Introduction

- 2.1 This section sets out the vision for the North Huyton Action Area. All development must demonstrate that it contributes to this vision.
- 2.2 The vision that encapsulates what the North Huyton community aspires to achieve and how it should develop in the future, has been strongly influenced by the vision and objectives from the Knowsley Guide to Development and North Huyton New Deal for Communities Outline Plan.

North Huyton Action Area Vision

- 2.3 The vision for the North Huyton Action Area is to:
- “create a viable and sustainable suburban neighbourhood for existing and future generations, where people will choose to live in a high quality residential environment and work to achieve their potential, and in doing so establish North Huyton as a place to be proud of.”*

North Huyton Action Area Objectives

- 2.4 The objectives that will achieve the vision for North Huyton are:
- a. To deliver comprehensive development, redevelopment and improvement.
 - b. To achieve a wider choice of popular and quality housing.
 - c. To incorporate and facilitate essential community facilities, services and infrastructure.
 - d. To create a viable neighbourhood where people achieve their potential.
 - e. To create a sustainable neighbourhood that people are proud of.
 - f. To create a neighbourhood for future generations.
 - g. To create a location where people will choose to live and work.
 - h. To regenerate suburban living.
 - i. To retain, enhance and nurture distinctive elements of its physical and natural environment.
 - j. To offer enhanced access to education and life-long learning

Chapter 3 Strategic and Local Policy Context

Introduction

- 3.1 The North Huyton Action Area is governed by the Regional Spatial Strategy (RSS) for the North West. Under the provisions of the Planning and Compulsory Purchase Act 2004 the RSS forms part of the Development Plan for each Borough or District within that region. The RSS for the North West is therefore a pertinent material consideration for any development decision within the North Huyton Action Area and the SPD must conform to its principles and policies. It should be noted also that RSS is in the process of revision and that when a revised RSS is adopted the SPD will need to be reviewed to ensure that it complies with RSS.
- 3.2 Policy SD3 summarises the key principles to be considered as part of this SPD:
- “...other development requirements will be met within smaller towns and large villages which are able to provide a range of services, and which have the potential to provide good public transport links to outlying settlements. Such settlements should be identified as key service centres in structure or local plans. Development in key service centres should complement existing settlement character and should be of an appropriate scale and nature to accommodate or fulfil the needs of local communities for housing, employment and services, and to deliver an enhanced quality of rural life.”*
- 3.3 The Action Area is also a New Deal for Communities (NDC) area under the provisions of the Government's National Strategy for Neighbourhood Renewal, which aims to strike a balance between physical developments and social projects.
- 3.4 The North Huyton NDC programme began in 2001 and runs until 2010. It will invest £55.8m of Government funds. NDC plans for the regeneration of the area have been and are continuing to be developed by extensive consultation with local people and other partners who continue to play a leading role in the development, appraisal and approval of projects. The New Deal for Communities programme focuses on tackling unemployment, poor examination results, ill health, poor housing and crime and disorder.
- 3.5 Both Regional Planning Guidance (RSS) and the North Huyton NDC programme support a comprehensive approach to housing renewal, clearance, and urban regeneration within the Metropolitan Area and on previously developed land.
- 3.6 The remainder of the section sets out the local planning policy that governs development in the North Huyton Action Area.

Plan Objectives

- 3.7 Provision for the regeneration of North Huyton is made in the Knowsley Replacement Unitary Development Plan (June 2006) (UDP).
- 3.8 Policy CP1 and H3 are specific to the North Huyton Action Area.

POLICY CP1**REGENERATION AND DEVELOPMENT PRIORITY AREAS**

1. New development and regeneration activities shall be guided principally towards the following locations (shown on the Key Diagram):
 - Existing residential areas;
 - The town centres of Kirkby, Prescot and Huyton, together with the smaller district and local shopping centres; and
 - The Strategic Employment Locations.
2. Within the residential areas priority will be given to securing a better choice of housing and improved schools, health and other community infrastructure. Particular emphasis will be given to securing regeneration and improved levels of social inclusion within the residential regeneration areas shown on the Key Diagram.
3. The town centres of Kirkby, Prescot, and Huyton, together with the smaller district and local centres shall be the preferred location for new shopping and leisure development. These centres shall also be appropriate locations for a range of other uses appropriate to a town centre such as the uses listed in appendix 7. Development of these uses must be of a scale and nature which is appropriate to the role and function of the centre concerned.
4. Within the Strategic Employment Locations shown on the Key Diagram the main priority will be the provision of new industrial or business uses which will safeguard or provide jobs (including but not solely limited to those within target economic sectors), or which will make these areas more attractive to potential new development for these purposes.
5. The following areas shall be designated as Action Areas, where the Council will (in partnership with others) seek to comprehensively redevelop or improve the area in accordance with policies set out elsewhere in this Plan:
 - North Huyton
 - Tower Hill, Kirkby
 - South Prescot
 - Kirkby Town Centre
 - Ravens Court (Halewood)

This is a part 1 policy

POLICY H3: NORTH HUYTON AND TOWER HILL (KIRKBY) ACTION AREAS

North Huyton and Tower Hill (Kirkby) are designated as Action Areas and are indicated on the Proposals Map.

- 1) These areas are suitable for comprehensive development, redevelopment or improvement including the following:
 - a. Improvement, clearance and redevelopment of existing unpopular and/or substandard housing;
 - b. Provision of a wider choice of housing accommodation; and
 - c. Improvements to local shopping, open space, leisure, health and other community facilities.

- 2) In the case of North Huyton, the regeneration proposals will also include the provision of new schools and the provision of jobs, education and training centre/managed workspace facilities.

- 3) The amount of new housing development and demolition within the two areas shall be approximately as follows:

North Huyton - up to 1,450 new dwellings (including 1,200 demolition replacements)

Tower Hill, Kirkby - up to 300 new dwellings (including 50 demolition replacements).

- 4) The Council and its partners will carry out master planning exercises for these areas which will identify:

The parcels of land to be developed or redeveloped for the different uses listed above;

The phasing of each part of the development;

The design standards to be adopted (which shall be of high quality);

The location of proposed new and/or enhanced public open spaces and community infrastructure; and

Proposals for road layout, public transport provision and provision for walking and cycling.

- 5) Developments will be expected to provide new areas of greenspace or significant qualitative improvements to greenspace; and in order to secure a successful regeneration of the area it is likely that the housing development will include some land which is currently redundant or poorly used urban greenspace, some of which has had development on it in the past.

3.9 The following policies are also key considerations for any development proposal within the North Huyton Action Area (full policy details are appended):

- a. Policy OS3: Quantitative Standards – Public Open Space for General Amenity Use, Allotments and Children’s Play
- b. Policy OS4: Protection Of Playing Pitches And Other Formal Sporting Facilities

Any future proposed SPDs which will supplement RUDP Policies, for example, “Design Quality in New Development”, the forthcoming Merseyside Transport SPD and other documents included in the Local Development Scheme (LDS) will need to be cross-referenced to this SPD.

- c. Policy DQ1: Design Quality In New Development
- d. Policy ENV9: Protection Of Habitats And Designated Sites

3.10 The whole of the Knowsley Replacement UDP is relevant to any development proposal within the North Huyton Action Area. It is advisable to contact the Local Planning Authority for a full consideration of applicable policy requirements.

Sustainability Impact

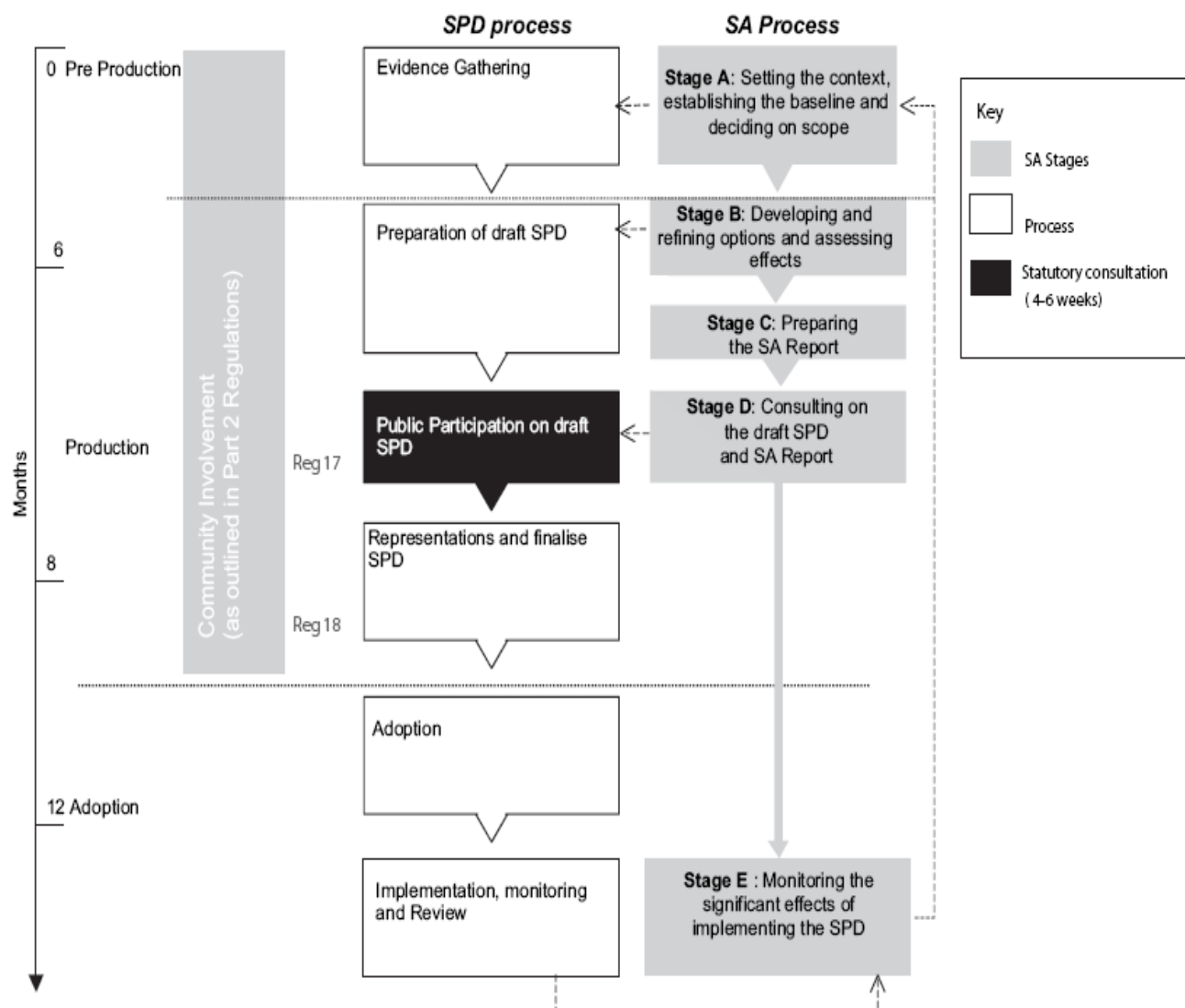
- 3.11 Under the Planning and Compulsory Purchase Act 2004, Sustainability Appraisal is mandatory for Supplementary Planning Documents (SPDs).
- 3.12 The European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment, known as 'strategic environmental assessment' or Strategic Environmental Assessment (SEA) applies to a wide range of plans and programmes, including among others those for town and country planning and land use that will have a significant impact on the environment. Knowsley Metropolitan Borough Council has determined that as the North Huyton SPD will have such significant environmental effects. It will therefore require a Strategic Environmental Assessment.
- 3.13 Sustainability Appraisal / Strategic Environmental Assessment are designed to ensure plans and programmes are environmentally sound and sustainable. SA appraises the plan in relation to the five UK Principles of Sustainable Development from Securing the Future Delivering UK Sustainable Development Strategy. These aims are as follows:
- a. Living within environmental limits;
 - b. Ensuring a strong, healthy and just society;
 - c. Achieving a sustainable economy;
 - d. Using sound science responsibly; and,
 - e. Promoting good governance.
- 3.14 The following criteria should be considered under the requirements of the SEA directive, defining the focus and scope for SEAs. It should also be noted that a Screening Opinion relating to the SPD will be undertaken to ensure that it will be in compliance with the provisions for Appropriate Assessment, in accordance with the EU Habitats Directive.
- a. biodiversity
 - b. population
 - c. human health
 - d. fauna and flora
 - e. soil
 - f. water
 - g. air
 - h. climatic factors
 - i. material assets

- j. cultural heritage, and
- k. landscape

3.15 The North Huyton SPD has been the subject of a combined Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA).

3.16 The diagram below demonstrates the relationship between the SA and SPD process

The relationship between the SPD and the SA processes



Chapter 4 Area Context and Constraints

Introduction

- 4.1 This section of the Supplementary Planning Document (SPD) presents a summary of the spatial planning and development issues that are important to the North Huyton Action Area. These issues will help those wishing to develop within the Action Area to understand the characteristics of North Huyton and how it functions so that development responds to the positive and unique built and landscape components of the area, is of the highest quality and is ultimately sustainable in the long term.
- 4.2 The chapter is structured as follows:
- a Area Context
 - b Townscape Appraisal
 - c Land Ownership
 - d Local Facilities
 - e Accessibility: Key Linkages and Movement Appraisal
 - f Landscape Setting, Structure and Type
 - g Historical and Nature Conservation
 - h Drainage

Area Context

- 4.3 The North Huyton Action Area is located to the north west of Huyton town centre accessed from the A57 Liverpool Road. It is situated directly adjacent to the boundary with Dovecot, a suburb of the City of Liverpool.
- 4.4 Its location in the context of Merseyside and Huyton is illustrated by figure 4.1. Figure 4.2 illustrates the boundary of the Action Area within the localised context of North Huyton.
- 4.5 North Huyton Action Area includes the inter-war estates of Hillside, Woolfall Heath, Finch House and Fincham that were developed as overspill from the city of Liverpool.
- 4.6 These estates are characterised by two and two and half storey semi-detached and terraced houses with interesting gable detailing and steep roof pitches set off wide public highways and open featureless green spaces.



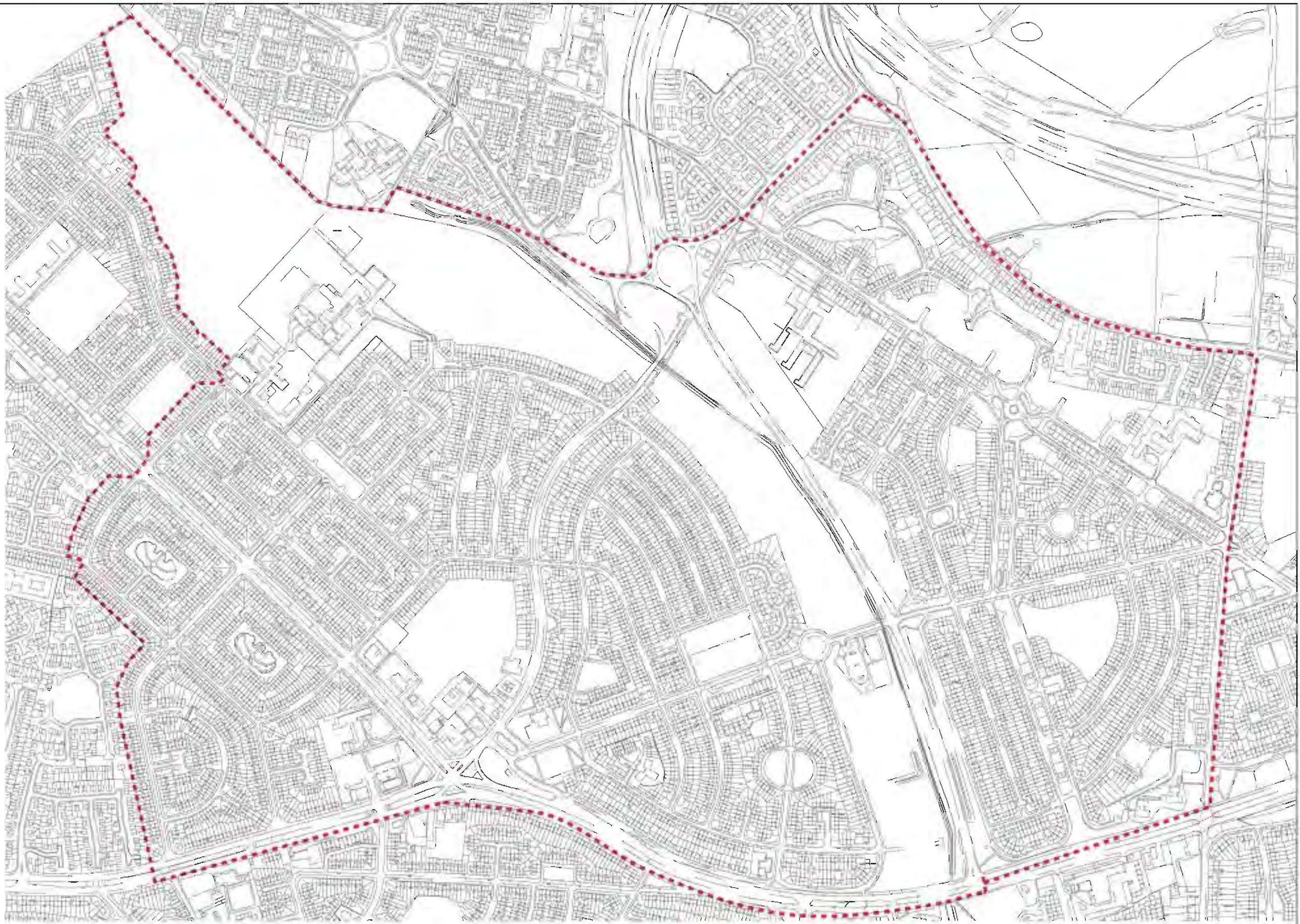
Building Design Partnership

North Huyton SPD

Figure no. 4.1 - Location Plan

NTS

Key
Action Area Boundary



Building Design Partnership

North Huyton SPD

Figure no. 4.2 - Action Area Boundary

NTS

Townscape Appraisal

- 4.7 The townscape appraisal of the North Huyton Action Area provides more detail of the characteristics identified in paragraphs 4.3-4.6. Figure 4.3 illustrates these key and important townscape features that define the character of the Action Area.
- 4.8 These features are explained more fully in the following paragraphs structured under the following heading:
- a Key Gateways
 - b Urban Structure
 - c Key Views
 - d Landscape, Greenspace and Topography
 - e Built Form

Key Gateways

- 4.9 Gateways to an area are important as they provide the first impression to the majority of people entering the area. High quality gateways can make the difference between people deciding to visit or deciding not to visit an area and create identity and sense of place.
- 4.10 Gateways specific to North Huyton can be defined as strategic gateways and local gateways. The Knowsley Guide to Development should also be referred to in relation to gateways into the area at a Borough level.
- 4.11 Strategic Gateways – the junctions of:
- a Liverpool Road / Princess Drive;
 - b Liverpool Road / Seth Powell Way;
 - c Seth Powell Way / Stockbridge Lane / M57;
 - d Woolfall Heath Avenue / Primrose Drive / Hillside Road;
 - e Knowsley Lane / Stockbridge Lane; and
 - f Liverpool Road / Primrose Drive
- 4.12 Local Gateways – the junction of:
- a Hillside Avenue / Stockbridge Lane;
 - b Princess Drive / Lordens Road;
 - c Seth Powell Way / Woolfall Heath Avenue; and
 - d Woolfall Heath Avenue / Pennard Avenue.

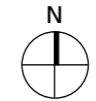
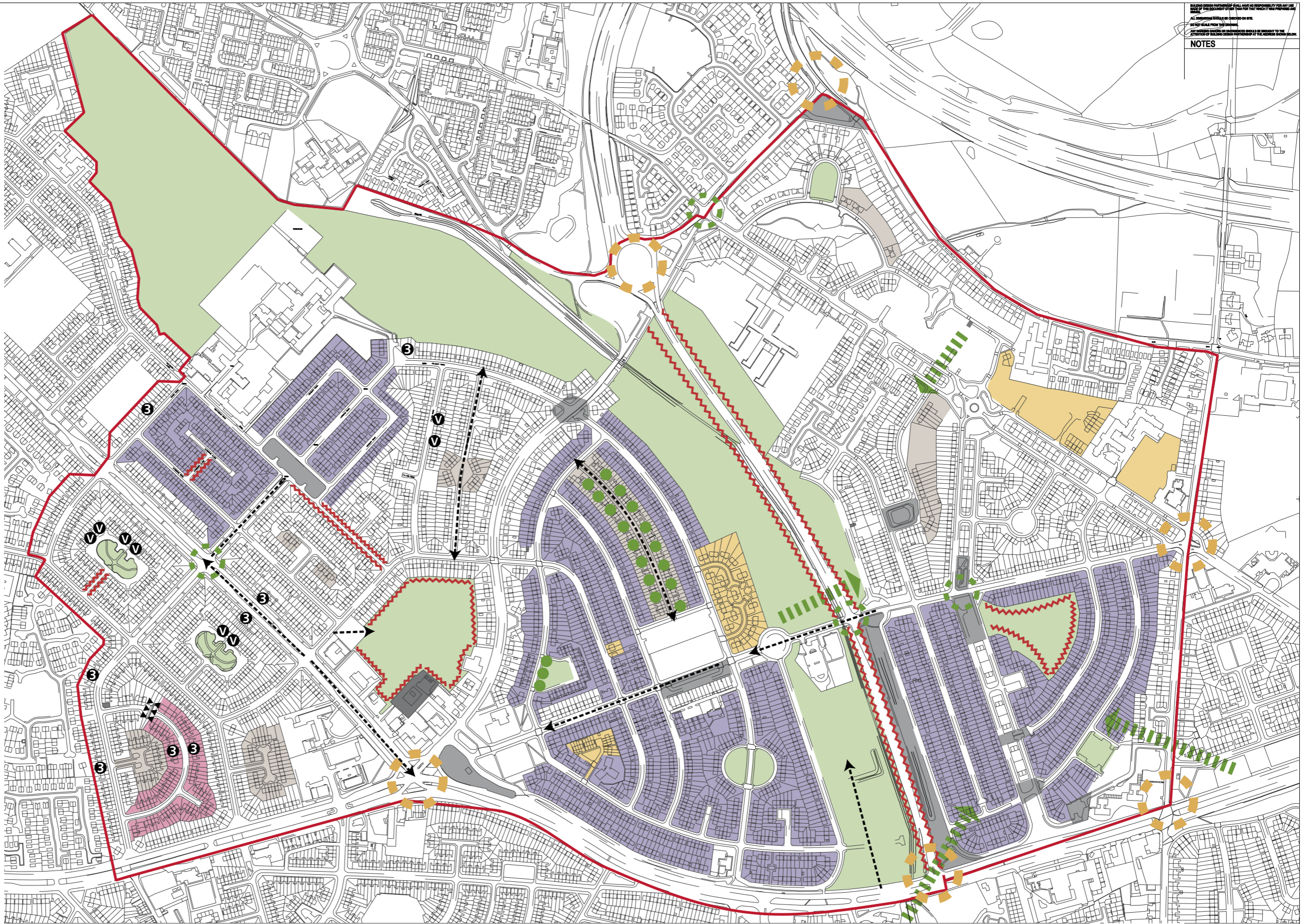
Urban Structure

- 4.13 The urban structure is well demonstrated in the clearance plan and in the street network analysis plan in figures 4.4 and 4.5. They illustrate that the urban structure of North Huyton is characterised by a formal street grid and more informal

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NOTES

- Key**
- Study area boundary
 - Poor quality green space
 - V Voids
 - Cleared properties
 - Poor spaces
 - V Gateways
 - V Local gateway
 - Key view
 - Poor interface
 - Electrical substation
 - Property face lifting (works undertaken - walls, gates, porches)
 - Properties rendered and painted
 - New housing
 - Poor quality frontage
 - Trees
 - 3 3 storey properties
 - 3 Sloping topography

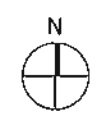


Building Design Partnership

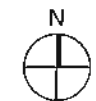
North Huyton SPD
Figure no. 4.3 - Townscape Appraisal Plan

NTS

Key
— Study area boundary
■ Areas to be cleared



- Key**
- Site boundary
 - Grid
 - Crescents



crescents, reminiscent of the character and urban structure of Page Moss and other inter-war suburbs across the Borough border in Liverpool.

- 4.14 Figure 4.5 shows the road network can be distinguished into areas with a grid structure and areas made up of a series of crescents. This gives the different residential areas a distinct form:
- a Woolfall North and Woolfall South - crescents,
 - b Fincham and Finch House - grid structure
 - c Primalt and Hillside - mixed street structure.
- 4.15 Figure 4.4 shows that two substantial residential areas including two schools are to be cleared in North Huyton along with some smaller pockets of housing that are also to be cleared. Major clearance areas are in Hillside, Woolfall North and Finch House, with more minor clearance areas in Woolfall South and Fincham, and no clearance proposed for Primalt. Consequently the urban structure will be disproportionately altered by the proposed clearance and the development opportunities will be greater for the areas with clearance than without.
- 4.16 In North Huyton there are some vacant properties. These are largely confined to Fincham and Finch House areas of North Huyton.

Key Views

- 4.17 Key views are aspects on the ground where large areas of North Huyton can be seen from points that are often used by residents, employers, employees and visitors.
- 4.18 The key views in North Huyton are as follows (figure 4.3);
- a north to south / south to north along Sleaford Road;
 - b north to south / south to north along Rosebank Road;
 - c east to west along Woolfall Heath Avenue;
 - d from Liverpool Road northwards across the Green Corridor;
 - e north west to south east / south east to north west along Princess Drive;
 - f from St David's Road across Horn Smithies open space; and
 - g from Princess Drive north eastward along Lordens Road.

Landscape, Greenspace and Topography

- 4.19 The dominant feature of the North Huyton townscape is the 'Green Corridor' that dissects the area from the north west to the south east. In contrast to the vast space it covers, usage of the space is far from reaching its maximum potential with few recreational uses deployed across it and poor aesthetic quality, especially along its margin with Seth Powell Way.
- 4.20 Key features of the 'Green Corridor' are the 'Landlife' wildflower site and the River Alt, which are both recognised sites of local biological interest (see figure 4.3).
- 4.21 The 'Green Corridor' is also prominent at two of the key gateways to North Huyton and lines a key route through North Huyton, along Seth Powell Way.

- 4.22 Other greenspace in North Huyton is limited and of a consistently poor quality. It is not well used and is not well integrated into the residential areas they are located within.
- 4.23 There is a distinct lack of trees in North Huyton. Figure 4.3 identified only two locations with mature trees in the entire Action Area. This is coupled with a lack of landscaping which contributes to green spaces being bland and lacking in texture and interest.
- 4.24 Poor quality spaces appear across the Action Area and are visually unappealing (figure 4.3). They often emerge where roads are bollarded to prevent through access, where landscaping has deteriorated and where potential developments have not materialised. Opportunities must be taken to make better use of this space for landscaping to improve the public realm and to provide open space for recreation.

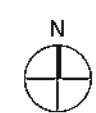
Built Form

- 4.25 The architecture of the residential neighbourhoods within North Huyton are made distinctive by the unique and attractive building styles that include:
- a door frames;
 - b gable ends;
 - c roof pitches;
 - d three storey houses;
 - e bay windows;
 - f chimney pots;
 - g street squares; and
 - h wide 'boulevard' style streets.
- 4.26 Large sections of residential areas have had improvements such as new curtilage treatments, including new walls, gates and porches, with some having rendering and painting work done. Such works have been concentrated in areas away from the clearance zones identified in the clearance plan and are associated with Knowsley Housing Trust's improvement programme for properties outside of the clearance areas.
- 4.27 Pockets of new residential developments have been built recently in North Huyton. The architecture of the new properties is quite different from the original estate houses and as such does not positively contribute to the feeling of North Huyton as a distinct and cohesive place (figure 4.6).

Land Ownership

- 4.28 Figure 4.7 illustrates the distribution of land ownership within the North Huyton Action Plan.
- 4.29 This landholding can be grouped under three main interests:
- a residential;

- Key
- Study area boundary
 - Green space
 - Residential
 - Shops
 - Community
 - Vacant site
 - Electrical sub-station
 - Public house/restaurant
 - Employment



- b public sector; and
- c other agencies/organisations.

Residential

4.30 Residential ownership in North Huyton can be split into the following interests:

- a Private ownership;
- b Private ownership right to buy;
- c Knowsley Housing Trust;
- d Liverpool Council House (LCH - houses purchased on long leasehold and Knowsley MBC holds the freehold); and
- e North Huyton New Deal for Communities.

Public Sector

4.31 Public sector ownership in North Huyton can be split into the following interests all controlled by Knowsley Metropolitan Borough Council:

- a Regeneration and Development – most of the open vacant land;
- b Department of Neighbourhood Delivery – most of the Green Corridor outside the school and playing field areas and two areas of open space in residential areas; and
- c Education Authorities – the primary school in Hillside and the playing fields for the Catholic Primary and Secondary Schools in Finch House.

4.32 KMBC also own many of the other operational buildings in North Huyton including:

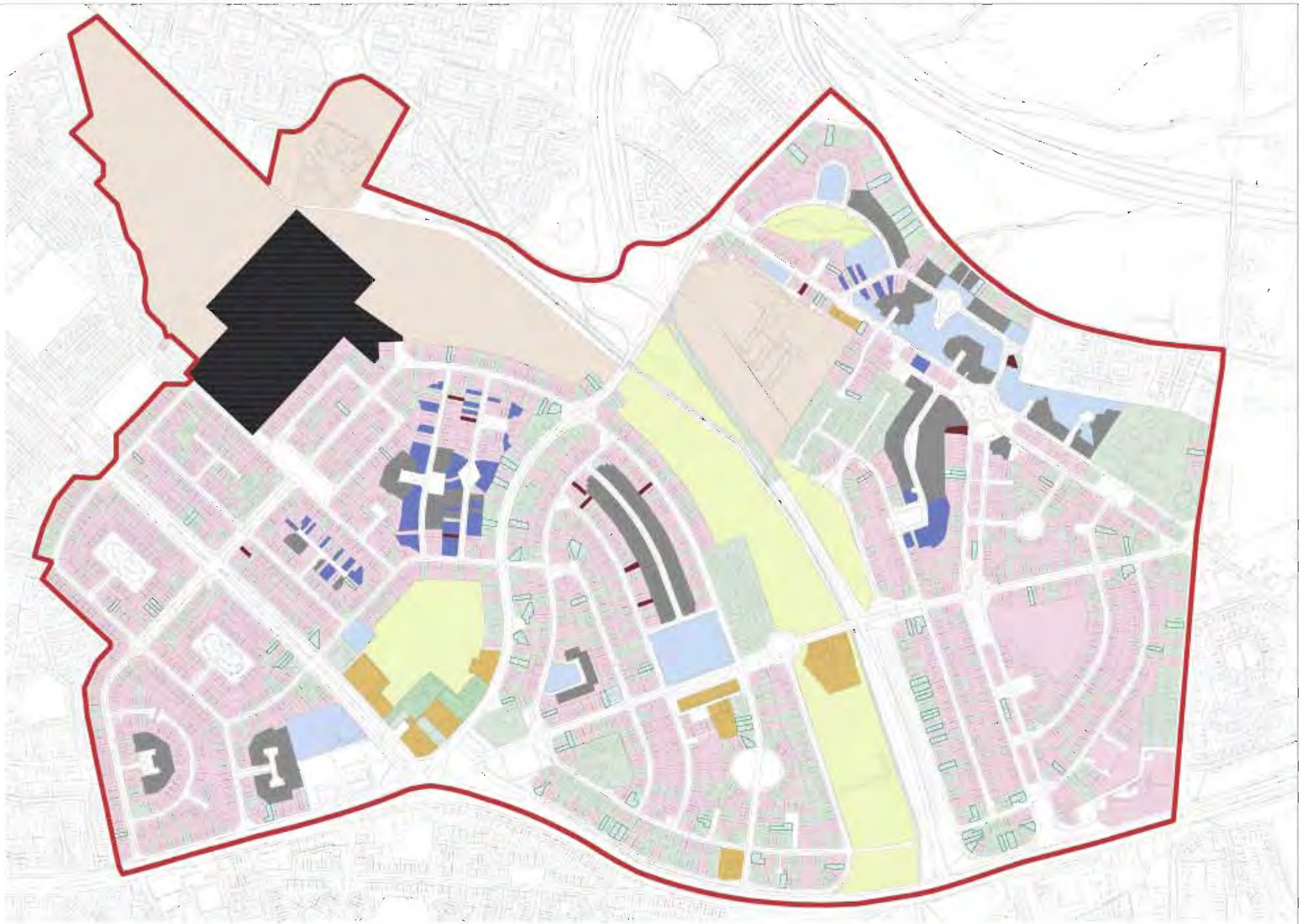
- a the community centre,
- b day nursery,
- c club and housing trust at Horn Smithies,
- d the River Alt Resource Centre,
- e Woolfall Heath Avenue shops and the day centre behind it,
- f the Hillside Road shops and
- g the clinic on Liverpool Road.

Other Interests

4.33 Other land ownership interests in North Huyton can be split into the following:

- a Roman Catholic Authorities – own the Catholic Primary and Secondary Schools in Finch House.
- b Private commercial interests – various ownerships for retail at Horn Smithies including electrical sub station, builders yard, garages and Stockbridge Cottages, plus MacDonald's and Lidl on Liverpool Road; and,
- c Private community interests – health centre at Horn Smithies, veterinary centre opposite Horn Smithies and nursing homes in Hillside.

- Key**
- NDC Properties
 - KHT
 - Private/RTB etc
 - Liverpool Council House
 - Regeneration and Development
 - Leisure Services
 - Education
 - RC Authority
 - Operational Buildings
 - Demolitions
 - Vacant Properties



Building Design Partnership

North Huyton SPD

Figure no. 4.7 - Land Ownership Plan

NTS

- 4.34 The public sector controls many key sites across North Huyton including the Green Corridor and much of the open green and vacant space in the area. It is important to maintain good partnerships between Knowsley Metropolitan Borough Council and the other interested public sector so comprehensive development in North Huyton can be achieved.
- 4.35 This is especially important for the Horn Smithies at the heart of North Huyton that is a key gateway and focal point for the area because although much land and property is within public ownership, several important landholdings/buildings are in private ownership. A comprehensive approach to development of this important site is therefore important and will require public and private owners and tenants to work together in partnership.
- 4.36 The majority of residential properties in the clearance areas are either vacant, already demolished or in NDC or Knowsley Housing Trust ownership. Only a few will require negotiation or possibly Compulsory Purchase Order to ensure redevelopment planned as part of the North Huyton NDC Outline Plan can be implemented.

Local Facilities

- 4.37 Appendix 1 includes a series of plans that show the key local facilities in North Huyton and the catchment they serve according to a set of possible standards for accessibility to local facilities developed by Barton et al., (1995) in Barton (2002) *Sustainable Communities*.
- 4.38 The standards used are as follows:
- a Secondary School – 1500m
 - b Primary School – 600m
 - c Health Centre / Clinic / Surgery – 1000m
 - d Local Shops – 800m
 - e Day centre / nursery – 600m
 - f Playing Fields – 1000m
- 4.39 These plans show the majority of the residential areas of North Huyton are currently served well in terms distance to the community facilities within the area:

Retail

- 4.40 The Woolfall Heath Avenue shop units have the capacity for sixteen small shop units. These units are now largely empty with only one unit in operation. The declining market for local shops has led to the decline in the quality of the buildings and spaces surrounding them contributing to a poor public realm.
- 4.41 There is very little other retail provision of note within the Action Area apart from a single shop and a parade of shops on Hillside Avenue and the Princess Drive junction with Liverpool Road. Retail provision at this junction consists of the large chain stores Lidl and MacDonalld's. The relative success of this area for retail is likely to be related to its position on a major road to Liverpool.

Education

- 4.42 North Huyton has two primary schools and a secondary school. The viability of each has declined through time in terms of its infrastructure as a result of changing education requirements and declining residential population.
- 4.43 The Knowsley Schools Commission was tasked to assess the current and future demand for places in schools, demographic trends and projections and the strengths and weaknesses of current provision and their appropriateness for the educational challenges of the 21st Century. The aspirations for all Knowsley schools were set out including class sizes, infrastructure and funding structure, and schools were accordingly assessed.
- 4.44 As a consequence of this assessment the North Huyton education provision has been restructured. As part of this restructuring the three schools (two primary schools and one secondary) are to be demolished and re-provided. This will allow more appropriate provision in terms of capacity and infrastructure.

Community

- 4.45 North Huyton is served by several community facilities the location of these is shown on the townscape appraisal plan. As well as schools the community facilities include:
- a Heath centre, clinic and surgery;
 - b The social education centre and youth clubs / centres;
 - c Day care centre and a day nursery;
 - d River Alt Resource Centre;
 - e The community centre;
 - f Veterinary centre; and,
 - g Shop units on Liverpool Road, Hillside Avenue and Woolfall Heath Avenue.
- 4.46 Many of these facilities again are in poor repair and are set within an environment that has been neglected and are often operating at below their capacity. The location of many of these facilities is no longer appropriate to the population they are meant to serve.

Leisure

- 4.47 There is nominal leisure provision in North Huyton. Indeed, there are no public houses or restaurants within the Action Area.
- 4.48 If the area is to be redeveloped to create a sustainable community in a 'regenerated suburbia', North Huyton must seek to build an evening economy. This will attract people to North Huyton as well as contributing to a more diverse economy.

Summary and Need for New Local Facilities/Community Infrastructure

- 4.49 It is evident that the Action Area is not served by a full complement of local facilities or a community infrastructure network that would be expected to support a healthy and prosperous neighbourhood.
- 4.50 In this context there is a direct correlation between this situation and the fact that North Huyton has been the subject of significant change over the last decade, and as a consequence of this, the need and demand for local facilities has changed.
- 4.51 This has resulted in under use of a community infrastructure network designed for a significantly greater population leading to lack of investment and ultimately vacancy and dereliction.
- 4.52 Although redevelopment through the Outline Plan and NDC masterplan is likely to result in the loss of many of the community facilities in North Huyton including:
- a Health centre and surgery;
 - b The social education centre and youth clubs / centres;
 - c Day care centre and a day nursery;
 - d The community centre; and,
 - e Shop units on Liverpool Road, Hillside Avenue and Woolfall Heath Avenue;
- community facilities will be reprovided through the Outline Plan and NDC masterplan and other service providers within the Action Area.
- 4.53 Initial work is being undertaken to inform this reprovision through a retail and community facility study/audit as part of the Outline Plan and NDC masterplan process. These studies/audits will indicate the spatial and numeric need for the replacement of community facilities and the market capacity for retail and leisure in the area. This will provide specific guidance for the capacity and location for community facility and retail provision that should be included in future plans for North Huyton.
- 4.54 The Outline Plan and NDC masterplan process is seeking to reprovide the following facilities:
- a A Day Care Centre in Hillside;
 - b A Youth Powerhouse facility in association with the River Alt Resource Centre; and
 - c An employment and training facility at Hornsmithies.
- 4.55 Planning permission has also recently been granted for a new Primary Care Trust facility at the junction of Liverpool Road and Woolfall Heath Avenue and this represents an investment by the PCT of more than £4million.
- 4.56 There are some good quality facilities in North Huyton that are well used by the community, for example the River Alt Resource Centre. Development of community facilities should incorporate the positive features of existing community facilities that are working well in order to develop facilities and improve provision.

Accessibility: Key Linkages and Movement Appraisal

- 4.57 A movement and accessibility plan for North Huyton is set out overleaf as Figure 4.8. The plan illustrates key transport links and infrastructure and barriers to movement.
- 4.58 Accessibility and movement within North Huyton is discussed under the following headings:
- a Access Points
 - b Road Hierarchy
 - c Road, cycle track and pedestrian layout
 - d Public Transport Routes

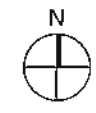
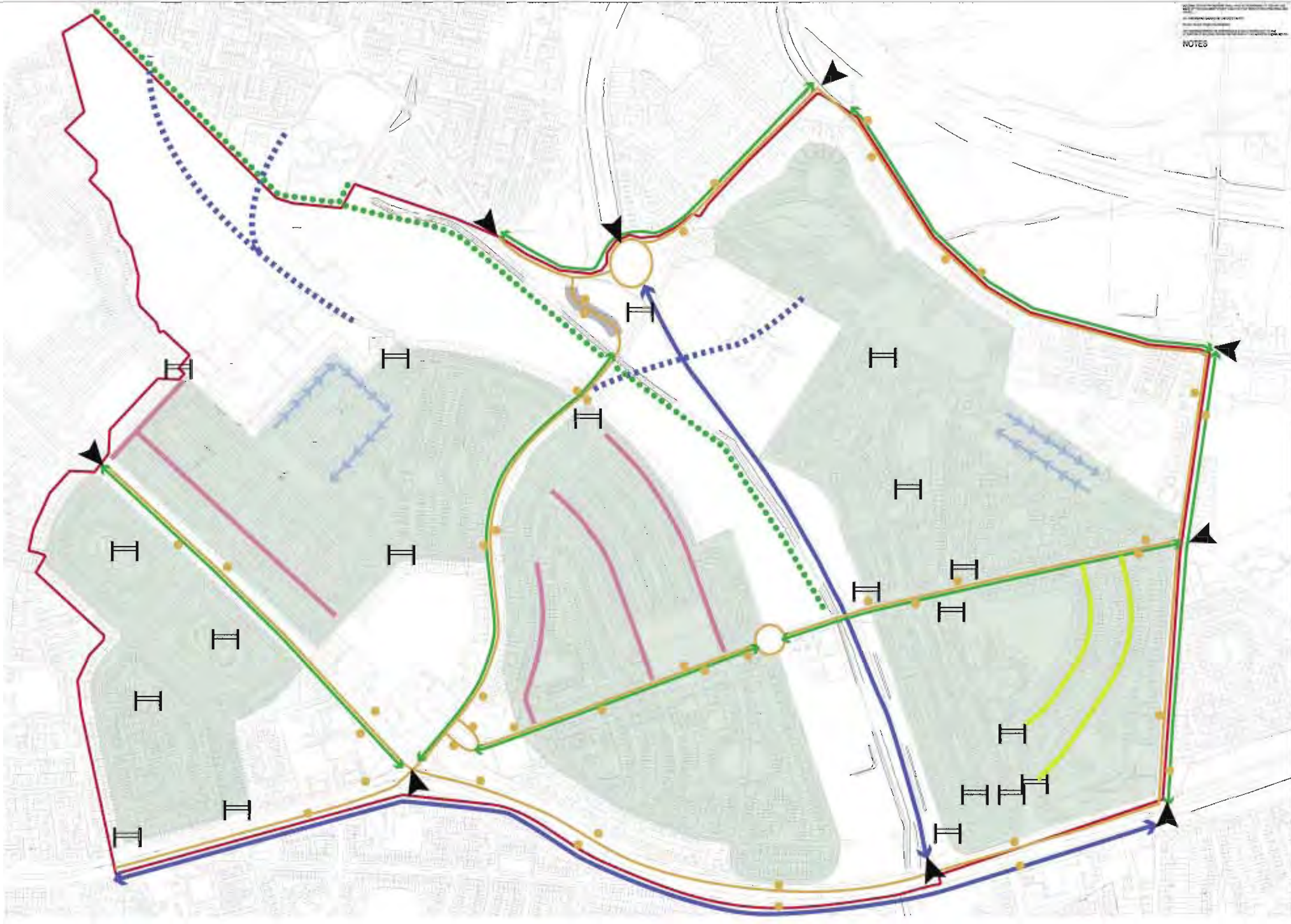
Access Points

- 4.59 Access to North Huyton from the surrounding highway network is provided by a limited number of key access points / gateways (figure 4.3). Away from these access points, accessibility has been actively restricted by the housing layout and highway engineering. This is particularly the case along the dual carriageway A57 Liverpool Road where apparent intersections with residential streets merely provide turning heads for residential vehicles and prevent vehicular movement to and from the Liverpool Road.

Road Hierarchy

- 4.60 With limited vehicular accessibility to residential areas, there is a clear road hierarchy in North Huyton:
- a Strategic Connectors - the A57 Liverpool Road and A526 Seth Powell Way form important transport corridors accommodating high volumes of traffic and a large proportion of through traffic. Liverpool Road is a three lane dual carriageway whilst Seth Powell Way is single carriageway. Both form physical barriers to pedestrian and cyclist movement;
 - b Local Connectors - Woolfall Heath Avenue, Princess Drive and Stockbridge Lane are used for movement within the local area and between the local area and the strategic connectors. In addition, Knowsley Lane and Primrose Drive run along the north-eastern and eastern boundaries of the SPD area. These local connectors also operate as bus corridors through the area;
 - c Residential Streets - Throughout the study area residential streets are traffic calmed with speed bumps and junction tables and many are subject to a 20mph speed limit.
 - d A number of properties have off-street parking and former verges separating the street from footways and residential frontages have been tarmaced over. As a consequence, many vehicles are able to informally park off-street or with just two wheels on the carriageway. This is not the case on certain narrow streets in the Finch House and Woolfall North areas or where off-street

- Key**
- Study area boundary
 - Bus stop
 - Bus route
 - One way street
 - Barriers to vehicular movement
 - Bus/taxi only
 - Traffic calmed areas
 - Key access points
 - Opportunity for new highway links
 - Existing pedestrian/cycle route
 - Strategic Connector
 - Local Connector
 - Narrow streets
 - On-street parking due to sloping front gardens



parking is prevented by level changes on certain streets in the Primalt area. This is a negative feature in the area and is not condoned by KMBC, it will therefore be an issue for any new development proposal to be able to formally accommodate off-street or on-street car parking.

- e Many residential streets, particularly in the Primalt area, form long cul-de-sacs with physical barriers separating adjoining streets to help discourage vehicle related crime and disorder.
- 4.61 This analysis has been specifically informed by the Knowsley Guide to Development which should be read in conjunction with this analysis.
- Road and Pedestrian Layout**
- 4.62 The existing road layout includes a number of key intersections. The intersection of the A57 Liverpool Road with Princess Drive and Stockbridge Lane is a traffic signal controlled junction with incorporated pedestrian crossing facilities. Further signal controlled junctions are provided at the intersections of Liverpool Road / Seth Powell Way, Liverpool Road / Primrose Drive and Seth Powell Way / Woolfall Heath Avenue.
- 4.63 In addition, there is a large roundabout (approximately 80 metres in diameter) at the junction of Seth Powell Way / Stockbridge Lane / Waterpark Drive and the M57. Access to this roundabout from Stockbridge Lane to the south is restricted to buses and taxis only.
- 4.64 Pedestrian movement is primarily afforded by footways running alongside highway links. There are no footways running alongside Seth Powell Way; however there is a footpath that runs to the west of Seth Powell Way through the recreation area from Stockbridge Village in the north to Liverpool Road in the south. This footpath also connects to the existing Secondary School on Lordens Road. Pedestrian crossing points on Seth Powell Way are provided at the signalised junctions of Woolfall Heath Avenue and Liverpool Road, and to the immediate south of the Seth Powell Way / Stockbridge Lane roundabout.
- 4.65 Footways throughout the study area are generally in good condition.
- 4.66 In a number of locations highway engineering measures prevent vehicular access but permit pedestrian access. As a result vehicular movement through North Huyton for first-time visitors can be difficult. The reasons for which are:
- a Bollards restrict vehicular movement between the Fincham area and Liverpool Road, whilst retaining pedestrian access to the controlled crossing points on Liverpool Road.
 - b Vehicular access to the Secondary School from Melbury Road is also prevented by bollards, whilst vehicular movement in the Primalt area is severely limited by bollards used to reduce vehicle related crime.
 - c At the Seth Powell Way / Stockbridge Lane roundabout vehicular access from Stockbridge Lane south is limited to buses and taxis.
- 4.67 Although traffic calming and speed restrictions improve cyclist safety on residential streets, the absence of cycle links between North Huyton and surrounding areas does not encourage cycling on busy roads such as the A57 Liverpool Road and

Princess Drive. There are no on-street or off-street cycle lanes within North Huyton. Vehicular restrictions impact on cyclists as well as they have no direct access through the area because of an absence of dropped kerbs. This also impacts upon those with impaired mobility.

Public Transport Routes

4.68 Bus services operate along the A57 Liverpool Road and local distributor roads. These roads are favoured by operators as they are free from traffic calming, provide wide and relatively direct routes and are not subject to on-street parking. Bus stops are provided at regular intervals along all these routes. There are no bus stops on Seth Powell Way.

Landscape Setting, Structure and Type

4.69 The landscape setting of North Huyton is focused around the River Alt, which provides an important breathing space between east and west. In addition there are a number of smaller public open spaces which act as focal points around groupings of dwellings. Unfortunately many of these areas are largely featureless and there is a notable lack of trees in the area.

Historical and Nature Conservation

4.70 The River Alt corridor is a notable wildlife corridor and includes the River Alt itself and adjacent areas of recreation greenspace. The River Alt is identified as a Site of Biological Interest and contains breeding areas for Water Voles.

4.71 A significant wildlife area has recently been created to the south of Stockbridge Lane and west of the River Alt by Landlife. The site has high plant diversity and invertebrate interests are increasing as the site develops. In terms of rarity it contains 1 priority Biological Action Plan habitat and 1 of regional importance. In total, 5 habitats have been recorded on the site and a total of 131 plant species; 1 of regional importance and 19 locally rare species. 85.5% of plants are native to North Merseyside.

4.72 Full environmental information is appended.

Drainage

4.73 Figure 4.9 identifies areas susceptible to flood risk once in every 100 years. Discussion with the Environment Agency has defined areas where the Environment Agency would have objection if development were proposed. This relates to the River Alt itself and the area to the south west of the river between Stockbridge Lane and Fairclough Road, centred on the Landlife grassland area. National guidance from the Environment Agency relating to flood risk may be referred to by going to www.pipernetworking.com

Key

- 1000yr flood - no objection from EA by need
- 100yr flood - objection from EA



Building Design Partnership

North Huyton SPD
Figure no. 4.9 - Flood Risk

NTS

Chapter 5 General Planning, Design and Highway Principles

- 5.1 The principles defined in this chapter must inform all future interventions in the North Huyton Action Area. They apply to development proposals across the six neighbourhoods including new development and the refurbishment of existing built form. The advice is written to reflect current national design guidance and design best practice and reference is made to the Knowsley Guide to Development. In addition to those matters referred to in paragraph 3.9, above, relating to design standards it will be helpful to refer to the North West Regional Assembly's publication: "North West Best Practice Design Guide" (NwRA, May 2006).
- 5.2 The principles of this chapter are broken down into the themes of:
- a Layout and Structure;
 - b Built Form;
 - c Open Space;
 - d Environmental Quality; and
 - e Sustainability.
- 5.3 More detailed design advice for the neighbourhoods is contained in Part 2 of this document.

Layout and Structure

Placemaking

- 5.4 Placemaking is the process of bringing individuality and distinctiveness to the built environment in order to create a sense of place. People have affinity with environments that are distinctive and have an identity, and in order to foster the kind of environment where people want to live, it is essential that new development in North Huyton is more than a standard arrangement of buildings; new development should amount to a 'place.'
- 5.5 As a starting point to any development proposals, designers should source from the existing built and natural assets of a site. Such elements could include an attractive view, the topography of the site or a grouping of trees. These positive features, distinctive to the site, create the opportunity for a layout that responds to the existing built and natural landscape to create a setting, which is interesting and appropriate to its context. (see Chapter 4 of this document which details some of the main characteristics in the area).

Street Structure

- 5.6 North Huyton is designed around an ordered structure of formal avenues and sweeping crescents set within green corridors. This form is significant due to its cultural links with the popular town planning ideals of the day, which were rooted in the 'Garden City' movement and the provision of space, nature, clean air and light in contrast to the inner city 'slums.' The distinctive form of the area provides a framework for contemporary interpretations of this vision.

- 5.7 Within the overall design of the area there is a clear hierarchy of routes and public spaces that define a broad framework for new streets. Understanding this hierarchy will be important where new streets are proposed or existing streets altered. The Knowsley Guide to Development identifies the characteristics of the four street types in the Borough as:
- a Strategic Connectors- Connecting regions.
 - b Local Connectors- Connecting local areas to strategic connectors.
 - c Local Routes- Connecting local destinations.
 - d Other Routes- Serving access to residential development.
- 5.8 New streets should reflect and connect with the formal or sinuous arrangements of the surrounding context to establish a series of perimeter blocks. Careful consideration of the hierarchy will, however, be required to avoid 'rat running' through local streets and to provide better or new access points to the surrounding highway network and adjoining residential areas, particularly a link from Finch House into the city of Liverpool.
- 5.9 Perimeter block layouts are based upon a composition of building frontages that not only frame and define streets and other public areas but also enclose private outdoor areas to the rear of properties. It is the preferred method for creating secure and defensible space for dwellings and is one which should be employed; buildings and private rear gardens which back on to residential streets are not acceptable.
- 5.10 A series of perimeter blocks will connect together to form a wider network or grid of streets, which should facilitate ease of movement, especially for pedestrians and cyclists. Culs-de-sac inhibit such movement and should be avoided unless the adjacent context dictates otherwise. Streets should align and connect in a manner which forms a permeable structure, so that new and existing houses are within easy reach of direct walking and cycling routes to local attractions such as schools, shops, community and recreation facilities.
- 5.11 Permeability can be maximised through a finer grain of blocks that allow for a greater choice of routes and connections than at present. Smaller blocks of between 50 and 75 metres are, therefore, preferable in order to break up the repetitiveness of long uninterrupted streets.

Traffic Calming and Restraint

- 5.12 North Huyton's original structure of permeable routes was significantly altered in the mid 1990s. Physical restraint measures such as bollards created a number of culs-de-sac, which were successful in reducing traffic accidents and through traffic, but have created onerous journey times and poor connections for residents. A balance needs to be struck between safety and ease of movement through the provision of more innovative restraint measures than culs-de-sac. Suitable measures that allow bus access, but restrict high volumes of rat-running traffic through the area must be considered in conjunction with KMBC. In areas which have historically suffered with speeding traffic, physical restrictions should be

retained, instead of simple bollard arrangements, these areas can be landscaped to provide quality environments for nearby residential areas, such as play areas.

Mixed Uses and Diversity

- 5.13 To be able to achieve long term sustainability, housing opportunity should reflect varying age groups as well as different economic and social circumstances and new development will be expected to add to the mix of property types and tenures in North Huyton. Properties suited for first time buyers through to specialist elderly accommodation will enable residents who want to remain in the area through different life phases to do so, ensuring that the community is sustained at all times. A mix of house types, tenures and prices will also encourage new residents into the community.
- 5.14 In addition to new residential development, the layout and character of North Huyton is set to change with new and improved community uses, such as schools and local shops. The location and design of these buildings represent opportunities to provide variety in residential blocks and diversity within North Huyton as a whole. A strategic approach should be taken to the location of such uses and ideally this should be at the intersections between major pedestrian, cycle and public transport routes in order to create focal points for neighbourhoods. There will also be particular opportunities to improve legibility through locations at the end of key vistas or on corners, offering scope for distinctive architectural designs to create a unique identity and sense of place for that particular neighbourhood.
- 5.15 A Community Facility and Retail Strategy/Audit has been completed and reference will need to be made to this document where any such facilities are proposed.

Built Form

Density

- 5.16 In line with guidance from the national Planning Policy Guidance note 3: Housing, new residential development will be expected to utilise land in an efficient manner. The original design, however, does have an established suburban character and whilst it is unlikely that there will be particularly high densities of development across the redeveloped areas, monolithic provision of suburban dwellings will not be acceptable. It is likely that new development will be more urban in some character areas, but mixed with less dense areas of housing in others. As a guide, density should be a minimum of 30 houses per hectare and is unlikely to be more than 45 houses per hectare (gross).
- 5.17 New housing should mostly consist of a mix of dwellings suited for family occupation in the form of terraces, semi-detached and detached properties with suitably sized rear and front gardens. In more sustainable locations, such as those in close proximity to local facilities and public transport, there will be some scope for higher density development such as apartments.

Enclosure

- 5.18 The character and form of an area is derived not only from the juxtaposition and grouping of buildings but also the treatment of the vertical plane. Building frontages define a sense of enclosure and animation to streets and public spaces and also determine the relationship between inside and outside and public and private space.
- 5.19 It is, therefore, important that the treatment of the built edge is designed appropriately so that buildings frame and define the public realm through an ordered building line and positive orientation towards the street. In some cases, new development will include 'infilling' of cleared land between existing building frontages and here it is especially important that new development is sympathetic to the established context in terms of set back from the street.
- 5.20 Corners are visually prominent and play an essential role in creating a legible and coherent townscape. Corner buildings should always have two frontages and avoid blank elevations to either street elevation through suitably positioned openings and entrances. The form of corner buildings should also be tailored to create a strong townscape element, particularly at major gateways and routes. Buildings can 'turn' the corner through a variety of arrangements that continue the building line and highlight particular intersections between streets. This can be achieved through form as well as detailing and an analysis of existing buildings in North Huyton can provide vernacular references.

Scale

- 5.21 New development should be domestic in scale, reflecting the area's suburban characteristics. Dwellings should mostly be two storeys in height, although there will be some opportunity for three storey development in some locations. Such locations will reflect the hierarchy and proportions of the street and are likely to be at key gateways or on main routes.
- 5.22 In infill situations, new development should be appropriate to the scale of neighbouring townscape. Dwellings in such locations should sit comfortably with existing eaves and ridge heights and consideration should be given to raising floor to ceiling heights above standard designs.

Elevations

- 5.23 Building elevations represent the main interface between public and private space. Good elevations are characterised by a balance of horizontal and vertical elements as well as a rhythm of openings. To enable communication between inside and outside and also facilitate natural surveillance and overlooking, buildings should maximise opportunities for active frontages through the considered use of windows and doors. Front doors should face directly on to the street and elevations should avoid excessive areas of 'blank' street elevations.
- 5.24 The existing character of elevations in North Huyton is largely uniform with minimum set back and projection from the main façade. Any variation from the

building line is mostly shallow and limited to bay windows and porches. This defines a strong building line, which new development will be expected to replicate; excessive and varied set backs and projections will confuse and clutter the streetscene and look out of place.

- 5.25 Interest should be added to street elevations through subtle detailing and the use of contrasting materials. Windows should, for example, be recessed from the face of the outer wall to prevent a 'flat' appearance.
- 5.26 Other devices such as bay windows, pitched or flat roofed porches and a 'heavy' door surround detail are all characteristic of the area and can be incorporated to provide relief.
- 5.27 Corner buildings may pose more opportunity to add interest and examples of colonnades and bracketed bay windows are all found in the area, adding to palette of appropriate detailing.
- 5.28 Whilst it is important that the built form of new development reflects local character and distinctiveness, the copying of traditional architecture is not encouraged. Mimicry and pastiche prevents any opportunity to add a contemporary layer to the local vernacular or create a step change in the local built environment.
- 5.29 Existing design characteristics should be used as inspiration to produce fresh modern designs. Through the design and treatment of important building elements – elevations, roofs and corners – the opportunity exists to add variety to the North Huyton and Knowsley landscape. The Knowsley Guide to Development provides a number of 'Exemplar Solutions,' which provide examples of contemporary interpretations.

Materials

- 5.30 The choice of elevational materials should relate to local character. Brick is the predominant material in North Huyton and should characterise new development. There are opportunities to use other materials such as timber boarding and light self-coloured render, however, the use of such materials should be limited, to gables and bay windows for example.
- 5.31 The choice and colour of building materials play a fundamental role in determining the character and identity of a place. A limited palette should be employed within specific groupings of dwellings to forge a close identity. Excessive variations in colour and materials within streets should be avoided, however, there is scope on a larger scale to vary tones. Within existing streets or infill locations, materials will need to be especially sympathetic to the local context.

Roofscape

- 5.32 The roofs of new buildings should respect the consistent character of steeply pitched roofs within North Huyton. Existing and proposed streets should have a common pitch, however, opportunities to add interest through the use of hipped roofs and gables are acceptable. Examples of interest include symmetrical arrangements of terraces that include a central dwelling with either a gable end or

parapet roof. When such traditional roof forms are used, the ridge line should either be parallel or perpendicular to the street. Traditional forms can also be combined with contemporary approaches such as monopitched roofs, but will need to be well planned.

- 5.33 Other elements that can add to the character of the roofscape include dormer windows and chimneys. Most existing dwellings have tall chimneys that create a strong vertical rhythm in contrast to horizontal roof planes and new dwellings should consider some form of vertical contrast in roof form such as chimneys. The prospect of using the spacious roof space created by taller pitches offers opportunities for internal living accommodation that may require dormers or Velux type windows. These should either be positioned to the rear of the property or as part of the architectural composition of the elevation to the front.
- 5.34 Tile or slate should be the predominant roof material and should be used within groupings to create unity. The 'pepper potting' of different roof materials should be avoided.

Ancillary Structures

- 5.35 Built form does not simply relate to buildings in isolation, ancillary structures that relate to and are integral elements of buildings and clusters of buildings, such as boundary walls and fences are also important in the overall design quality of an area.
- 5.36 The Local Planning Authority encourage a mix of brick and railings as appropriate boundary treatments, especially to the front of buildings and will discourage close boarded fencing as a standard boundary treatment across a wide area of development.
- 5.37 Waste management is a critical issue within residential neighbourhoods and can lead to a street becoming cluttered with wheelie bins, bin bags and recycling boxes for example. All development, whether new or within existing residential areas, must consider how this situation is addressed to retain an attractive and non-cluttered street scene as well as how storage solutions can be provided; for example, bin storage facilities to be provided to the front of the dwellings either within the fabric of the house as an integrated bin store or as a freestanding shed or similar to the side or rear. The construction materials of these structures will also be very important to the quality of the built form of an area and the attractiveness of a street.

Open Space

Quantitative and Qualitative Provision

- 5.38 Compared to many other Metropolitan areas, Knowsley has a good supply of public open space. Its distribution is, however, uneven within the Borough, with the post-war overspill estates generally having a good provision.
- 5.39 Policy OS3 sets minimum quantitative standards for the provision of public open space ("POS") for use for general amenity or children's play and to operate the

standards set by policy OS3, the Council has split the residential parts of the Borough into areas known as “Substantial Residential Areas” (“SRAs”). These are residential neighbourhoods that should be self sufficient in accessible local public open space, the boundaries of which have been drawn along barriers to pedestrian access, such as main roads and railway lines.

- 5.40 The standards aim to ensure that a more equitable and adequate distribution of POS across the Borough may be achieved over time.
- 5.41 The Local Planning Authority is committed to upholding these standards unless a relevant, reasonable and robust material consideration can be identified and supported with evidence that demonstrates that this provision can be met through alternative means.

Public Realm Design

- 5.42 Streets should provide a positive outdoor space and be a place for people not just a channel for motorised traffic. In this manner, streets should be considered as a key part of the public realm and efforts to civilise and tame traffic are encouraged to create more sociable and interesting neighbourhoods. Such an approach is likely to incorporate ‘Home Zone’ principles and the ambition to create Home Zones in both existing and proposed streets will be welcomed.
- 5.43 Home Zones are based on the principle of shared use streets where all traffic modes (pedestrians, cyclists and cars) have equal right to the space. Streets are not dominated by the needs of cars, and traffic is slowed to a maximum of 20 mph or a walking pace. Distinctions between carriageway and pavement are less defined and a shared use surface (other than tarmac) is commonly used to distinguish the space as a Home Zone. Entry to a Home Zone should be clearly signed and traffic slowed through subtle measures such as changes in hard and soft landscaping treatments to create rumble strips and chicanes. A successful HomeZone will incorporate a holistic approach to the streetscene and arbitrary traffic engineering ‘dressed up’ as a Home Zone is not acceptable.
- 5.44 As the backdrop or canvas for all streetscapes or public areas, ground surface treatment should be considered as a single design element. A choice of naturally sourced materials is desirable in high quality areas and has a proven track record of durability. In areas which are more restricted a concrete block or surface dressing to tarmac might be more appropriate. Factors such as colour, texture and character are important, as are technical requirements such as threshold details, changes in levels and maintenance requirements.

Soft Landscape

- 5.45 New developments should incorporate a provision of greenspace such as small squares or pocket parks as part of the integral design of the scheme. The benefits of planting can influence the character of the streetscape, change local microclimates, give definition to spaces and where necessary soften the built form. Green spaces left over through poor planning, however, should be avoided as these tend to become neglected and more of a hindrance to the quality of public

space than an asset. All landscaping must also have a clear management and maintenance regime attached to it.

- 5.46 The original design of North Huyton included vast areas of featureless public space and the focus of new development should be on quality not quantity; it may be more appropriate in some cases that development contributes to the upgrade of existing space rather than the creation of more open space. Where new areas of open space are proposed they should have a clear function to promote a sense of ownership and use, and should be connected to the movement network so that passing surveillance and activity is encouraged.

Ecology and Nature Conservation

- 5.47 The amenity and ecological value of open space is vital. Existing landscape features can act as a centrepiece to open space and when supplemented by indigenous species contribute towards wildlife corridors. The 'Landlife' site, for example, contains a number of locally and regionally important plant species, which should be encouraged within other open spaces.
- 5.48 The River Alt corridor is a key wildlife corridor and is identified as a Site of Biological Interest. Proposals should protect and improve the value of this corridor which is a habitat for water voles. Future plans should also have regard to the Water Framework Directive, which aims to take a holistic approach to water management, by preventing the deterioration of aquatic ecosystems and restoring surface waters and ground waters to 'good status.'
- 5.49 It is likely that some development proposals may fall within high risk areas of the floodplain. Such proposals will need to be supported by a detailed Flood Risk Assessment in accordance with Appendix F of Planning Policy Guidance note 25, (Appendix E of Draft Planning Policy Statement 25). This is to ensure that development would not be subject to unacceptable flood risk or lead to an increase in flooding elsewhere. Well designed open space and good management of the River Alt corridor can help to reduce flood risk and provide recreational opportunities.
- 5.50 Areas of open space in North Huyton are known to have infestations of Japanese Knotweed and Giant Hogweed, which are invasive non native weeds. The Wildlife and Countryside Act 1981 states it is a criminal offence to plant or otherwise cause to grow these weeds, consequently there is a legal obligation to manage and dispose of Japanese Knotweed and Giant Hogweed. As with native weeds, the landowner/occupier is responsible for eradicating these weeds. Best practice methods are published by the Environment Agency. Surveys will need to be undertaken on a site by site basis. The results of these surveys are only relevant for a period of 12 months.
- 5.51 Where demolitions are proposed, bat, swallow, swift and house martin surveys will be required. Derelict buildings can often provide nesting habitats for these species. Within the River Alt corridor the Environment Agency has a positive water vole record and regard to the protection of this species in any proposed enhancement of the river corridor.

Car Parking

- 5.52 The need for car parking should be integrated in a manner which reduces the visual impact of parked cars on the quality of streetscape and the public realm. Many existing streets suffer from a proliferation of cars parked 'half on' the street and it is a key desire that informal on-street parking should be kept to a minimum in both existing and proposed residential areas.
- 5.53 In existing streets, it is a desire to reduce on street car parking and proposals for in curtilage or on street parking within defined bays is welcomed. In curtilage car parking should not, however, ruin the consistency of boundary walls against the street edge. Where in curtilage parking is introduced, gates with brick piers will be required.
- 5.54 Car parking should be accommodated within appropriately designed courts and parking bays or within the curtilage of houses. To reduce the dominance of parked cars, courts should be divided into a series of smaller areas defined by the form and structure of buildings. Courts should in general service no more than 12 dwellings.
- 5.55 Car parking areas should always be well lit and overlooked from adjacent dwellings. To add interest in terms of colour and texture, car parking areas should incorporate alternative materials to tarmac and incorporate areas of planting to soften the area.

Street Furniture

- 5.56 A mismatched range of street furniture such as seating, bins and signage creates undesirable 'street clutter,' which hinders movement and can become a source of vandalism. A holistic approach should be adopted in the selection, placement and maintenance of street furniture. Careful design should enable a family of street furniture to be carefully placed so that it makes a positive contribution to the setting and character of the public realm. Other factors to consider are durability, fitness for purpose, maintenance and ease with which it maybe replaced if necessary.

Lighting

- 5.57 The requirement for lighting will vary between settings, however in all cases it should be viewed in layers to achieve a hierarchy that can help to define spaces and enhance the environment. A minimum level of functional lighting should be provided to ensure safety levels are maintained. Additional levels of aesthetic lighting may then be considered to enhance a particular space either by creating a more intermittent ambiance or by highlighting a specific landmark / gateway feature. The types, fittings and fixtures themselves should be selected as part of the family of street furniture.

Public Art

- 5.58 In order to strengthen the identity of a particular setting, public art may be appropriate in certain locations. Artists who are commissioned to work with local communities over a long period of time can help to foster a sense of ownership, pride and self esteem in their environment. At gateway locations and focal points there may be scope for large scale projects, however, public art can add more localised interest in other areas. Where public art is proposed, a co-ordinated approach should be followed so that public art is integrated with public realm design proposals. Ideally it should also be located in auspicious and overlooked locations.

Environmental Quality and Accessibility

Privacy

- 5.59 Dwellings should be designed to provide privacy and comfort for existing and new properties. A decent level of privacy is often defined by a distance of no less than 22 metres between facing properties with habitable rooms. This standard ensures a decent level of retreat and is widely accepted, however, the rigid use of this separation distance is likely to result in a uniform and characterless built environment. It is essential, therefore, that this measurement is used as more of a guide than a definitive rule and that opportunities to achieve better enclosure and more interest whilst retaining a decent level of privacy are sought. This may be achieved by varying habitable and non-habitable room layouts within opposing frontages thereby reducing the need for a 22 metre separation distance or the careful positioning of windows to prevent overlooking.
- 5.60 Reduced separation distances between frontages are likely to result in shorter front gardens, which can have the unfortunate effect of reducing levels of privacy to habitable rooms at street level. To ensure that there is a clear distinction to public and private space there should be either a physical or notional boundary between the public and private realm. Traditionally this has been achieved in North Huyton through a boundary wall or hedge and it is likely that new development will replicate such arrangements.
- 5.61 Noise is another factor to be considered in terms of privacy. Noise attenuation should form part of any specification for party walls to reduce the transmission of sound between dwellings.

Amenity

- 5.62 The layout of new streets and the design of individual dwellings should be planned in a manner which exploits the interaction between inside and outside. The streetscene should be formed not only by the experience within the public realm but also the views on to it. Ideally, habitable rooms should have an attractive outlook on to street or any private garden space. Pockets of public open space and private gardens should be suitably planned as integral elements of any layout to capitalise on amenity and should not merely be leftover space.

- 5.63 An important design consideration of site planning and building design will be the path of the sun and the effects of light and shade on the quality of indoor and outdoor space. Understanding the function of these spaces and their requirements can lead to more agreeable environments and may also have energy efficiencies. Rooms facing south, for example, will be lighter and warmer in sunnier periods, reducing the requirements for heating and lighting. They may also get too warm in summer months requiring some form of ventilation, preferably natural as opposed to mechanical.

Security

- 5.64 The incorporation of physical measures to reduce the opportunity for criminal or anti-social behaviour should be discrete and 'designed in' as part of any site planning and detailed design. Such an approach will favour design features that promote natural surveillance and interaction and avoid creating places which are isolated through a well connected network of streets and open spaces. Opportunities to exploit natural surveillance should be considered; open space, streets and car parking areas should relate well to building frontages and entrances and should be overlooked from habitable rooms. Movement linkages should also be based on traditional streets as opposed to segregated roads and pedestrian alleyways since passing traffic can provide passing surveillance.
- 5.65 Private and public open spaces should be clearly delineated to promote a sense of ownership and responsibility. Primarily this will include the control of individual and common curtilages by the creation of 'defensible space.' This will be achieved through appropriate boundary treatments such as a low wall or hedge which will define front gardens from public areas. At the side and rear of properties a sense of security should be achieved through the considered arrangement of dwellings as a perimeter block so that rear gardens are enclosed by buildings and are not exposed to the street edge.

Accessibility

- 5.66 The layout of roads and main pedestrian routes are paramount to the continued success and growth of any area, whether it is a city, town, township or village and the associated access and movement issues must be considered at all levels; from providing strategic connectors to allow fast movements between regions, to providing well located and integrated pedestrian routes within local areas. Design principles set out in paragraphs 5.6-5.12 reinforce this statement, however, accessibility is more than simply road structure and layout, it is about safe and easy pedestrian, cycle and public transport movement and access.
- 5.67 All development must concentrate on strengthening existing pedestrian, cycle and vehicular links within the Action Area by providing solutions to current access and movement constraints (chapter 4 paragraphs 4.55-4.66).
- 5.68 It will do this by focusing upon a clear hierarchy of routes set out in the Knowsley Guide to Development, reflecting upon the importance of routes specific to efficient and effective movement through and within North Huyton (paragraphs 5.6-5.12).

- 5.69 Where possible, vehicular access must be eased by providing innovative restraint measures to replace the physical bollarded cul-de-sac arrangements. This will allow more attractive public transport access and encourage public transport operators to penetrate the development areas and move through the Action Area, avoiding the need to negotiate current cul-de-sac arrangements that are onerous on overall bus journey times.
- 5.70 This approach will encourage public transport operators to penetrate the development areas, without having to negotiate the current cul-de-sac arrangements that add running time to services.
- 5.71 Main pedestrian and cycle routes must be strengthened by providing high quality corridors on likely desire lines, as well as routing slow modes through interesting new high quality areas, such as the boulevard approaches to the proposed new Joint Christian Secondary School. Key trip attractions, such as the school, the transport interchange and the village centres all act as focal points for these high quality, well lit corridors.
- 5.72 In terms of the public realm, the access requirements of disabled people should relate well to pedestrian routes for more able people. They should follow as direct a route as possible that incorporates gentle gradients of no more than 1:20, where topography does not hinder otherwise. Ramped access will be required in stepped areas and drop kerbs (with appropriate tactile paving) at crossing points. Routes will need wide enough space, unhindered by 'street clutter' to allow safe passage. Surfaces in particular should be firm and durable, since loose material, pot holes, cracks and puddles will reduce accessibility.
- 5.73 The design of houses should allow disabled access for visitors at the very least. This should be facilitated by a level transition from the public realm to building entrances, avoiding any trip hazards and adequate internal circulation to facilitate wheelchair turning space. A proportion of housing will, however, be required to be specifically adapted for disabled residents.

Sustainability

- 5.74 Good design can make a significant contribution to delivering sustainable development, particularly in the design and layout of new housing, community and industrial/commercial buildings. The Environment Agency advocates the incorporation on sustainable urban drainage systems (SuDs) in any development where feasible; surface run-off should be restricted to existing rates in order that redevelopment does not contribute to any increased flood risk.
- 5.75 The following principles must be considered as an integral element of any development within the Action Area:
- a Use of sustainable materials;
 - b Heat retention and natural ventilation;
 - c Use of passive solar design techniques;
 - d Housing spacing to avoid overshadowing;
 - e Building design and orientation to maximise energy gain;
 - f Landscaping to create shelter/microclimates;
 - g Promote good access and layout with regard to local road network;

- h Ecohomes – good standard required for new homes;
- i Building for Life standard; and
- j BREEAM - good standard required for new homes.

PART 2 – Area Development Guides

Part 2 of the Supplementary Planning Document (SPD) responds to the general guidance of Part 1 to set out more detailed design guidance specific to the neighbourhoods of North Huyton. The guidance expands upon the main structural interventions set out through the North Huyton Outline Plan and how these can be realised through appropriate design.

Chapter 6 Hillside and Primalt – Principles of Development

Road Layout and Residential/Urban Structure

- 6.1 Changes to the existing street structure of Hillside and Primalt, including new areas of development, will need to fit within the wider settlement pattern of these neighbourhoods. The Outline Plan and supporting masterplan foresees a scale of change in Hillside much greater than Primalt and the primary consideration will be to ensure that good physical and visual connectivity is retained between new and existing development.
- 6.2 Hillside Avenue should form the main spine for the street network, connecting Primrose Drive to Stockbridge Lane (east) as a formal boulevard and local connector. From this, local and other routes will link into most existing and new development, forming a series of fairly regular blocks to the north and south. The linearity of Hillside Avenue should express its importance as a local connector, which should be enhanced by a regular building line but consider innovative measures to retain its 20 mph speed limit whilst still facilitating good public transport penetration and circulation and access to residential streets.
- 6.3 The route will form a clear vista towards any landmark features at Stockbridge Lane, which could be apartment blocks or a more significant house type. A day care centre and shop units at the junction of Shepton Road and Hillside Avenue will form another opportunity for a landmark, mid way along Hillside Avenue.
- 6.4 The layout of blocks will reflect the existing depth of development plots across the North Huyton area as well as the capacity to deliver a range of high quality terraced, semi-detached and detached properties. In addition to regular street patterns, there will also be opportunities to reflect the sweeping crescents that characterise the area at Hillside Crescent and Shepton Road. This will enable new development to interface with the rear of existing properties and introduce a new identity and sense of place. The sinuous or regular nature of streets should be accentuated by consistent building lines, which can then be given animation by variety of house types.
- 6.5 The structure of blocks should be permeable and facilitate local vehicular and pedestrian access to Seth Powell Way and Knowsley Lane, however, care should be taken to avoid 'rat running' through residential streets. This should be met through a clear hierarchy and appropriate highway design in terms of width and surface treatment, which restricts through traffic to defined local connectors such as Stockbridge Lane and Hillside Avenue (note: innovative measures to retain its 20 mph speed limit whilst still facilitating good public transport penetration and circulation and access to residential streets is critical) as opposed to local or other routes. Other routes should ideally follow Home Zone principles, which should have the effect of dissuading through traffic.
- 6.6 Pedestrian permeability between Hillside Avenue and Woolfall Heath Avenue is facilitated by Shepton Road, which should be designed as an 'other route.' The

meandering nature of the road allows for a more relaxed layout and therefore a lower density of development, achieved within a quality leafy environment. Shepton Road could therefore be downgraded as a primary vehicular link but enhanced as a cycle and pedestrian route that links the public open space at the junction of Shepton Road and Hillside Avenue with the core green corridor that runs either side of Seth Powell Way.

- 6.7 Pedestrian and cycle access/movement must also be further facilitated and encouraged across Seth Powell Way and the River Alt Corridor to improve connectivity between the Hillside and Primalt neighbourhoods and Woolfall North and South neighbourhoods and the important recreational and ecological corridor either side of the River Alt.
- 6.8 The Hillside estate is located on the periphery of the North Huyton Action Area and as such has an important role to play in showcasing new development and announcing transformational change. New access points from Knowsley Lane and Seth Powell Way should be considered as important elements of announcing the change within Hillside and the wider Action Area.
- 6.9 The location and visibility of new development from adjacent streets and entrance points is therefore particularly important. Buildings should be outward facing and overlook streets wherever possible. The view from the Seth Powell Way roundabout is a key gateway to North Huyton and should be greeted with an attractive frontage of development rather than blank rear boundaries. Entrances from Stockbridge Lane, Knowsley Lane and Seth Powell Way should also form suitable gateways to Hillside and are opportunities for landmark features.
- 6.10 New entrance points to the Hillside area must also afford the opportunity to improve bus service access and permeability into the area as services currently only serve the perimeter along Knowsley Lane, Stockbridge Lane and Woolfall Heath Avenue.
- 6.11 Any new access into Hillside from Seth Powell Way should be carefully designed to discourage through traffic. Detailed design of the junction and the hierarchy of routes into and through the area will be critical to achieving this objective.
- 6.12 In Primalt many properties have been recently refurbished, however the street network requires attention. The original street configuration of clearly defined linear streets and crescents has suffered since the closure of a number of streets in the 1990s. This has resulted in long cul-de-sacs and unattractive spaces associated with blocked off roads, which has reduced permeability and legibility.
- 6.13 The reopening of roads will be considered, but only as part of a clear strategy, which takes into account the effect of closures on the immediate setting of dwellings as well as the wider movement framework of the neighbourhood. Changes to road layouts will require traffic calming to offset the potential increase in through traffic and any proposals for traffic calming should be designed as an integrated part of the streetscape. This will further facilitate and encourage pedestrian and cycle movement.
- 6.14 Home Zone and 'other route' principles as opposed to engineered solutions will therefore have preference and even where road closures are retained, thought should be given to how blocked off areas can be made more attractive.

Housing Type and Tenure

- 6.15 In order to deliver the quality, diversity and vitality that is lacking in North Huyton, the scale, density, massing and orientation of individual residential properties and blocks should form a sense of place and identity for each neighbourhood. Primalt is likely to retain much of its original character and any form of intervention will be small in scale. Ongoing improvements and any possibilities for infill should sympathise with the existing built form's scale, proportion and building line, however, the interpretation will be expected to be contemporary as oppose to pastiche.
- 6.16 As stated previously, the Hillside neighbourhood will play a significant role in showcasing new types of housing in North Huyton through the Outline Plan. Residential dwellings are likely to include a significant proportion of larger family properties, including four bedroom detached and three bedroom semi-detached homes. These should be set within a spacious suburban environment and are most appropriate on Shepton Road and at the interface between existing buildings on Stockbridge Lane and Knowsley Lane. The housing stock, tenure mix and property types should, however, be varied to include semi-detached and terraces, as well as apartment blocks that utilise their design potential and height at gateway locations.

Parking

- 6.17 Car parking within Primalt and Hillside will comprise a mix of garages/car ports, in curtilage and parking bay arrangements. The type of parking will relate to the function of the street and in-curtilage parking and garages will be most suitable on local connectors and local routes, although on street car parking may be created within existing streets.
- 6.18 Use of on street car parking is most suitable on other routes and more particularly within Home Zones. Parking bays should be designed as an integral part of the streetscape to safeguard the environmental quality and image of these areas. An appropriate response would be to consider a mews layout. This will require a sensitive mix of surface materials and soft landscape, such as street trees. The location of bays should also ensure that the free flow of vehicles and safety of pedestrians is not compromised.

Open Space

- 6.19 The layout of Hillside should provide a significant public open space area to the north of the neighbourhood. The space should benefit the overall environmental quality and recreational offer of Hillside and link into adjacent streets. It should provide an area that offers a real sense of place and community identity, overlooked and enclosed by the dwellings. Properties should be designed to create variety to enhance the feeling of activity and the likelihood that the space will be actively used.

- 6.20 A further public open space in front of the neighbourhood centre on Hillside Avenue will complement the centre and provide a local heart space. The green space should incorporate a suitable built or natural feature to signify this focal point on Hillside Avenue and provide a defining element for the identity of Hillside. Shepton Road should create a green link to this space with a more relaxed layout that incorporates a number of street trees.
- 6.21 In addition to new areas of open space, there will be proposals to refurbish existing green spaces. In Primalt the principal open space area is to the east of Pennard Avenue and it is possible that this area could be used for allotments.
- 6.22 Proposals within Hillside and Primalt should also exploit the recreational potential of the River Alt corridor. The open space to the east of Seth Powell Way in Hillside should maximise its outlook from Altmoor Road and could provide a new linkage between Hillside and Woolfall North. It should also incorporate a mix of informal landscaped areas as part of proposals for the River Alt corridor.

Chapter 7 Woolfall North and Woolfall South – Principles of Development

Road Layout and Residential/Urban Structure

- 7.1 As the two central neighbourhoods of North Huyton the structure of Woolfall North and Woolfall South provide a valuable link between adjacent areas. Development proposals should, therefore, facilitate integration and connections between adjacent areas.
- 7.2 Within Woolfall North, Rosebank Road provides an impressive tree lined route that requires a new image and identity. The character and layout of the street lends itself to a comprehensive and imaginative Home Zone, which could potentially form a focal point for this area. A new perpendicular Home Zone route should be introduced to this spine to improve east/west permeability. This will create a new desire line to the River Alt corridor and help to draw this asset into the neighbourhood. The route will support the forming of a community focus at the crossroads with Rosebank Road which should complement a similar crossroads defined by the existing Rosebank Way and Rosebank Road. The new route should in turn form a perimeter block with Woolfall Heath Avenue. This will create a more attractive frontage to the retained open space than the rear boundaries of dwellings on Willowbank Close at present, which is also less secure and has poor overlooking.
- 7.3 In the hierarchy of routes Woolfall Heath Avenue is defined as a local connector and has an important role in delivering vehicular and pedestrian movement from Seth Powell Way, Liverpool Road and Princess Drive into residential neighbourhoods. It also delivers bus services and cycle movement adding to its importance. The new residential properties that front this local connector should define its linearity and as such its importance.
- 7.4 To facilitate greater connectivity between Woolfall and Hillside it is desirable that Stockbridge Lane (west) is reconfigured away from the roundabout to link into the new development at Hillside across Seth Powell Way. Such an intervention is important to ensure that physically and psychologically, Hillside is linked to the rest of North Huyton. In strategic terms, Stockbridge Lane is a local connector and could form an important vehicular, pedestrian and cycle corridor between the Page Moss Local Centre and Hillside, increasing efficient movement as well as improving the legibility of the area. A balance will need to be struck, however, to ensure that Stockbridge Lane does not become a 'rat run' for through traffic. Appropriate traffic calming of Stockbridge Lane will be necessary so that it remains a safe environment for residents.
- 7.5 The reconfiguration will require consideration of the current buses/hackney carriages only link and how this can be incorporated to ensure these vehicles are still able to move effectively and efficiently into and through the area.

Housing Type and Tenure

- 7.6 To reinforce the quality and principles of the tree lined Rosebank Road axis and its role as a Home Zone neighbourhood, properties fronting Rosebank Road should be a mix of semi-detached and detached properties. Larger detached properties could define the gateway to the Home Zone, with imaginatively designed semi-detached properties creating a sense of place at crossroads. To the east of Willowbank Close, new dwellings will need to reflect the lower density and layout of the bungalows to the rear.

Parking

- 7.7 New residential blocks designed to Home Zone principles should integrate car parking, local estate routes, pedestrian / cycling routes and informal and formal open space to create an attractive environment. Existing street trees will define parking bays and will soften the visual impact of parked cars.
- 7.8 In existing streets, highway verges may be reconfigured to incorporate on street car parking. Where this is proposed it should form part of a coordinated streetscape design which incorporates a mix of attractive materials and landscaping.
- 7.9 Other car parking solutions must also be considered, particularly in-curtilage arrangements.

Open Space Provision

- 7.10 The River Alt corridor is not only a strategic open space but it is primarily concentrated in Woolfall North and South. Any improvements will need to balance the recreational and ecological potential of the corridor for North Huyton against its impact on surrounding residents. An approach which seeks to open up the area physically and visually to surrounding properties such as the thinning of overgrown vegetation will facilitate the mutual benefits of better overlooking and views.
- 7.11 In contrast to the formality of the boulevard, the corridor is defined as a more natural and informal open space. Any interventions adjacent to the river and 'Landlife' site should respect their ecological importance and natural habitat. This should be based on the planting of indigenous and endangered species that strengthen the area as a wildlife corridor.
- 7.12 To broaden the community's understanding of the Landlife site and River Alt an interpretation area with signage, seating and a picnic area is proposed. This would be based around a new river crossing between Woolfall North and Hillside, which exploits the opportunity to improve wider east/west accessibility across North Huyton. This would link the new Home Zone route from Fairclough Road to a pedestrian crossing at Seth Powell Way and onward connections to Altmoor Road. The area should be appropriately designed as a gateway feature and will also link to a new north-south riverside route.

7.13 To the south of the River Alt Centre an area of sports pitches is proposed. This would be overlooked by a hard surface seating area as well as an informal soft area, which utilises the slight hill and vantage point.

Chapter 8 Finch House and Fincham – Principles of Development

Road Layout and Residential/Urban Structure

- 8.1 The layouts of Finch House and Fincham follow a more intimate grid structure than the rest of North Huyton. Blocks are mostly regular in form with either a crescent and area of open space or a cul-de-sac to the centre.
- 8.2 In Fincham the pattern of streets should largely remain although there will be some opportunity for infill development near The Gate. The nature of surrounding land use and ownership may dictate that this is a cul-de-sac although any opportunity to create a permeable layout should be explored.
- 8.3 In Finch House a central boulevard linking the new joint Christian Secondary School with the Page Moss Local Centre and transport interchange will become the determining factor in the road layout and structure of the built and natural environment. The design of the boulevard will serve a number of functions. It should act as a front door to the redevelopment of the neighbourhood from Liverpool Road, signalling transformational change from this major corridor into the city centre. The boulevard should also form a key vista, framed by high quality architecture, between the new joint Christian Secondary School and Page Moss Local Centre. In terms of physical connections, a vehicular link to the west of the boulevard between St David's Road and Melbury Road will be an important element of the design, however, the boulevard itself will primarily be a formal pedestrian, cycle, recreational and ecological route that facilitates the key desire line from Page Moss to the school.
- 8.4 The school should be positioned to best capitalise on the vista afforded by the boulevard. With appropriate orientation and architectural features it should be designed as a noticeable landmark and source of civic pride, possibly providing the focus for an education campus with associated public transport turnaround and associated highway, cycle and pedestrian improvements.
- 8.5 The constraints of the existing street layout, surrounding development and service infrastructure will affect the geometry of the boulevard which is likely to follow a subtle curve rather than a regular axis. Central to the boulevard will be a linear open space fronted by dwellings to each side. To facilitate overlooking and interaction between dwellings and open space, dwellings should front onto the boulevard. This will be achieved to the east through a parallel Home Zone route that defines the central core of the boulevard, whilst to the west a more imaginative type of dwelling will be required.
- 8.6 West of the boulevard, a significant area of change is envisaged between Princess Drive and Lordens Road. This is necessary to introduce variety into the North Huyton vernacular and strengthen the area's image from Princess Drive which is a local route. In terms of road layout, the character of the surrounding street pattern is composed of a regular network of orthogonal street grids. This forms a simple pattern which new development should replicate in order to facilitate improved

- permeability and legibility between new and existing development and the boulevard. Culs-de-sac should therefore be avoided.
- 8.7 To the north west of Finch House another large area of development is proposed. The site is surrounded by existing residential development and the road layout and residential structure of new development will be heavily influenced by this interface. Access to the site should be facilitated by an extension of Melbury Road. This will provide a pleasant route overlooked by dwellings to one side and open space to the other.
- 8.8 To ensure integration of the new development with the local facilities at Page Moss, consideration should be given towards the possibility for public transport access along Melbury Road. The street will need to be suitably designed to accommodate buses, including room for turning and/or onward connections to Stockbridge Village. Such an intervention will, however, need to be part of a clear strategy that considers the hierarchy of adjacent streets especially in Stockbridge Village. It may also require traffic calming/limitation to prevent potential rat runs.
- 8.9 Melbury Road will continue to the west to form an access loop for the new development. This should be fronted by new residential development to both sides in order to contain the rear boundaries of properties to Snowberry Road. This should facilitate good security and overlooking of the street. Interest and variation can be set through the design of the street that is likely to follow informal curves in line with the interfaces of existing development, creating pockets of open space and a varied building line. Diversity of property type located along this route should define this street as appealing and distinctive.
- 8.10 The structure of other streets within this area should follow an interpretation of the rigid grid street structure of the adjacent streets of Ashbury Road, Lordens Road, Southdean Road, Saxbury Road and Wimborne Road. Such streets should be designated as Home Zones to create a more intimate environment. Blocks should have good permeability and offer the possibility for innovative architecture at corners. Buildings should 'turn' the corners of each block to provide a sense of enclosure and continuity.

Housing Type and Tenure

- 8.11 The central boulevard presents one of the greatest opportunities within North Huyton to deliver innovative and imaginative housing. At this central location high quality architecture should deliver a sense of place to define the boulevard as a distinctive movement, recreational and ecological corridor. Along the western side of the corridor, housing will 'face' both the street and the boulevard and imaginative house types will be required that facilitate overlooking and open frontages to both sides. To enclose and respond to the scale of boulevard itself three storey houses are most suitable in a terraced form.
- 8.12 The provision of imaginative house types in North Huyton, well integrated with more traditional semi-detached and terraced house types, alongside the existing stock in the area, should create an attractive identity. In addition to three storey terraces, the housing mix and tenure should be composed of a number of three bedroom

semi-detached properties and two and three bed terraced properties allowing 'tenure blindness' to be achieved through a balanced mix of housing types. The scale, density, massing and orientation of individual residential properties should deliver quality, diversity and vitality across the neighbourhood. Residential blocks should terminate vistas and 'turn' at important corners, junctions and crossroads. Apartment blocks may help to define important gateways and entrances to the area.

- 8.13 The residential blocks defined by Princess Avenue, Lordens Road, Southdean Road and St Davids Road should be designed with Home Zone principles at their core. The local estate routes that feed off the existing Wimbourne Place axis provide the perfect environment to introduce Home Zone principles, characterised by narrow streets, higher than average density of housing and good street enclosure. This treatment will help create a distinct identity for this area.
- 8.14 At the interface with existing streets new dwellings should conform to the proportions and character of the established realm so that there is a seamless connection between new and existing development. In these areas more regular, terraced and semi-detached dwellings will be suitable. As streets become defined by new as opposed to existing development there will be more opportunity for distinctive high quality design. There should, however, be a sound transition in the streetscene.
- 8.15 To the north west of Finch House the proximity and interface with the green corridor will create an environmental standard which should be reflected in the quality of new development. The core of new development should be built at a low density to define a more generous and exclusive environment and should provide a majority of detached and semi-detached properties. This will incorporate private rear garden spaces that reflect this lower density and greater plot size, adding to the quality offer of this area and the ability of new development to integrate with existing along this peripheral boundary.

Parking

- 8.16 The interpretation of the existing rigid street grid allows the opportunity for secure car parking in the form of courtyards and mews. These allow streets to retain an intimate sense of enclosure whilst eliminating the clutter of on street car parking. Access to courtyard car parking should be through gate house properties in order to maintain continuity in building frontages. Natural surveillance should be provided by surrounding residential properties, including properties within the courtyard to create a space that is defensible and promotes a sense of ownership and control for the residents of these properties.
- 8.17 In lower density streets, such as the new local route that winds through the neighbourhood, other forms of car parking will be more suitable. Greater plot sizes will allow for in curtilage car parking as well as garages. Opportunities for Home Zones should also be considered where car parking should be 'designed in' to become an integral part of the streetscape.

- 8.18 Housing to the west of the boulevard will incorporate car parking within the structure of the building, possibly as a car port or integral garage. Other properties within the area should have a mixture of in-curtilage parking and secure courtyard parking. The mix will depend on the density and form of properties and streets.

Open Space Provision

- 8.19 The main open space is focused on the central boulevard. This boulevard should be designed as a formal extension of the more informal recreational and ecological green corridor that runs along the River Alt to Stockbridge Village, incorporating the key desire line from the local centre and transport interchange to the secondary school. Properties on either side should provide the natural surveillance and active frontages necessary for safe and vibrant use of this corridor. High quality hard and soft landscaping will provide the setting for these links as well as recreational 'destinations' along the way. These destinations should introduce interest and identity to housing groups and could focus on a variety of functions. This should begin with a gateway open space centred on the transport interchange and health centre to the south, moving on to other uses such as children's play areas, areas of public art, formal lawns and sports pitches.
- 8.20 Pedestrian and cycle paths across the boulevard corridor should continue desire lines and vistas created by local estate routes. An important space should be formed at the junction of the corridor with the new local connector route that links through to Princess Avenue. Such a space should provide a gateway and marker to this important junction as well as a quality environmental setting. New development should overlook it on all sides.
- 8.21 The school playing fields to the north of Melbury Road will constitute the greatest concentration of open space in North Huyton and will form an important connection between the Boulevard and River Alt corridors. The new Finch House neighbourhood provides a quality termination and destination for this green corridor and in return the green corridor provides a quality setting and environment for the more innovative housing incorporated in this area. Whilst it will be predominately used for sport and recreation, the wildlife potential of the fields should be considered so that there is a continuity and cohesiveness with other open space, thereby enabling the recreational, environmental and ecological benefits to permeate.
- 8.22 The design and layout of the fields should bear in mind the outlook from properties on Melbury Road and the effect of any boundary treatment on the character of the street. Poorly conceived fencing will seriously undermine the opportunity to create an attractive streetscape. Thought should also be given to creating physical linkages between Finch House, Stockbridge Village and the River Alt corridor through the playing fields. This will necessitate pedestrian pathways, which should be positioned away from the rear and sides of dwellings to prevent nuisance and potential security issues to adjacent dwellings.
- 8.23 A small public open space should be considered within the new residential blocks bordered by Princess Avenue, Lordens Road, Southdean Road and St Davids

Road. It will provide a breathing space in the regular grid pattern in this area, adding interest, vibrancy and a sense of place and identity to the Home Zone.

- 8.24 Open space proposals within Fincham will mostly be limited to the two established spaces at Fincham Square and Fincham Gardens and a new space to the rear of Phoenix Drive. Soft and hard landscape improvements to these spaces will be permitted which create a better setting and identity for surrounding dwellings. Lordens Road forms an important connection between the neighbourhoods and should be considered as a public space within itself. Proposals for public realm improvements and tree planting will be welcomed.

Chapter 9 Requirements of Development: What to Submit

Introduction

- 9.1 The final chapter of this Supplementary Planning Document sets out the requirements of the Local Planning Authority in relation to the submission of a planning application for development within the North Huyton Action Area.

Requirements

- 9.2 The following will be required as part of an outline planning application:
- a Application Form: 4 Copies of Completed Application Form;
 - b Ownership: Certificate of Ownership confirming that all owners have notified of the application
 - c 4 copies of a 1:1250 or 2500 scale site location plan showing the application site outlined in red enclosing the access and car parking arrangements;
 - d 4 copies of a larger scale plan showing the proposed site layout enclosing the access and car parking arrangements.
- 9.3 Depending on the site location, the following assessments may be required as part of an outline planning application:
- a Landscaping & Design: Proposals for development will be required to submit a landscape and design statement along with illustrative drawings showing the plan and elevation details, photographs of the site and its surroundings and perspective views of the scheme.
 - b Nature Conservation;
 - c SINC: Proposals for development here should provide an Environmental Statement detailing a scheme for the re-creation of the site;
 - d Arboricultural Survey: in compliance with British Standard 5837:191 (Trees in relation to construction) showing the potential of incorporating existing trees into the development and assessing what replacement planting is needed to compensate for areas lost;
 - e Most planning applications will need to be accompanied by Design and Access Statements; further advice on these matters can be gained by consulting the Knowsley MBC website.
 - f Submission of a Flood Risk Assessment will be required when the proposed development falls within an area of flood risk or when it is a major development.
- 9.4 Details to be submitted for a full planning application must cover all principles of development covered in this SPD. Applicants are required to consult with the Development Control and Building Control Division of the Council's Planning Department prior to submitting an application.
- 9.5 At this early stage there will be an opportunity to discuss the phasing, the need for off-site works and to discuss the need for other planning obligation contributions.

Appendix 1

Community Facilities Distance Plans

BUILDING DESIGN PARTNERSHIP SHALL HAVE NO RESPONSIBILITY FOR ANY USE MADE OF THIS DOCUMENT OTHER THAN FOR THAT WHICH IT WAS PREPARED AND ISSUED.

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NOTES

Key

— North Huyton Boundary

○ Clinic/Health Centre/Surgery



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FIRST ISSUE			
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Sunlight House, PO Box 85
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Tel +44 (0)161 834 8441
Fax +44 (0)161 832 4280
www.bdp.co.uk

PROJECT TITLE North Huyton SPD		
DRAWING TITLE Distance to Community Facilities		SCALE @ A3
PROJECT NUMBER	DRAWING No.	REVISED

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NOTES

Key

- North Huyton Boundary
- Nursery/Day Centre



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PROJECT TITLE		
North Huyton SPD		
DRAWING TITLE		SCALE
Distance to Community Facilities		@ A3
PROJECT NUMBER		DATE
DRAWING No.		REVISED

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NOTES

Key

- North Huyton Boundary
- Playing Fields



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PROJECT TITLE		
North Huyton SPD		
DRAWING TITLE		SCALE
Distance to Community Facilities		@ A3
PROJECT NUMBER		DATE
DRAWING No.		REVISED

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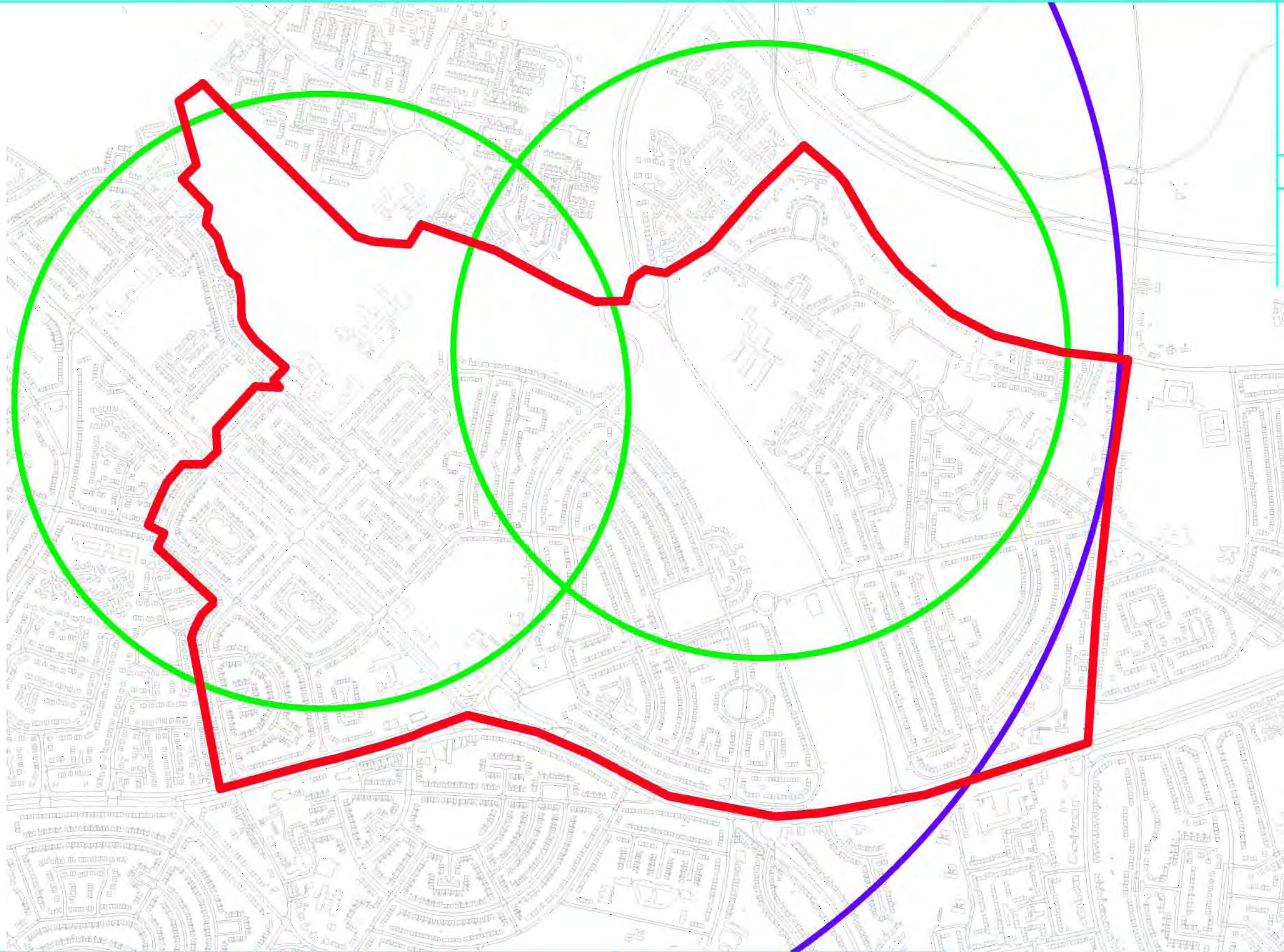
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NOTES

Key

- North Huyton Boundary
- Primary School
- Secondary School



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PROJECT NUMBER		DATE
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NOTES

Key

— North Huyton Boundary

O Shops



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PROJECT TITLE
North Huyton SPD

DRAWING TITLE
Distance to Community
Facilities

SCALE
@ A3

DATE

PROJECT NUMBER

DRAWING No.

REVISED

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REVISION / DESCRIPTION DRAWN CHECKED DATE

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Appendix 2

Environmental Information

Site Name: Grassland, west of Seth Powell Way, Huyton

Site Area: 3.2 hectares **National Grid Reference:** SJ433925

Date of Designation: 2003 **District:** Knowsley

Date of Last Revision: July 2003 **SBI Number:** 83

CITATION: A neutral grassland recently created by Landlife with high plant diversity. Invertebrate interests are increasing as the site develops.

APPRAISAL: This site has been evaluated against the guidelines approved by the Council for selection of Sites of Biological Interest. The site's evaluation against the guidelines is set out below.

Guideline		Comment
HABITATS		
H1;	Rarity	1 Priority BAP Habitats, 1 regionally important.
H2;	Diversity	5 habitats recorded.
H3;	Nearness	10 sites within 1 Km.
H4.	Isolation	
PLANTS		
SP1;	Rarity	1 regionally important; 19 locally rare species.
SP2;	Diversity	Total of 131 plant species. One of 34 sites with 100 or more species.
SP3;	Naturalness	85.5% of the plants are native to North Merseyside. Colonisation has been aided by man and the site has been physically altered.
SP4.	Nationally Rare	--
ANIMALS		
General SP5;	Rare/priority	--
Birds		
B1;	Non-breeding population	--
B2;	Breeding population	--
B3;	Regional rare/scare	--
B4;	Breeding assemblage	--
B5.	Assemblage, breeding, wintering, passage.	--
Dragonflies		
Od1;	Breeding	--
Od2.	Regional rare/scarce	--
Butterflies		
Bf1;	Region rare breeding	--
Bf2.	Breeding assemblage	--
Amphibians		
A1;	Rarity	--
A2.	Exceptional populations	--
Reptiles		
R2;	Exceptional population	--
Bats		
Bat1;	Roost	--
Bat2.	Assemblage	--
Mammals		
Mam1.	Breeding	--

SUMMARY: The combination of these factors has led to this site being identified as a Site of Biological Interest.

NOTE: Validated data from 1981 to July 2003 have been used in this assessment. Other data may become available to support this designation.

**SBI 83. Grassland, west of
Seth Powell Way
Scale 1:5000**

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Compiled by EAS 30th August 2003



Environmental
Advisory Service



Status of features of nature conservation importance

Habitats

1 Priority BAP habitats	Unimproved neutral grassland
1 Regionally Important Habitats	Unimproved neutral grassland

Plants

1 Regionally important species	Burnet rose (<i>Rosa pimpinellifolia</i>)
21 Locally rare species	Corncockle (<i>Agrostemma githago</i>) Early Hair-grass (<i>Aira praecox</i>) Horse-radish (<i>Armoracia rusticana</i>) Carnation sedge (<i>Carex panicea</i>) Chicory (<i>Cichorium intybus</i>) Dogwood (<i>Cornus sanguinea</i>) Spotted orchid hybrid (<i>Dactylorhiza fuchsia x praetermissa</i>) An eyebright (<i>Euphrasia nemorosa</i>) Meadow crane's-bill (<i>Geranium pratense</i>) Field scabious (<i>Knautia arvensis</i>) Rough hawkbit (<i>Leontodon hispidus</i>) Italian rye-grass (<i>Lolium multiflorum</i>) Garden lupin (<i>Lupinus polyphyllus</i>) Ragged robin (<i>Lychnis flos-cuculi</i>) Tall melilot (<i>Melilotus altissimus</i>) Red bartsia (<i>Odontites vernus</i>) Yellow-rattle (<i>Rhinanthus minor</i>) Grey willow subspecies (<i>Salix cinerea</i> Ssp. <i>oleifolia</i>) Osier (<i>Salix viminalis</i>) Salad burnet (<i>Sanguisorba minor</i>) Devil's-bit scabious (<i>Succisa pratensis</i>) Squirreltail Fescue (<i>Vulpia bromoides</i>)

Site Name: River Alt, Seth Powell Way, Huyton

Site Area: 1.13 hectares

National Grid Reference: SJ434924

Date of Designation: 2003

District: Knowsley

Date of Last Revision: July 2003

SBI Number: 78

CITATION: To be Completed.

APPRAISAL: This site has been evaluated against the guidelines approved by the Council for selection of Sites of Biological Interest. The site's evaluation against the guidelines is set out below.

Guideline		Comment
HABITATS		
H1;	Rarity	--
H2;	Diversity	--
H3;	Nearness	--
H4.	Isolation	--
PLANTS		
SP1;	Rarity	--
SP2;	Diversity	--
SP3;	Naturalness	Colonisation has been aided by man and the site has been physically altered.
SP4.	Nationally Rare	--
ANIMALS		
General SP5;	Rare/priority	--
Birds		
B1;	Non-breeding population	--
B2;	Breeding population	--
B3;	Regional rare/scare	--
B4;	Breeding assemblage	--
B5.	Assemblage, breeding, wintering, passage.	--
Dragonflies		
Od1;	Breeding	--
Od2.	Regional rare/scarce	--
Butterflies		
Bf1;	Region rare breeding	--
Bf2.	Breeding assemblage	--
Amphibians		
A1;	Rarity	--
A2.	Exceptional populations	--
Reptiles		
R2;	Exceptional population	--
Bats		
Bat1;	Roost	--
Bat2.	Assemblage	--
Mammals		
Mam1.	Breeding	Guideline met – Water Vole.

SUMMARY: The combination of these factors has led to this site being identified as a Site of Biological Interest.

NOTE: Validated data from 1981 to July 2003 have been used in this assessment. Other data may become available to support this designation.

Data Request – Huyton NDC

Japanese knotweed records within the search area

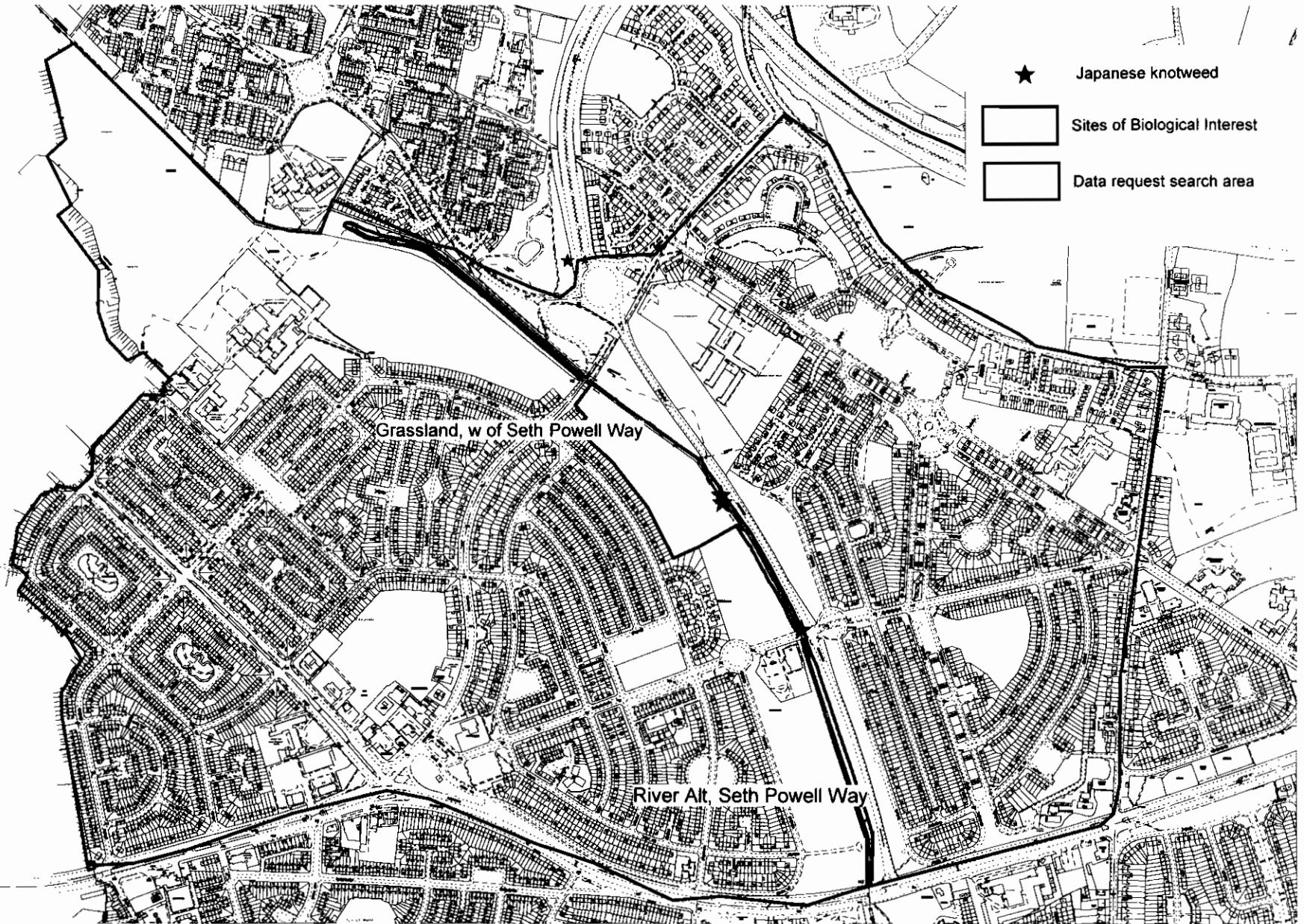
SITE	Recorder	Date of siting	Reported on	TREATMENT	NOTES
River Alt, Seth Powell way	Alan Jemmett	May 2004	09.06.04	Unknown	Approximate position
River Alt, Seth Powell way	Alan Jemmett	May 2004	09.06.04	Unknown	
River Alt, Seth Powell Way	Alan Jemmett	May 2004	09.06.04	Unknown	Approximate position, JK now forms a dense and extensive stand along brook.

Protected Species records within the search area

Grid reference	Site name	Species name	English name	Date recorded	Recorder
SJ.436921	River Alt (SETH POWELL WAY)	Arvicola terrestris	Water Vole	03.09.2001	Mike Holmes

Data Request - North Huyton NDC

Scale 1:7,500



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Data provided by Merseyside EAS on 8th May 2006

Appendix 3

Knowsley Replacement UDP Policies

POLICY OS3: QUANTITATIVE STANDARDS - PUBLIC OPEN SPACE FOR GENERAL AMENITY USE, ALLOTMENTS AND CHILDRENS PLAY

- 1) When considering planning applications, the following standards for the provision of public open spaces will be applied as a minimum (not including land formally laid out as playing pitches and other sporting facilities):
 - a) No Substantial Residential Area should have less than 0.5 hectares per thousand residents for general amenity use, 0.05 hectares for allotments and 0.2 hectares for children's play; and
 - b) All households should have access to amenity greenspace, allotments and children's play space within a catchment distance that is appropriate for the users.
- 2) In any part of the Borough where provision falls below the standards set in 1) above, the loss by development of any greenspace (irrespective of its current use) which would be suitable in terms of its size, location and character, to help to make good the deficiency will not be permitted.

POLICY OS4: PROTECTION OF PLAYING PITCHES AND OTHER FORMAL SPORTING FACILITIES

- 1) Where a new development would lead to the partial or complete loss of an existing playing pitch or other formal sporting facility, the applicant will be expected to demonstrate that at least one of the criteria listed below is met:
 - a) There is an excess of provision for the sporting use in the area and no evidence of future or continuing need;
 - b) The proposal is for facilities ancillary to the principal use of the site as a sporting facility;
 - c) The proposed development would affect only land incapable of forming part of the facility;
 - d) Alternative provision of at least equivalent quality, quantity, fitness for purpose and accessibility is proposed; or
 - e) The proposal is for a development of such benefit to sporting interests that it outweighs the loss of the existing facility.
- 2) Irrespective of whether any of the criteria set within 1) above are met, development affecting an existing playing pitch or other formal sporting facility will not be permitted if it would result in any of the community areas having less than 1.85 hectares of playing pitches and other formal sporting facilities provision per thousand residents available for public use.
- 3) In any part of the Borough where provision falls below the standards set in 2) above, the loss by development of any greenspace (irrespective of its current use) which would be suitable in terms of its size, location and character, to help to make good the deficiency will not be permitted.

DEVELOPMENT QUALITY AND THE BUILT ENVIRONMENT**STRATEGIC OBJECTIVES**

- To stimulate a high design quality in new development which will:
 - a) Help to create a sense of place and pride in Knowsley and its constituent communities;
 - b) Respond to and enhance the character of the townscape and landscape; and
 - c) Make the Borough a more attractive place to live and invest in.

- To ensure that the design of new development:
 - a) Provides for good levels of amenity and does not cause harm to amenities that ought to be protected in the public interest;
 - b) Promotes a choice of transport for all users (including the less mobile), making appropriate and safe provision for vehicle parking, walking, cycling and public transport; and
 - c) Discourages criminal activity.

- To ensure that buildings and features which represent the best of Knowsley's historic heritage are preserved or enhanced.

- To ensure that new development protects or enhances the Borough's stock of trees, hedges and woodland.

- To make efficient use of previously developed land and buildings in providing land for new development.

POLICY DQ1: DESIGN QUALITY IN NEW DEVELOPMENT

New development should be of a high quality design which will:

Site surroundings

- a) Respond to and enhance the characteristics of the immediately surrounding area through the use of appropriate scale, density, massing, height and building lines;
- b) Preserve or enhance views of important landscape features/buildings in surrounding areas;
- c) Protect the amenities of neighbouring occupiers;

Site characteristics

- d) Preserve any existing buildings, walls or structures which (whilst not necessarily statutorily listed), are of intrinsic architectural or historic interest, or which contribute to the character of the area;
- e) Preserve and manage any existing important natural features such as trees, hedgerows, greenspace, ponds, slopes and streams and where possible make use of these as design features;
- f) Include measures to accommodate protected species and their habitats.

Access

- g) Provide safe and convenient access for all by a choice of transport, including attractive secure and safe defined pedestrian links to any community, employment, public transport and shopping facilities in the area;

Site layout and landscaping

- h) Achieve an efficient use of land;
- i) Create attractive 'hard' and 'soft' landscaping;
- j) Provide high quality open spaces, designed to be well used and appreciated;
- k) Provide good levels of amenity for occupiers of the development;
- l) Create a clear distinction between the public and private realm;
- m) Include any necessary noise attenuation and flood abatement measures as an integral part of design in new development;

Buildings and structures

- n) Achieve good design quality in all new buildings and structures in terms of their scale, style, materials, detailing and their relationship with each other;
- o) Maximise environmental efficiency through efficient use of materials and resources, re-use of materials wherever practicable, and the promotion of energy efficiency;

Links to other approved strategies

- p) Be consistent with the aims and objectives of any regeneration strategy which has been approved by the Council for the area concerned.

Knowsley Council Design Guide

- q) Be guided by and adhere to the design principles set out in the Knowsley Design Guide

- 3.17 Additionally, the UDP provides for the protection of Sites of Biological Interest (SBI), at least one of significance is in the North Huyton Action Area. Proposals for development that may affect an SBI must have regard to the UDP's provisions:

POLICY ENV9: PROTECTION OF HABITATS AND DESIGNATED SITES

1. Development proposals will not be permitted if they would destroy or have a significant adverse effect on nature conservation interests within any of the following:
 - a) Any sites which are designated nationally or internationally;
 - b) Locally designated sites including:
 - i. Sites of Biological Interest (SBIs);
 - ii. Sites of Local Geological Interest (SLGIs);
 - iii. Local Nature Reserves;
 - c) Other sites, which include habitats or other features of the landscape, or links between habitats identified as priorities nationally or in the North Merseyside Biodiversity Action Plan.
2. Exceptions from the requirements of 1) above may be permitted (on locally or non-designated sites only) in cases where the applicant has proven:
 - a) That the development cannot reasonably be located elsewhere and the benefits of the development would clearly outweigh any harm to the nature conservation or geological value of the site; and
 - b) All practical measures will be taken to minimise harm to nature conservation or earth science interests and mitigate any unavoidable harm within or near to the site.
3. Where planning permission is granted planning conditions and/or agreements may be used to ensure the implementation of appropriate measures to compensate for any residual impacts and to enhance the site's management.

Appendix 4

North Huyton NDC Outline Plan Masterplan

