



Knowsley Council

New Residential Development

Supplementary Planning Document

September 2018

Update of 2016 SPD

(added electric vehicle charging point requirement)

Contents

1.	Introduction	1
	What is the purpose of this Supplementary Planning Document?	1
2.	Policy context	2
	National Policy	2
	Local policy	3
	Design and planning applications	6
3.	New Residential Development Guidance	6
	Integration with existing development	6
	Defining the residential mix	8
	Mixed use development and access to local services.....	9
	Considering accessibility and movement	10
	Developing the residential layout	12
	Parking requirements.....	13
	Electric Vehicle Charging Points	15
	Design of public realm and waste management	16
	Integration of public open space	17
	Minimising opportunities for crime.....	19
	Dwelling space.....	22
	Privacy and natural light.....	23
	Climate Change	25
	Appendix 1: National Planning Policy, Guidance and Contacts.....	29
	A) National Planning Policy and Guidance.....	29
	B) Other Relevant Guidance	29
	C) Contacts and information.....	30
	Appendix 2: Glossary	33
	Appendix 3: Key Local Policy Links.....	35
	Appendix 4: Interface distances and private amenity.....	39

1. Introduction

What is the purpose of this Supplementary Planning Document?

- 1.1 This Supplementary Planning Document (SPD) provides guidance to supplement the national and local planning policies within the adopted Knowsley Local Plan: Core Strategy and saved policies of the Knowsley Replacement Unitary Development Plan relating to design of new residential development. This SPD is intended to complement the Design Quality in New Development SPD which provides the overarching design guidance for Knowsley and more detailed guidance to developers on specific development issues. The guidance in SPDs is a material consideration in determining planning applications and applies to all new residential development within the Borough including changes of use.
- 1.2 The aim of the SPD is to support local and national design policies by giving guidance regarding how proposals can achieve good design that is appropriate to its context.
- 1.3 The full range of documents comprising the Local Plan are available online at:
www.knowsley.gov.uk/localplan
- 1.4 The Town and Country Planning (Local Planning) (England) Regulations 2012 do not require a Sustainability Appraisal to be carried out on SPDs. However the potential requirement for an HRA or SEA based upon any environmental concerns introduced or influenced by the SPD must be considered. In response, SEA and HRA screening document were prepared to accompany each this draft SPDs, and concluded that neither a full HRA nor SEA assessment would be required. This conclusion was subject to consultation with Natural England and Natural Resources Wales as the appropriate statutory nature conservation bodies. The screening assessments are available online at the website address shown above.

2. Policy context

- 2.1 This Supplementary Planning Document has been guided by planning policy at national and local level as set out in this section. It helps developers to understand how Knowsley Council interprets policy for individual development proposals by outlining best practice of high quality and inclusive design.

National Policy

- 2.2 Government policy is set out in the 2018 update of the National Planning Policy Framework (NPPF), which states:

'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.'

(NPPF para. 124)

Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

(NPPF para. 127)

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

(NPPF para. 130)

2.3 The guidance in this document has regard to the NPPF which is available to view at:

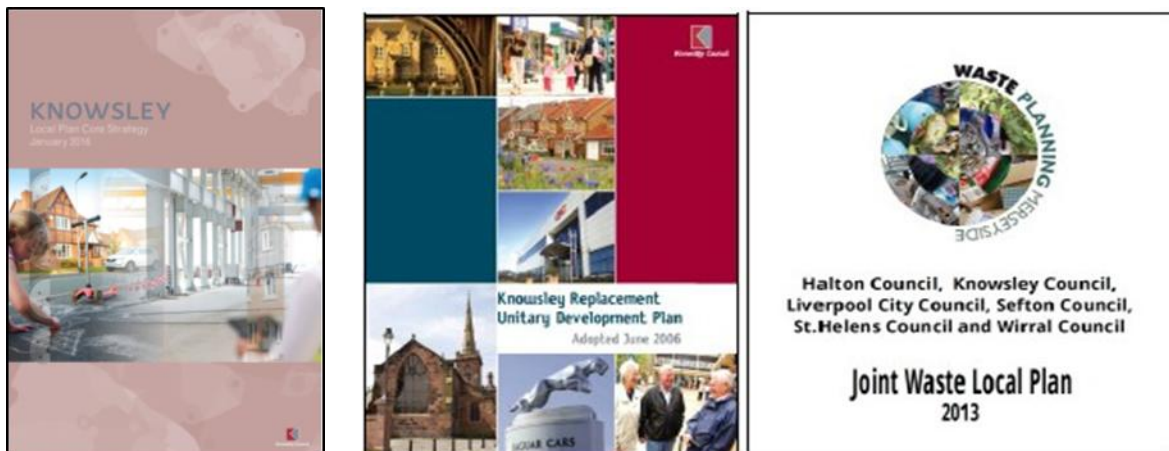
<https://www.gov.uk/government/collections/revised-national-planning-policy-framework>

2.4 Planning Practice Guidance interprets the NPPF and provides guidance relating to general planning objectives and the principles of well-designed places. The **Design Quality in New Development SPD** is informed by and consistent with these themes, and relates to **development proposals for all uses**.

2.5 This SPD provides complementary guidance focused specifically upon **residential development**.

Local policy

2.6 Knowsley's spatial planning strategy is set out in a set of documents which together make up the development plan.



2.7 The Local Plan comprises a range of documents including:

- The 'Core Strategy' which sets out a vision, key objectives and strategic planning policies adopted in 2016;
- a 'Policies Map' showing land use allocations, and;
- a range of other documents including Supplementary Planning Documents.

2.8 This SPD provides guidance to support the delivery of the Local Plan. In particular, it provides additional interpretation for Local Plan Core Strategy Policies CS2, CS3, CS7, CS8, CS9, CS10, CS12, CS14, CS17, CS18, CS19, CS20, CS21, CS22, CS24, and CS27.

- 2.9** Other documents which make up the development plan are the Merseyside and Halton Joint Waste Local Plan (with particular reference to policies WM0, WM8 and WM9), and the saved policies of the Knowsley Replacement Unitary Development Plan (UDP), adopted by the Council in June 2006 – policies H5, H7, H8, T7, T10, G4, G5, G6, G7, DQ2, DQ3, DQ4, DQ5, ENV2, ENV3, ENV5 incorporate requirements relating to design quality in new residential development. Again, all of these documents can be found on the Knowsley Local Plan webpages accessible via the website address above.
- 2.10** This SPD will help developers to interpret the development plan policies when preparing development proposals.
- 2.11** Figure 1 below shows how the design requirements in Local Plan and saved UDP policies are translated to SPDs and best practice guidance. In addition Appendix 3 shows a summary of the key policy links to each key expectations box.



Figure 1: SPDs' relationship to the Local Plan objectives and principles

Design and planning applications

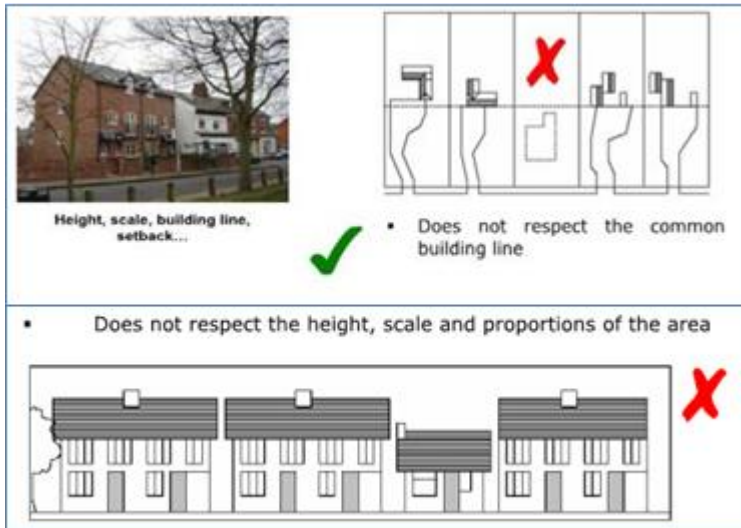
- 2.12** Since 2006 legislation has required the submission of a design and access statement with many types of planning application. Design and access statements explain the thinking behind a proposed design. Detailed guidance on the documentation required when submitting planning applications, including details of when a design and access statement is necessary, is available on the Council's website at www.knowsley.gov.uk. Useful information on how to prepare a design and access statement can be found in National Planning Practice Guidance (see Appendix 1).

3. New Residential Development Guidance

- 3.1** The Knowsley Local Plan: Core Strategy recognises the importance of broadening the housing offer within the Borough. To better provide for those living in, or seeking to live in Knowsley, there is a need to rebalance the housing stock, by delivering a sufficient quantity of high quality sustainable housing and providing a better choice of market and affordable properties in a range of tenure, type and size.
- 3.2** The Design Quality in New Development SPD identifies general design principles (for example the movement framework, placement of buildings, density and form, landscaping and public realm, and sustainable design) which are relevant considerations for new residential development. This SPD does not replicate this guidance; but does provide complementary detail specific to new residential development which will guide applicants on the Council's expectations, including illustrations of best practice and examples to avoid.
- 3.3** The Council may also require master plans and design codes in specific parts of Knowsley or for large residential development to deliver high quality design outcomes. The use of these additional tools will capture the specific requirements of this SPD and others relating to design, and the Council will expect compliance with each where relevant to a proposal.

Integration with existing development

- 3.4** An understanding and evaluation of the defining characteristics of the local area within which a site is located is an important component of developing high quality design of development proposals. In circumstances where a site's local surroundings are visually attractive and have a sense of place, it is important to seek to respond to and integrate with local character and identity, whilst allowing for innovation where appropriate.
- 3.5** Integration of development with the local character of existing built form includes consideration of whether the scale and form of the proposal is appropriate to its surroundings in accordance with Local Plan: Core Strategy Policy CS19. Illustrations of specific considerations relevant to new residential development such as height, proportions and building line set backs are identified, including positive and negative examples.



3.6 Housing density should respond to local circumstances and characteristics. Densities of between 30-50 dwellings per hectare are typically acceptable to ensure efficient use of available land. There may however be circumstances where the nature of the location and local distinctiveness allow consideration of innovative designs with higher or lower densities, provided they do not prejudice the ability to meet broader housing needs in Knowsley. Where master plans or site-specific design codes are developed (see 3.3 above) these may confirm specific requirements relating to density. All housing, including where high density development is proposed, should be designed in a manner that responds to and complements the positive characteristics of established areas and preserves the quality of life of existing or future residents. This should include incorporating suitable car parking provision and adequate living space within and outside of individual units.



3.7 Compliance with design requirements beyond the minimum prescribed by Building Regulations, including the principles of nationally recognised standards such as Lifetime Homes and Building for Life, is also encouraged in accordance with Policies CS17 and CS19 of the Local Plan: Core Strategy. Further information on the Lifetime Homes Standard and Building for Life are available via:

<http://www.designcouncil.org.uk/knowledge-resource/building-life-12>

3.8 Developments should retain and sympathetically treat listed buildings and unlisted buildings that make a positive contribution to the character and appearance of

conservation areas. Negative aspects will determine what should be avoided. It may be appropriate in some cases to depart from the context, for example, with high quality innovative proposals. Where there are few positive characteristics existing in the area to build on, a contrast could be beneficial.

Key Expectations – Integration with existing development

B.1: New residential development will be expected to:

- a) Respond to and integrate positive characteristics of immediate surroundings, including local materials, scale, mass, form, layout, alignment and density of the existing built environment.**
- b) Incorporate a gradual step up or down to neighbouring buildings where differences in height occurs, with lower buildings positioned around the edges of developments if surrounding buildings are lower.**
- c) Provide adequate areas for parking, soft landscaping, bin storage etc.**
- d) Avoid cramming where development is of high density, with floor areas of individual units complying with any current national or local minimum standards to ensure adequate living conditions.**

Defining the residential mix

3.9 This SPD complements the adopted Local Plan: Core Strategy by seeking to ensure that new residential developments provide a mix of housing types, sizes and tenures which reflect the needs and aspirations of the local community, and supports the re-balancing of the housing market.

3.10 Neighbourhoods with a range of housing types and tenures provide:

- a better balance of demand for local facilities and services;
- flexibility to upsize or downsize within the same community as peoples' housing needs change;
- visual diversity of building form and scale;
- cater for various needs, including affordable housing, specialist housing and supported accommodation, and;
- through a variety of tenure, maximise activity throughout the day and night which benefits safety and security.

3.11 Where affordable housing is provided within a development, the affordable units will be expected to be distributed throughout the site rather than being concentrated in a specific area. In accordance with Local Plan: Core Strategy Policy CS15, the design of affordable housing units should integrate fully with the general market housing on a site in terms of

style and quality, and should complement the character of the area, including a consistency of style, detailing and building materials where appropriate. The Council will not normally accept affordable housing, which either by its design or siting is clearly distinct from the general market housing.



Key Expectations – Residential mix

B.2: New residential development should:

- a) **Include an appropriate mix of housing tenure, type and size to support the re-balancing of the housing market, to better meet housing needs and demands arising in Knowsley and promote social diversity/community integration.**
- b) **Where required, provide on-site affordable housing provision in accordance with Policy CS15 that is fully integrated with and not distinguishable from market housing.**

Mixed use development and access to local services

- 3.12** Mixed-use development can make the most of higher density and encourage more intensive activity at locations with good access to public transport. The best neighbourhoods are well connected both to jobs and leisure opportunities, with the ability for people to live at any stage of their lives, regardless of physical ability or financial means. A good range of local services, amenities and facilities are important to the sustainability of new development and can strengthen local communities and economies. Neighbourhoods are successful where people are able to fulfil daily tasks within a comfortable walking distance, such as getting to a station or bus stop, food shopping and relaxing in a car park, café or pub.

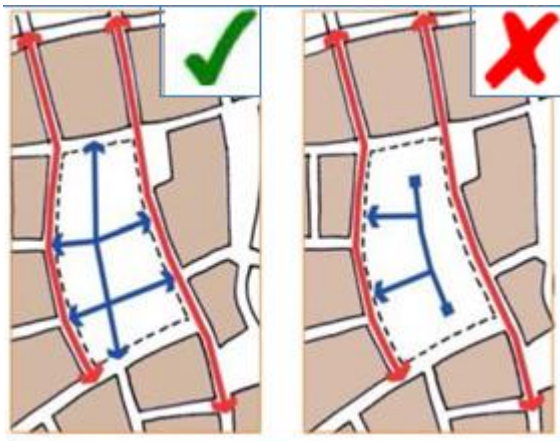
Key Expectations – Mixed use development and access to local services

B.3: Proposals for larger new residential developments should:

- a) Integrate effectively with existing development and link to existing shopping and service provision.
- b) Include community and ancillary services such as health and education facilities or small-scale retail where necessary to support the scale of development and address local needs, and compliant with the sequential test in policy CS4.

Considering accessibility and movement

- 3.13** Connectivity to surroundings is an important design consideration. A development should be linked to, and integrated with what is around by convenient, safe and direct routes that will encourage walking and cycling. This will increase the convenience for new residents and encourage the use of existing local facilities. Care needs to be taken to ensure these links do not become easy escape routes for criminals by ensuring they are overlooked and do not provide hiding places.
- 3.14** The layout of a development should be designed to make it easy to get to and move through, as well as offering an attractive and safe environment for all. This will require developing a movement framework and identifying the quality and form that the movement network should take, through the creation of a hierarchy of space. Maximising connections provides choice, encourages street activity and natural surveillance. Layouts based on linked streets allow for more flexibility and for change in the future.



- 3.15** The layout of a development should not be dictated just by the geometry of road design and must cater for all forms of movement, with walking and cycling encouraged and at least as convenient as using a car. Routes should connect to where people want to go, be convenient with easy crossings, attractive, well-lit and safe and easy to find. This does not mean excluding car use, but rather striking a balance between it and other users.

- 3.16** Designers should analyse how the new development will affect the adjoining roads, and ensure that the layout addresses the issues identified such as increasing intensity of traffic. The solution will depend upon the specific circumstances and opportunities available.

Key Expectations – Accessibility and movement

B.4: New residential development should:

- a) Connect into existing roads and footpaths, with linked streets to allow more flexibility and change in the future; cul-de-sacs should generally be avoided except as a limited part of a linked layout.**
- b) Provide safe, secure and convenient routes for movement (including signage), with priority for walking, cycling and public transport, to meet the access needs of all users to and through the site.**
- c) Incorporate layouts with priority for pedestrians, especially people with disabilities/emergency vehicles/cyclists/horse riders and public transport users.**
- d) Where vehicle traffic volume is high, create appropriate crossings to encourage safe and easy pedestrian movement.**
- e) Slow traffic on residential networks utilising the design of buildings and spaces (a flexible grid based on local context is a good model for an appropriate network; physical traffic calming measures and signage should be secondary)**
- f) Discourage through traffic (except buses) from residential roads by using carefully designed connected layouts. Routes which are for through traffic should be clearly defined.**
- g) Ensure roads should lead to somewhere, be simple and clear, providing choice for residents and visitors, with positive social interaction to engender a sense of community/ownership of place/natural surveillance.**
- h) Maximise connections to spread impact of traffic rather than concentrating it as far as practical.**
- i) Ensure that any bus stops are well located, overlooked and provided with appropriate facilities.**
- j) Consider traffic-free housing schemes where appropriate, provided there is a firm management arrangement to ensure continuity.**

- 3.17** For larger schemes, as defined in the Ensuring a Choice of Travel SPD linking to saved UDP Policies T5 and T8, together with Local Plan: Core Strategy Policies CS2 and CS7.

Transport assessments and implementation of travel plans will be required to ascertain the necessity and scope for highway improvements and to encourage the occupiers to use public transport. Developments should also maintain necessary flexibility within their layout to allow existing bus routes to divert through the site.

- 3.18** All development should be designed to be accessible by disabled persons and responsive to the needs of wheelchair users in accordance with current standards. Developers will need to provide adequate pavement width and gradients, together with appropriately designed and positioned street furniture, surfaces, road crossings, access to dwelling and dropped or raised kerbs.
- 3.19** More specific information and guidance on minimum accessibility standards, transport assessments and travel plans is available in the Council's Ensuring a Choice of Travel SPD available at www.knowsley.gov.uk.

Developing the residential layout

- 3.20** Knowsley's local areas provide examples of different residential layouts as described in the Design Quality in New Development SPD. Developers should identify the character of the existing built form and integrate the proposed development appropriately through layout design. Different layouts present varying challenges, and are likely to require bespoke solutions. However, such solutions remain within the scope of general principles of good design such as movement, permeability, surveillance and reference to existing character, together with creation of space, focal points and areas of visual interest. Examples of the positive and negative effects of different layouts are indicated below, together with an indication of the detailed expectations relating to residential development which supplement the general principles in the Design Quality in New Development SPD.
- 3.21** Traditional terraced streets are well-connected with direct routes and dwellings fronting onto them. It is usually easy to tell which are the most, and least important routes by the width of the carriageways and scale of buildings. This makes them easy to understand and move around. Such layouts do however have issues such as inadequate parking provision and alleys providing access to the rear garden/yard, which compromises security.
- 3.22** More recent layouts, such as those with a prevalence of cul-de-sacs can be attractive places to live, but have issues including limited permeability meaning pedestrians have to take a convoluted route to move from place to place, which encourages car use. These disconnected layouts force cars to travel on a limited number of routes which are very dominated by traffic. These routes are often wide with dwellings well set back from the road, so they are not very pedestrian friendly.
- 3.23** When considering design solutions, the existing privacy and outlook of existing surrounding residents must be respected and adequately protected, having regard to spacing guidelines set out in the Householder Development SPD or other adopted guidance, such as the Council's Highways Design Guide.

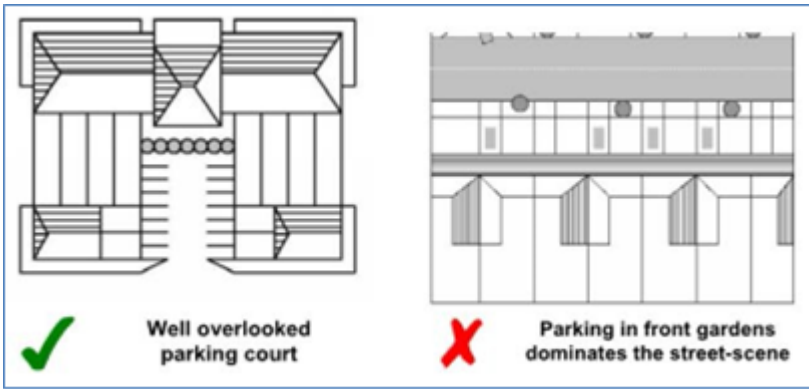
Key Expectations – Residential layout

B.5: Proposals for new residential development should:

- a) Design and position buildings to provide a sense of place, with any focal points such as squares and green spaces being overlooked by front elevations where possible, and views of new and existing landmarks preserved.**
- b) Ensure dwellings interact with public realm and private back gardens, with main facades presenting onto highways.**
- c) Provide attractive and useful connections between places designed to follow natural desire lines, to encourage pedestrians rather than car use.**
- d) Have a clear hierarchy of street types with differing characteristics that reflect their importance, to help people find their way around.**
- e) Ensure public accesses have good natural surveillance, and avoid public access around the rear of properties where possible.**
- f) Avoid high blank boundary treatments to public areas and ambiguous, indefensible spaces.**
- g) Provide adequate amenity for existing occupiers having regard to any relevant spacing guidelines set out in the Householder Development SPD.**
- h) Recognise environmental limits and minimise negative impact upon on-site constraints such as flood risk, land quality, mining legacy, water quality, etc.**

Parking requirements

3.24 Residential layouts should also ensure that sufficient space is allowed for convenient, secure and attractive parking in a manner which will realistically cater for the requirements of future users. This includes a requirement of direct visibility from habitable rooms to discourage opportunistic crime. However, access and parking for cars should not dominate the design of new development. Past housing developments in Knowsley illustrate that where plots are of a size sufficient to accommodate a car, the preference of residents will be for in-curtilage parking. Where inadequate parking has been provided at the outset, inappropriate parking on the highway generally occurs and has also resulted in the piecemeal hard surfacing of curtilages by occupiers, with significant cumulative harmful impacts on environmental character. New developments should be designed to ensure this is not necessary. Permitted development rights for surfacing front gardens may be removed where plot sizes would accommodate a vehicle to the front on soft landscaped areas.



3.25 The amount of parking to be provided will depend on the size and location of the dwellings. The table below shows the Council's maximum parking standards for new residential developments which are set within the Ensuring a Choice of Travel SPD. In circumstances where reduced parking levels are proposed, appropriate justification will be required.

		Town Centre	District and Local Centres (Maximum)	Other Areas (Maximum)
Dwelling House (C3 Use Class)	1 bedroom	0.5-1 space	1 space	1 space
	2 and 3 bedroom	1.5 spaces	2 spaces	2 spaces
	4+ bedroom	2 spaces	3 spaces	3 spaces

Source: *Ensuring a Choice of Travel SPD*

Key Expectations – Car parking requirements

B.6: New residential development will be expected to:

- a) Provide parking ideally in locations behind the building line at the side of buildings, or where this is not possible divided into small parcels screened by landscaping and surrounding buildings.
- b) Ensure any communal residential parking courts typically have no more than 10 spaces, and have direct visibility from public areas and/or neighbouring properties.
- c) Ensure rear parking areas are only accessible to residents, with full details of how these areas will be kept secure provided as part of the development proposal.

Electric Vehicle Charging Points

- 3.26** Proposals for new housing developments should incorporate electric vehicle charging points to facilitate the use of electric vehicles, in accordance with Local Plan Core Strategy policies CS2, CS7 and CS27, and paragraph 110 of the NPPF.
- 3.27** All dwellings with one or more dedicated parking spaces, and at least fifty percent of communal parking bays, should be provided with electric vehicle charging points. When calculating the number of communal charging points needed, the minimum requirement will be rounded to the nearest whole number – in practice this means where an odd number of bays is provided, the requirement will be rounded up (so seven bays would require four charging points, 19 bays would require ten charging points, and so on). At least one charging point will be required as set out in the requirement box below.
- 3.28** The siting and design of electric vehicle charging points will be expected to be tailored to suit the characteristics of the site and local area. In historic environments and other environmentally-sensitive locations the requirements may be applied flexibly, including consideration of off-site provision where this is considered an appropriate solution.

- 3.29** In line with Core Strategy Policy CS27, a lower proportion of electric vehicle charging points may be permitted where it is clearly demonstrated that electric vehicle charging points are being maximised within the development but that achieving provision at the level set out above would render the development not economically viable.

Key expectations – Electric Vehicle Charging Points

B.6.A: Proposals for new residential development will be expected to incorporate charging points for electric vehicles:

- a) Every new dwelling built with one or more dedicated parking spaces should be provided with one outdoor, weatherproof electric vehicle charging point readily accessible from one of the dedicated parking spaces – i.e. one electric vehicle charging point per dwelling should be provided.**
- b) Where communal car parking is provided, electric vehicle charging points should be provided at a rate of at least one for every two communal parking bays.**
- c) All electric vehicle charging points should be clearly marked as such, and their purpose should be explained to new occupants within their home welcome pack or other travel planning advice.**
- d) Compliance with these requirements will be secured by a planning condition.**

Design of public realm and waste management

- 3.30** Public realm must be compatible with efficient and effective service provisions. Streets need to be designed for easy street cleaning, emergency vehicle access and refuse storage and collection.
- 3.31** To facilitate and encourage responsible management of waste it is essential that the design of new development is such that future occupiers can recycle in a convenient way. Many areas have inadequate facilities for the storage of recycling facilities, leading to bins being stored in highly visible locations with adverse consequences for the character of many areas. New development proposals must provide appropriate provision for recycling facilities, including convenient and attractive bin store facilities, to reflect Policy CS26. The storage of bins in highly visible locations must be avoided. Applicants should ensure compliance with the Council's Waste and Recycling Collection Policies and any technical guidance on waste management design prepared by the Council to complement this SPD and assist developers.



Good example secure communal bin store provision. Store is easily accessed by residents, is ventilated and aesthetically appealing with access for waste collection crews to collect bins.



Good example of secure communal bin store, where inside is ventilated with a drain for cleaning.



Housing development where there is no provision for storing waste collection bins other than immediately in front of the property.



Example of poor provision of communal bin store facility which is remote from residents and no access for collection vehicles.

Key Expectations – Design of public realm and waste management

B.7: New residential development will be expected to:

- a) Ensure the design of any public realm is compatible with service provision
- b) Minimise waste, promote the use of reclaimed and recycled materials and facilitate the collection and recycling of waste
- c) Consider the recycling of waste as part of the design, and provide full details clearly indicating any provisions to be made for recycling. Storage areas should be located out of public view in a convenient location and with sufficient space to house all current and proposed recycling bins.

Integration of public open space

3.32 People need access to a variety of outdoor spaces within walking distance of their homes to fulfil a number of needs, including sport, informal recreation, relaxation and learning, as well as just moving about. Green space can also play an important role in adapting to the

effects of climate change by managing flood risk, providing urban cooling, and supporting biodiversity.

3.33 Public open space is an integral part of any development and its overall design, the type and level of provision will vary depending on the specific characteristics of the development, the site, and its context. Any provisions for public open space would need to be in line with Knowsley’s adopted Greenspace Standards and New Development SPD or any subsequent replacement.

3.34 In terms of general design considerations, the Council as a minimum expects open space to have a clear function and have good natural surveillance from existing and proposed residential development. Specific expectations and selective examples of positive and negative design of public open space are illustrated below.



3.35 Where public open space is to be provided on site, the Council would expect to adopt and manage this, and suitable arrangements need to be put in place with regard to long term future maintenance. Further advice and guidance can be provided by the Council in relation to any associated financial contributions required. The Council acknowledges that this may not always be a developer’s favoured option, and in such circumstances, a detailed and robust long-term management plan for the future maintenance and management of the space, and full details of the relevant contacts within the organisation or nominated sub-contractors shall be submitted (this will normally be required by condition or via a s106 agreement). However, in respect of all options, the Council will expect full development and construction details of the public open space to be submitted to, and agreed by the Council prior to the commencement of any part of the development. It shall be fully implemented prior to any occupation of the development and maintained thereafter only in accordance with the agreed details.

Key Expectations – Integration of public open space

B.8: Public open space to be provided as part of new residential development should:

- a) Have a clear function and not be purely ‘left over’ space.**
- b) Ensure adequate natural surveillance and a secure environment that provides for the access needs of all users, including less mobile people.**
- c) Integrate with the intrinsic landscape characteristics of the wider development whilst reinforcing and enhancing existing features of its setting and surrounding landscape.**
- d) Be designed in a manner which considers planting provision at the outset, and co-ordinates with infrastructure, services and general building form.**
- e) Take account of soil types, microclimate, water, and anticipated level of maintenance required.**
- f) Plant native species wherever possible, as these contribute to local ecology.**
- g) Connect open space networks with landscape elements, providing green corridor links to other sites and wider landscape.**
- h) Soften boundaries adjacent to open land with planting belts – this may need a local reduction in dwelling density and specific building forms with enlarged gardens: alternatively arrange for off-site planting and its future management**
- i) Ensure that suitable management arrangements are in place for the long term maintenance of open space.**

Minimising opportunities for crime

3.36 Crime prevention should be planned into residential developments from the outset, to produce safe and sustainable developments. The aim is to provide new homes that contribute to the attractiveness, safety and sustainability of the local communities in Knowsley. Measures which help reduce crime in residential areas include:

- increasing natural surveillance and the perception that criminals can be seen through the design and layout of dwellings;
- creating defensible spaces which will clearly differentiate between public and private domain, for example by using boundary treatment, and;
- creating a sense of place and ownership of spaces, to encourage residents to take responsibility for maintaining their local area.

3.37 Minimising crime can help create a better and more secure environment as required by Local Plan: Core Strategy Policy CS19. Secured by Design is the official UK Police initiative which should also be considered, as it aims to reduce crime by appropriate design and security in developments.

3.38 Natural Surveillance – the presence of people can discourage crime and anti-social behaviour. Buildings should be designed so that entrances and windows front onto the public realm, courtyards and parking areas to help create an environment that feels safer and reduces the potential for crime. Providing a mix of dwellings will increase activity throughout the day and evening, thereby lengthening the period of natural surveillance. The primary means of access for all dwellings should be visible from the street.





3.39 Defensible space is the space over which users of nearby buildings are able to maintain effective levels of supervision and control. While types of defensible space may differ between locations, the principle remains the same. A buffer zone can be used to provide a physical barrier to allow occupiers on the ground floor privacy and security. For lower density development this is often in the form of low boundary walls and railings with a front garden.



3.40 Positive boundary design can help to integrate new development into an existing environment. Boundaries to houses, especially those fronting the street, can contribute to the character of a development as much as the buildings themselves, as they help define the space and create a sense of enclosure. Boundary treatments have a number of purposes and are particularly beneficial in providing security by articulating the divide between public and private space.

Key Expectations – Minimising opportunities for crime

B.9: Proposals for new residential development should:

- a) **Ensure dwellings are securely designed, front onto the street, provide main entrance doors to properties from communal spaces and place windows in positions which enjoy good levels of natural surveillance.**
- b) **Avoid public footpaths and cycle ways which are segregated, and ensure roads and footpaths are direct and overlooked.**
- c) **Ensure that all public highways, footpaths and cycle routes, and car parking areas are highly visible (including at night) and have good levels of natural surveillance from nearby properties.**
- d) **Ensure that public and private spaces are clearly defined to provide defensible spaces, avoiding isolated private gardens and public spaces.**
- e) **Where residential curtilages adjoin public spaces (i.e. public footpaths, cycle ways, public open space, etc), use of walls and/or railings will be required to provide robust and durable boundary treatments. Fencing in such locations will not be supported.**

Dwelling space

3.41 Higher minimum space standards and homes that are adaptable to change as new occupants move in, circumstances alter or families grow, lies at the heart of Knowsley's residential design guidance, and is reflected in the Council's Local Plan: Core Strategy Policy CS19.

3.42 Internal Floor Area - The quality of housing is affected by space as well as design, and good housing cannot be made from spaces that are too small. Every home needs to provide spaces to gather in – indoors and outdoors - as well as space for solitary activities, privacy and quiet. Homes should have sufficient storage, space for work and study, and circulation spaces that provide for the needs of all potential occupants and their visitors.

3.43 Layout DQG Adaptability - Flexibility is the potential to use the rooms of a home in a variety of ways; for example, the ability to rearrange furniture in a room, make space to put up guests, convert a double bedroom into a twin bedroom, or create suitable spaces for work and study. Flexibility is determined by space and room layout, and also by the

number of rooms in a home. Homes where the living areas and circulation spaces are entirely open-plan will not necessarily create the greatest degree of flexibility when the home is in use.

- 3.44 Adaptability** is the potential to modify the space of a home by altering the fabric of the building. Designers should aim to provide built-in adaptability by designing the structure to allow new openings to be made in internal walls with relative ease. If the roof does not already include living accommodation, the roof space of houses with pitched roofs should preferably be constructed using panel systems rather than close-boarded trusses, and the top floor of the house should be designed to accommodate a staircase.
- 3.45 Private Amenity Space** - Whatever the size or location of a dwelling there will always be a requirement for some form of private amenity space ranging from balconies, roof gardens and communal private space associated with flats, to back and front garden space. Private amenity space should be usable, accessible, and reasonably free from overlooking, allow for adequate daylight and sunlight, and have regard to the size of the dwelling and the character of the area. Unusable spaces such as narrow strips of ground adjacent to roads and parking, steeply sloping areas or those in excessive shades should be avoided.
- 3.46** Private garden space should normally be situated to the rear of the dwelling. If a dwelling has a particularly large side garden the size of the rear garden may be reduced.

Key Expectations – Dwelling space

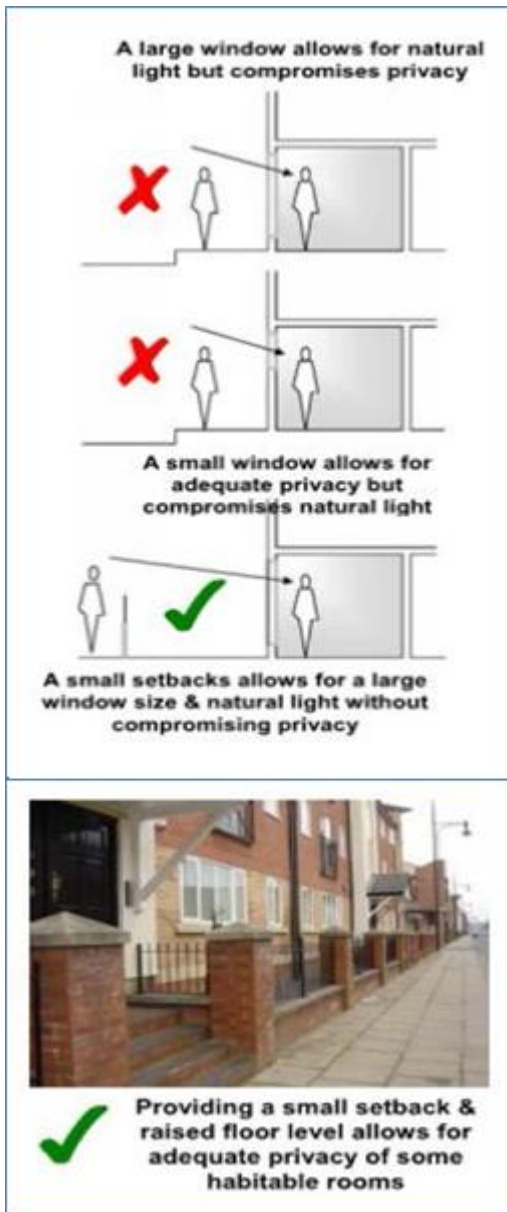
B.10: New residential development will be expected to:

- a) **Demonstrate that dwellings will accommodate the furniture, access and amenity space required, including appropriately located private garden space.**
- b) **Demonstrate how the construction of the building will allow for the internal reorganisation of rooms or the extension of the dwelling.**
- c) **Be designed for flexible uses throughout their lifetime.**

Privacy and natural light

- 3.47** Privacy and outlook within the home, and adequate levels of daylight and sunlight are important to enable residents to feel comfortable in their home, and enjoy satisfactory levels of amenities.
- 3.48 Privacy** - Proposals will be required to demonstrate how the design provides for privacy within the home through a variety of measures. Designs should provide a reasonable distance between dwellings to preserve privacy and ensure adequate private amenity space. Minimum thresholds expected by the Council are included in Appendix 4 of this SPD, and are also included within the Council's Householder Development SPD. Designers should consider the position and aspect of habitable rooms, avoiding directly facing windows in dwellings standing opposite one another, and placement of gardens and balconies.

3.49 A garden, set-back or buffer strip should be considered where ground floor dwellings face onto a public thoroughfare, e.g. a street, lane, courtyard or access deck. However, the need for this will be affected by the type and character of the thoroughfare, its width, the quantity of traffic, and the presence of existing gardens and trees.



3.50 Noise - Noise from the streets and adjoining properties is an important cause of stress, sleep disturbance and friction between neighbours. Privacy issues in new homes can be noise-related, including invasive noise and concerns that private conversations can be overheard by neighbours.

3.51 All housing should be built with acoustic insulation and tested to current Building Regulations standards, but acoustic insulation should not be relied upon as the only means of limiting noise.

3.52 Internal layouts should be designed to limit the effect of noise from adjoining properties in sound sensitive rooms of the home, for example by arranging bedrooms of adjacent

properties beside or above one another, or arranging hallways, kitchens and cupboards next to party walls where noise transfer is more likely.

Key Expectations – Privacy and natural light

B.11: Proposals for new residential development should:

- a) **Achieve and maintain adequate levels of privacy and outlook for occupants of the new housing and existing residents surrounding the site.**
- b) **Consider the position and orientation of habitable rooms, and location of their doors and windows to maintain privacy and minimise overlooking.**
- c) **Orientate habitable rooms to maximise their outlook and view, and overlook roads and paths where possible.**
- d) **Consider the orientation and design of buildings to maximise sufficient daylight and sunlight.**
- e) **Demonstrate compliance with minimum thresholds contained within Appendix 4.**

Climate Change

3.53 Environmental Performance - it is important that development needs of the borough are delivered in a sustainable manner. The Local Plan: Core Strategy (Policies CS22 and CS23) aims to achieve this by encouraging the provision of appropriate renewable and low carbon energy infrastructure, and promoting energy efficiency and adaptability to climate change through sustainable construction techniques beyond the mandatory requirements within Building Regulations.

3.54 Energy/CO₂ - Developers should demonstrate that they have utilised more energy efficient design to reduce energy consumption. This means minimising the need to use energy as much as possible through a more efficient building fabric, as well as using the site layout to maximise natural solar energy for heating and use of passive ventilation for cooling, before decentralised or renewable energy technologies are considered. Key design considerations to minimise energy use include:

- Passive solar design including orientation and location of windows
- Use of natural ventilation and passive cooling techniques
- Energy efficient window glazing and frames
- Building envelope air tightness
- Appropriate use of thermal mass and insulation
- Installation of energy efficient lighting and appliances.

- 3.55** The provision of on-site renewable energy generation, contributions to the Council's Community Energy Fund and use of allowable solutions in accordance with Local Plan: Core Strategy Policy CS22 provides valuable ways to reduce energy use. Development proposals are encouraged to reduce carbon dioxide emissions by using onsite renewable energy generation where feasible. Renewable energy technologies include: solar thermal systems, biomass fuelled heating and/or power, ground source heating and cooling, air source heat pumps, photovoltaic, wind power, and renewable energy from waste.
- 3.56** Where available, developments should also use opportunities provided by Combined Heat and Power (CHP), district heating systems or equivalent, to ensure more efficient use of energy.
- 3.57 Sustainable Materials** – In accordance with the Local Plan: Core Strategy Policy CS22 and Merseyside and Halton Joint Waste Local Plan Policies WM8 and WM9, where possible, local sourcing and re-use of materials is encouraged to enhance the sustainability of development. Resultant construction waste should be recycled where appropriate

Key Expectations – Energy and sustainability

B.12: New residential development will be expected to:

- a) **Comply with current Building Regulations by limiting energy use through incorporating high standards of insulation, heat retention, natural ventilation and passive solar techniques, and encouraged to achieve energy efficiency beyond mandatory requirements in accordance with Code for Sustainable Homes**
- b) **Demonstrate the incorporation of on-site renewable energy generation and low carbon energy where feasible, or alternatively provide contributions through the Council's Community Energy Fund/allowable solutions to reduce energy use.**
- c) **Use remaining fossil and other fuels cleanly and efficiently where opportunities exist through Combined Heat and Power (CHP) and District Heating systems or equivalent, where available.**
- d) **Use sustainable materials from local sources where possible and where appropriate recycle construction waste.**

- 3.58 Water and Drainage** - Climate change will increase the probability of flooding, necessitating the management of surface water runoff to limit peak flows and avoid the capacity of the drainage system being exceeded. Reduction in flood risk in accordance with Local Plan: Core Strategy Policy CS24 can be achieved through appropriate location, design and construction of developments and the sustainable management of surface-water runoff.
- 3.59 Sustainable Drainage Systems (SuDS)** such as green roofs, soft landscaping, permeable surfaces, and water storage ponds can be incorporated into many new

developments to help manage surface water runoff and to satisfy policy requirements relating to sustainable drainage. They will impact on the design of the development and therefore should be identified prior to submitting a planning application. If incorporated sensitively SuDS offer great potential to provide attractive landscape features which contribute to a sense of place. The Council intends to publish a more detailed technical guidance relating to SuDS in the future.

3.60 Biodiversity - Development should be directed away from land of ecological and wildlife value, and where possible, enhance the ecological value of a site in accordance with Local Plan: Core Strategy Policies CS8 and CS19. The Code seeks to protect existing ecological features from damage during construction, and promotes the most efficient use of a building footprint by ensuring that land and materials are optimised across the development.

Key Expectations – Water and biodiversity

B.13: New development will be expected to:

- a) Make the most effective and sustainable use of water, aggregates and other resources.**
- b) Manage flood risk, including through the use of SuDS and flood resilient design.**
- c) Ensure sustainable drainage systems are an integral part of the design of new development, with streams, ponds or lakes proposed as part of SuDS appropriately sited to enhance the layout, and landscaped to complement the development.**
- d) Consider the implications of the proposal for biodiversity and seek to protect, maintain and where possible enhance biodiversity within and around new developments according to their designation and significance to provide space for nature.**

Appendix 1: National Planning Policy, Guidance and Contacts

A) National Planning Policy and Guidance

National Planning Policy Framework (NPPF, 2018)

The NPPF should be read as a whole, so individual policies will not be quoted here. However, the policies relating to design and local distinctiveness are all relevant to planning applications.

National Planning Policy Guidance (NPPG, 2014 onwards)

The NPPG replaced the majority of pre-existing planning guidance and should be read alongside the NPPF. This document only exists on line and is updated as and when the Government reviews or updates its planning guidance.

B) Other Relevant Guidance

Building Research Establishment Environmental Assessment Method for buildings and large-scale developments (BREEAM) sets the standard for best practice in sustainable design and has become a measure used to describe environmental performance of buildings and communities. BREEAM can be used to assess any type of building anywhere in the world. Standard schemes have been developed for many building types e.g. offices, retail developments, industrial buildings, etc.

Building for Life 12 (BfL 12) is the industry standard for the design of new housing developments. The guide was published by the Building for Life partnership of: Cabe at the Design Council, the Home Builders Federation and Design for Homes with the assistance of Nottingham Trent University. It is based on the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning.

City Health Check is a document prepared by the Royal Institute of Built Architects providing best practice guidance on the interaction between health promoting environments achieved through good design.

Code for Sustainable Homes is the national standard for the sustainable design and construction of new homes. It aims to reduce carbon emissions and promote higher standards of sustainable design above the current minimum standards set out by the Building Regulations.

The code provides 9 measures of sustainable design:

- energy/CO2

- water
- materials
- surface water runoff (flooding and flood prevention)
- waste
- pollution
- health and well-being
- management
- ecology

Lifetime Homes are ordinary homes designed to incorporate 16 Design Criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life.

Manual for Streets was produced in 2007 by a team led by consultants WSP, with Llewelyn Davies Yeang (LDY), Phil Jones Associates (PJA) and TRL Limited on behalf of the Department for Transport and Communities and Local Government. The guidance focuses on lightly-trafficked residential streets, but many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas. It is the responsibility of users of the document to ensure that its application to the design of streets not specifically covered is appropriate. The guidance does not apply to the trunk road network, which are set out in the Design Manual for Roads and Bridges (DMRB).

Planning Portal is the Government gateway to planning information throughout the UK. This online resource provides information on plans, appeals, applications, contact details and research areas.

Secured by Design is the official UK Police flagship initiative supporting the principles of 'designing out crime'. Secured by Design focuses on crime prevention of homes and commercial premises and promotes the use of security standards for a wide range of applications and products.

C) Contacts and information

Useful planning links:

[Pre-application planning advice](#)

[How to make a planning application](#)

[Planning application forms and fees](#)

Useful building control links:

[Frequently asked building control questions](#)

[Do I need building regulation approval?](#)

[How to apply for building regulations approval](#)

[Building control forms and fees](#)

For planning or building control advice, forms, applications and pre-application advice

Planning Services, Knowsley Council, Archway Road, HUYTON L36 9FB

Telephone: 0151 443 2380

E-mail: planning@knowsley.gov.uk

Appendix 2: Glossary

Conservation Area - an area defined in the Planning (Listed Buildings and Conservation Areas) Act 1990 as “an area of special architectural and historic interest, the character or appearance of which it is desirable to preserve or enhance.” Councils must publish a map showing the boundaries of these areas where extra planning controls apply and also produce a conservation area proposals statement.

Density - a measurement of how intensively land is occupied by built development. For housing, this is measured in dwellings per hectare (dpa).

Design and access statement (DAS) - a short report accompanying and supporting a planning application. They provide a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

Habitable Rooms – for the purpose of interpretation of the guidance within this SPD, main habitable rooms include lounge / living spaces, games rooms, studies, family rooms, morning rooms, kitchens and bedrooms. Non-habitable or minor habitable rooms include bathrooms, WCs, utility rooms and garages.

Listed Buildings - Buildings or other built structures included in the statutory list of buildings of special architectural or historic interest of national significance. Listing decisions are made by the Secretary of State for Culture, Media and Sport and the listing system is administered by English Heritage.

Local Plan - the plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. The Local Plan includes Development Plan Documents adopted under the Planning and Compulsory Purchase Act 2004. In Knowsley, this means the adopted Local Plan Core Strategy, future Local Plan Site Allocations and Development Policies, and the Merseyside and Halton Joint Waste Local Plan, accompanied by a Local Plan Proposals Map Policies Map. The Local Plan currently includes Saved Policies of the Knowsley Replacement Unitary Development Plan (2006).

Local Plan: Core Strategy - a document which forms the central part of the Knowsley Local Plan and sets out the long-term spatial vision, objectives and strategic policies for the Borough. The Local Plan Core Strategy has the formal status of a Development Plan Document, and will be joined by further Local Plan documents.

Merseyside and Halton Joint Waste Local Plan - prepared jointly on behalf of six local authorities, this plan sets out waste management policies for the sub-region. The policies include site allocations and development management policies. The document forms part of the Local Plan for each local authority in Merseyside and Halton.

National Planning Policy Framework (NPPF) - introduced by the Government in 2012 and reviewed in 2018, this replaced the majority of adopted national planning policy, including most Planning Policy Statements and Planning Policy Guidance notes. The NPPF is supplemented by remaining guidance, and a number of other policy statements. The

NPPF sets out national priorities for delivering sustainable development and economic growth, including a very wide range of policies and guidance, relating to themes such as housing, environment and economy, and procedural matters (such as plan-making and decision-taking). The policies of the NPPF will be applied alongside those in Knowsley's Local Plan (and the supplementary guidance in this and other SPDs).

National Planning Practice Guidance - online guidance which replaced the majority of pre-existing planning guidance and should be read alongside the NPPF. The guidance is intended to be updated when the Government reviews its planning guidance.

Public Realm - the space between and surrounding buildings and open spaces that are accessible to the public and including streets, pedestrianised areas, squares and river frontages.

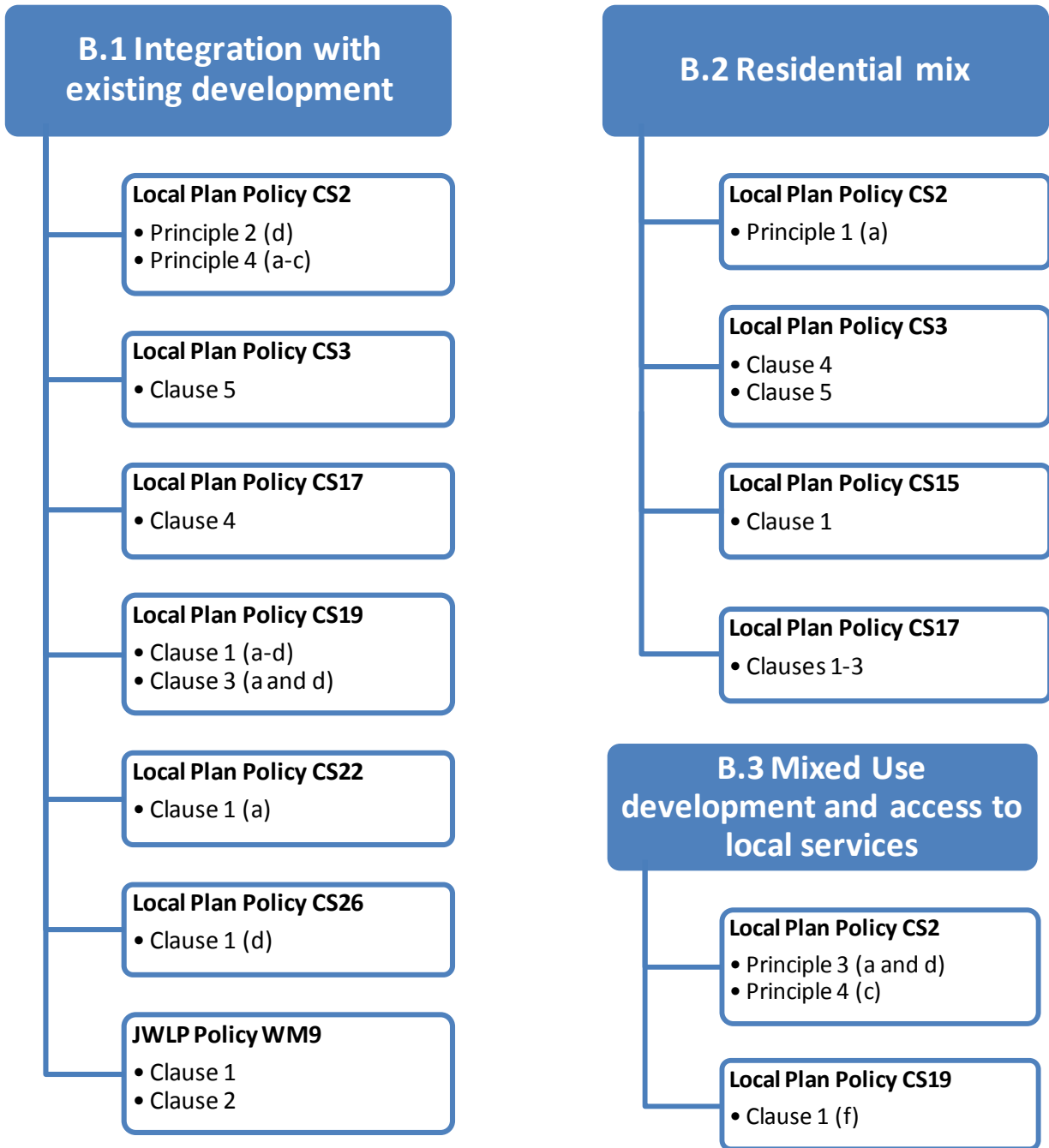
Strategic Environmental Assessment (SEA) - European Directive 2001/42/EC (the SEA Directive) requires a formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment, known as Strategic Environmental Assessment. To meet the requirements of the directive, a body must prepare an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan, are identified, described and evaluated. This is incorporated in the form of a Sustainability Appraisal for the Knowsley Local Plan, with a separate screening opinion accompanying this SPD to assess the need for an individual assessment relative to this document alone.

Supplementary Planning Document (SPD) - a planning policy document which provides supplementary information in respect of the policies contained in the Local Plan, and which focus on particular issues or places. They are subject to consultation, but are not subject to an independent examination.

Sustainability Appraisal (SA) - an assessment of the economic, environmental and social effects of a plan or programme from the outset of the preparation process to allow decisions to be made that accord with sustainable development. For the Knowsley Local Plan, this covers the requirements of Strategic Environmental Assessment (SEA). A screening opinion accompanying this SPD determined that an SEA assessment specific to the document was not required as the guidance only expands upon policies within the adopted Knowsley Local Plan: Core Strategy, Merseyside and Halton Joint Waste Local Plan and saved policies of the Knowsley Replacement Unitary Development Plan.

Sustainable Drainage Systems (SuDS) - these systems provide an alternative to the traditional methods of dealing with water drainage, aiming to mimic the natural movement of water from a development, slowing run-off, reducing flood risk, improving water quality and potentially providing attractive features.

Appendix 3: Key Local Policy Links



B.4 Accessibility and movement

Local Plan Policy CS2

- Principle 3 (a-d)
- Principle 4 (c and e)

Local Plan Policy CS7

- Clause 1 (c and d)
- Clause 2 (a)

Local Plan Policy CS19

- Clause 1 (a-f)

B.5 Residential layout

Local Plan Policy CS2

- Principle 3 (c)
- Principle 4 (c)

Local Plan Policy CS19

- Clause 1 (a-d)
- Clause 2 (a-d)

Saved UDP Policy DQ2

- Clause 1
- Clause 2

B.6 Parking requirements

Local Plan Policy CS7

- Clause 1 (d)
- Clause 2 (d)

Local Plan Policy CS19

- Clause 1 (a and e)

B.6.A Electric vehicle charging points

Local Plan Policy CS2

- Principle 1 (c)
- Principle 2 (a-d)
- Principle 4 (e, j)

Local Plan Policy CS7

- Clause 1 (e-f)
- Clause 2 (e)
- Clause 3 (f)

Local Plan Policy CS27

- Clause 4 (a-c)

B.7 Design of public realm and waste management

Local Plan Policy CS2

- Principle 4 (c)
- Principle 5 (d)

Local Plan Policy CS19

- Clause 3 (d)

Local Plan Policy CS26

- Clause 1 (c and d)

JWLP Policy WM9

- Clause 1
- Clause 2

B.8 Integration of Public Open Space

Local Plan Policy CS2

- Principle 4 (c)

Local Plan Policy CS8

- Clause 1 (f)
- Clause 2 (a)

Local Plan Policy CS19

- Clause 1 (b and d)
- Clause 2 (b)

Local Plan Policy CS21

- Clauses 4, 5, 7, 8 and 10

B.9 Minimising opportunities for crime

Local Plan Policy CS2

- Principle 4 (c)

Local Plan Policy CS19

- Clause 2 (b)

Saved UDP Policy DQ2

- Clause 1
- Clause 2

B.10 Dwelling space

Local Plan Policy CS2

- Principle 4 (c)

Local Plan Policy CS17

- Clause 4 (a-c)

Local Plan Policy CS19

- Clause 3 (a and c)

Local Plan Policy CS22

- Clause 2 (a)

B.11 Privacy and natural light

Local Plan Policy CS2

- Principle 4 (c)

Local Plan Policy CS17

- Clause 4 (a-c)

Local Plan Policy CS19

- Clause 2 (a)

Local Plan Policy CS22

- Clause 1 (b-e)

B.12 Energy and sustainability

Local Plan Policy CS2

- Principle 2 (d)
- Principle 4 (c)

Local Plan Policy CS17

- Clause 4 (a-c)

Local Plan Policy CS19

- Clause 3 (a and e)

Local Plan Policy CS22

- Clauses 1-3 and 5

B.13 Water and biodiversity

Local Plan Policy CS2

- Principle 2 (d)
- Principle 4 (a and j)

Local Plan Policy CS8

- Clause 1 (a-c)

Local Plan Policy CS17

- Clause 4 (a-c)

Local Plan Policy CS19

- Clause 3 (a, b and e)

Local Plan Policy CS22

- Clause 1 (d and i)

Local Plan Policy CS24

- Clauses 1-5

Appendix 4: Interface distances and private amenity

- 1) Development should retain 22 metre interface distances between existing rear principal elevations and proposed principal elevations for two storey properties. Where proposed properties are higher than 2 storeys (including significant level changes), an extra 3 metres per floor should be added.
- 2) New to new principal rear elevations for 2 storey properties should achieve a minimum of 20 metre offset with minimum garden depths of 10 metres. The interface distance would have to be greater if there is a difference in ground levels between the properties or the building is more than two storeys.
- 3) Front to front principal elevations should aim to achieve at least 20 metres interface distance. Any reduction below this distance would have to be agreed with LPA on plot by plot basis with clear justification. (Exceptions may include dual aspect corner properties or in character areas with shorter interface distances.)
- 4) Principal elevation to gable should be a minimum of 12 metres.
- 5) Gardens serving blocks of flats will be expected to provide a minimum of 20 m² for each flat in the block. Bin stores and clothes-drying areas should not be included in this.