

KNOWSLEY

Design Quality in New Development
Supplementary Planning Document
January 2016



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Chapter 1

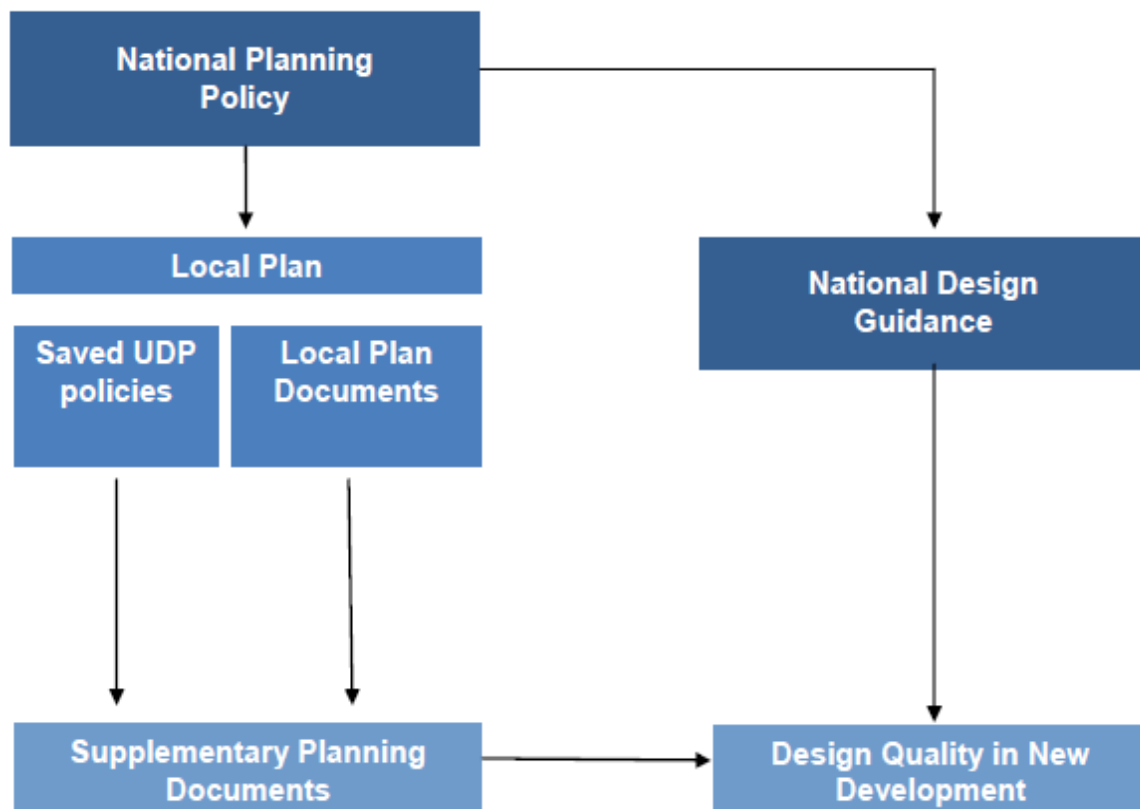
1. Introduction

What is the purpose of this Supplementary Planning Document?

1.1 This document has been prepared by Knowsley Metropolitan Borough Council (KMBC) as a Supplementary Planning Document (SPD). It sets out the Council's aspirations and expectations for design standards in new development. The document, together with other SPDs produced by KMBC, complements the policies within the Local Plan. SPDs are prepared to assist the interpretation of policies within the statutory development plan and provide more detailed guidance to developers on specific development issues. The guidance in SPDs is a material consideration in determining planning applications. The full range of documents comprising the Local Plan is available [online](#).

Preparation stages and procedural matters

1.2 This document replaces the former Knowsley Design Guide and supplements national design guidance.



Chapter 1

1.3 This SPD has been prepared to provide the overarching context for design in the borough, and highlights borough wide issues which should be taken into account in designing new development. Other SPDs and best practice documents provide further guidance relating to specific development types or thematic issues.

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 a HRA and / or SEA based upon any environmental concerns introduced or influenced by the SPD must be considered. In response, SEA / HRA screening documents were prepared to accompany each of the draft SPDs, and concluded that a full HRA and / or SEA assessment is not required in each instance. This conclusion has been subject to consultation with Natural England and Natural Resources Wales as the appropriate statutory nature conservation bodies.

Why is good design necessary?

1.5 The quality and form of Knowsley's built environment has a direct impact on resident's quality of life and the potential to make responsible lifestyle choices. The local environment impacts on the ability to move around, on the opportunities to engage with others within the community, to participate in outdoor activities and remain safe. It can also affect perceptions, outlook and physical and mental wellbeing, whilst having a significant impact on the use of resources, such as energy and water, with choices made at design stage affecting not just the sustainability of the construction, but also influencing the ability of future occupiers to be energy and resource efficient.

1.6 Our built environment is constantly changing through development and re-development. With this change comes opportunity to improve. New development which is well designed will enhance our built environment in a way which improves our quality of life and that of future generations.

1.7 The understanding of this complex relationship between the design of our environment, our quality of life and our impact on the planet is constantly evolving. In 1999, CABI (Commission for Architecture and the Built Environment) was established as a government advisory body, charged with championing place design and raising awareness of design issues. Since that time good design has become accepted as a key requirement of new development. In April 2011, the Design Council and CABI merged into a single organisation which continues to seek to improve the built environment, stimulate innovation and inspire new design thinking by offering advice, support and delivering design reviews.

Chapter 1

What is good design?

1.8 The work of Design Council CABI (www.designcouncil.org.uk) and others championing design in the built environment has improved understanding of the characteristics of well designed places. In general terms, the Council agrees with the definitions of well designed places given in the Urban Design Compendium (see Appendix 1) as set out below.

Places for people

Places should be:	Places should create opportunities to:
safe	meet
comfortable	play
varied	watch
attractive	
distinctive	

Enrich the Existing

Development should respond to the setting

Make Connections

Development should be designed to:

integrate physically and visually with the surroundings	cater for pedestrians cycling, public transport and cars in that order
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Mix uses and Forms

Development should mix forms, uses, tenure and density to cater for the widest range of possible users

Manage the Investment

Consider future management and maintenance and engage the community for long term commitment

Design for Change

Developments should be designed to be capable of responding to changing demographics and lifestyles

Work with the Landscape

Utilise landscape features to maximise conservation and amenity

Chapter 2

2. Policy Context

2.1 This SPD has been guided by planning policy at national and local level as set out in this section. It seeks to guide developers in understanding how Knowsley Council interprets policy for individual development proposals and assist successful applications, by outlining best practice of high quality and inclusive design.

National policy

2.2 National government planning policy is set out in the National Planning Policy Framework (NPPF). This places design quality at the forefront of the national agenda for planning as the following paragraphs demonstrate and also set out the scope of SPDs:

"The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."

(NPPF para. 56)

Planning policies and decisions should aim to ensure that developments:

- *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;*
- *establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;*
- *optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;*
- *respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*
- *create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
- *are visually attractive as a result of good architecture and appropriate landscaping"*

(NPPF para. 58)

"Supplementary planning documents should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not add unnecessarily to the financial burdens on development."

(NPPF para. 153)

2.3 The guidance in this document has regard to the NPPF as well as local planning policies. A copy of the NPPF can be found [here](#).

Chapter 2

National design guidance

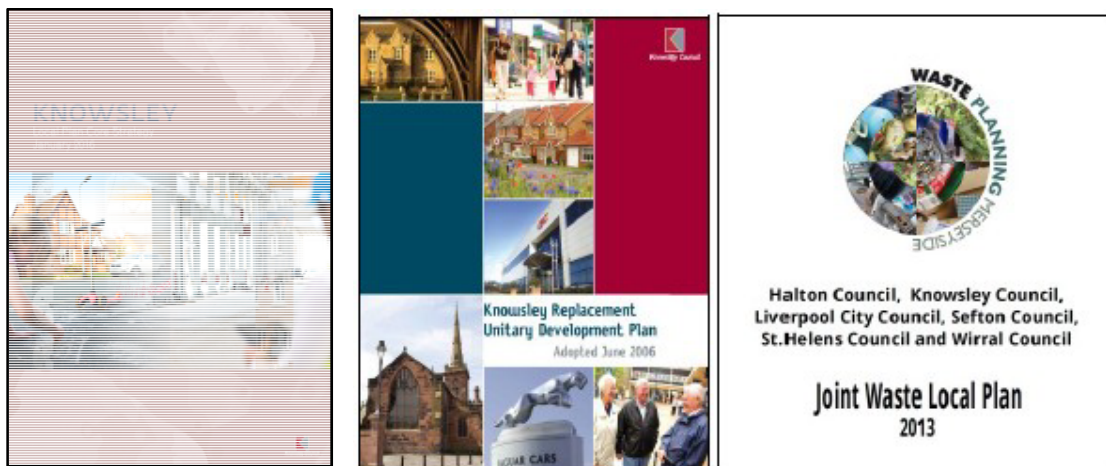
2.4 The National Planning Policy Framework (NPPF) sets out the government's objectives for new development, but does not offer practical advice on how to design schemes to meet those objectives. Further information is provided in Appendix 1.

2.5 National Planning Practice Guidance (see Appendix 1) complements the NPPF in providing general national design guidance relating to planning objectives and the principles of a well designed place. The structure of this SPD is informed by and consistent with the key themes identified.

2.6 In addition to understanding current national planning advice, every developer should be aware of the wealth of nationally recognised best practice guidance on how to design places and buildings of high quality. There are several excellent national and regional documents available giving general practical advice to potential developers on how to design good quality places. These guides are an essential part of any developer's tool kit and the starting point for formulating a creative and responsive design. It is not the role of this document to replicate the content of these documents. Developers may however find these guides invaluable as design tools, and the Council may refer to them in assessing proposals for new development. A brief guide to the individual contents of some of the key national and regional design documents and where to access them is set out in Appendix 1.

Local policy

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



2.8 The Local Plan comprises documents including a 'Core Strategy' and a 'Policies Map', which sets out a vision, key objectives and strategic planning policies, as well as a range of other documents including 'Supplementary Planning Documents'. The Council's Local Plan: Core Strategy was adopted in January 2016.

Chapter 2

2.9 This SPD provides guidance to support the delivery of the Local Plan. It supplements the Knowsley Local Plan: Core Strategy (particularly policies CS2, CS8, CS9, CS10, CS12, CS14, CS17, CS18, CS19, CS20, CS22 and CS24) and the Merseyside and Halton Joint Waste Local Plan (particularly policies WM0, WM8, WM9, WM10, WM11 and WM12).

2.10 This guidance also supports the Knowsley Replacement Unitary Development Plan (UDP), adopted by the Council in June 2006. Policies H5, H7, H8, EC3, EC4, EC6, S2, S9, S10, T7, T10, T11, G4, G5, G6, G7, G8, DQ2, DQ3, DQ4, DQ5, ENV2, ENV3, ENV5 and ENV8 of the UDP incorporate requirements of design quality in new development. These policies continue to be "saved" as part of the development plan following the adoption of the Knowsley Local Plan: Core Strategy. This SPD will help developers interpret and implement these policies when developing proposals. The UDP can be accessed [here](#).

2.11 The Local Plan: Core Strategy recognises the importance of the quality of our environment in shaping the borough's image and in influencing the quality of life of the borough's residents. It also recognises that there is considerable scope to improve the existing quality of many areas within Knowsley through new development.

2.12 The Core Strategy sets out design principles for new development, which will help realise the vision for development set out in the Strategy for Knowsley. Guidance on designing to meet these principles has informed the structure of this SPD as illustrated on the following page.

Design and planning applications

2.13 The appropriateness of design is a key consideration in determining planning applications for new development. 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).

¹ The UDP can be accessed via: <http://www.knowsley.gov.uk/residents/building-and-planning/local-plan/adopted-documents.aspx>

Chapter 2

Overarching Design Objectives

- Increase connectivity and accessibility
- Tackle crime and antisocial behavior
- Reduce carbon emissions and waste
- Protect and enhance green spaces/increase leisure opportunities
- Improve the quality of the built environment
- Strengthen community cohesion
- Improve the quality of shopping and the leisure/evening economy
- Encourage employment generating development
- Creation of a health promoting environment



Local Plan Core Strategy Key Design Principles

Select locations that reduce the need to travel, especially by car, and enable people as far as possible to meet their needs locally (CS 2)	Include safe convenient routes of movement with priority for walking, cycling and public transport to meet the access needs for all users, particularly less mobile people (CS 19)
Recognise environmental limits, protect and enhance environmental assets, enhance local character and promote quality of place (CS 2)	Respond to and integrate positive characteristics of immediate surroundings, including materials, scale, mass, form, layout, alignment and density (CS 19)
Maximise opportunities for regeneration of previously developed land, including derelict or unsightly areas to improve the image of Knowsley (CS 2)	Maintain a good standard of amenity for all existing and future occupants of land and buildings, whilst minimising crime, fear of crime and anti-social behaviour (CS 19)
Make the most efficient use of available resources and infrastructure (CS 2)	Integrate effectively with existing development and link to existing shopping and service provision (CS 19)
Sustain and promote biodiversity, whilst preserving the character and function of historic environments and valued landscapes (CS 8)	Address the challenges of climate change and future changes in social, economic and environmental priorities (CS 19)
Consider provision of landmark buildings and additional detailing at and adjacent to main gateways, movement corridors, town centres and strategic regeneration opportunities (CS 19)	Create spaces and places as a focal point, accommodating social interaction and active lifestyles, including high quality public realm and open spaces, public art and landscaping which promotes biodiversity (CS 19)



Supplementary Planning Documents and Guidance

Design Quality in New Development SPD	Development Specific SPDs
Getting the movement framework right	Householder Development SPD
Promoting a positive image	New Residential Development SPD
Placing buildings	Shop Front and Signage Design SPD
Mixing uses	Trees and Landscaping SPD
Density and form	
Landscape and public realm	
Sustainability in design	
Designing out crime	
Public art	
Built heritage and conservation	
Importance of local assessment	

Chapter 3

3. Local Context

The need for local distinctiveness

3.1 Planning policy is clear. Good urban design is as much as anything about a response to place:

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”. (NPPF, para 56)

“Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness”. (NPPF, para 60)

“Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment”. (NPPF, para 61)

3.2 With regard to national policy it is apparent that there is no design formula which can be applied to suit all situations in Knowsley. As well as understanding the general principles of good design set out in national planning policy and design guidance, developers need to be able to apply these principles effectively in a way which responds to a site and the local area. Local guidance can help developers appreciate the valued characteristics of an area and understand local aspirations. It is this which has led to the production of this SPD.

Knowsley overview

3.3 The following sub-section gives a brief overview of Knowsley to assist developers in forming proposals which respond well to the local area.

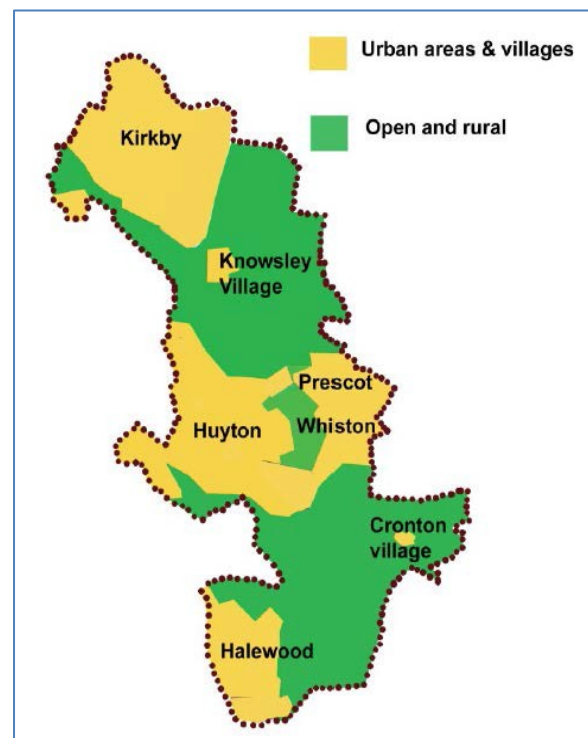
3.4 Knowsley lies within the Liverpool City Region. The borough is generally low-lying and flat, positioned on a glacial channel which runs northwest to southeast filled with underlying peat in the northern third and boulder clay in the remaining area. There are higher sandstone ridges to the east where the land gradually rises and coal measures underlie the central eastern part of the borough.



Chapter 3

3.5 The population, of around 146,000 people, mainly resides in 3 swathes of development which span the borough east to west with Kirkby in the north, Huyton, Roby, Prescott and Whiston across the centre and Halewood in the south. The remainder of the area is largely undeveloped save for the villages of Knowsley and Cronton.

3.6 The character of the built environment varies significantly across the borough reflecting the various chapters in its development history. About half of the borough is designated as Green Belt where for the most part the character of the area reflects its historic agricultural roots, small villages, scattered farms and cottages. Although future development in these rural communities will be limited by the Green Belt designation, where development does occur, it should respect the historical rural character of the area. The Local Plan: Core Strategy provides further detail about sustainable urban extensions removed from the Green Belt and allocated for development, including policy criteria relating to specific design and master planning requirements where appropriate.



Rural areas: Farmsteads, rural villages and cottages

3.7 Within the townships of Prescott, Huyton, Kirkby and Halewood there are localised areas which have a distinct historic character. Some of the earliest development within the borough was in the town centre of Prescott which developed in the medieval period as a centre for pottery utilising local clay, and was expanded in the 18th century as local coal seams were mined to serve the growing port of Liverpool. Some of the existing street patterns in Prescott still echo the medieval layout of the town, and preserved Georgian town houses illustrate the town's importance in the 18th century. In Kirkby, Huyton and Halewood, there are pockets of development with clear Victorian roots,

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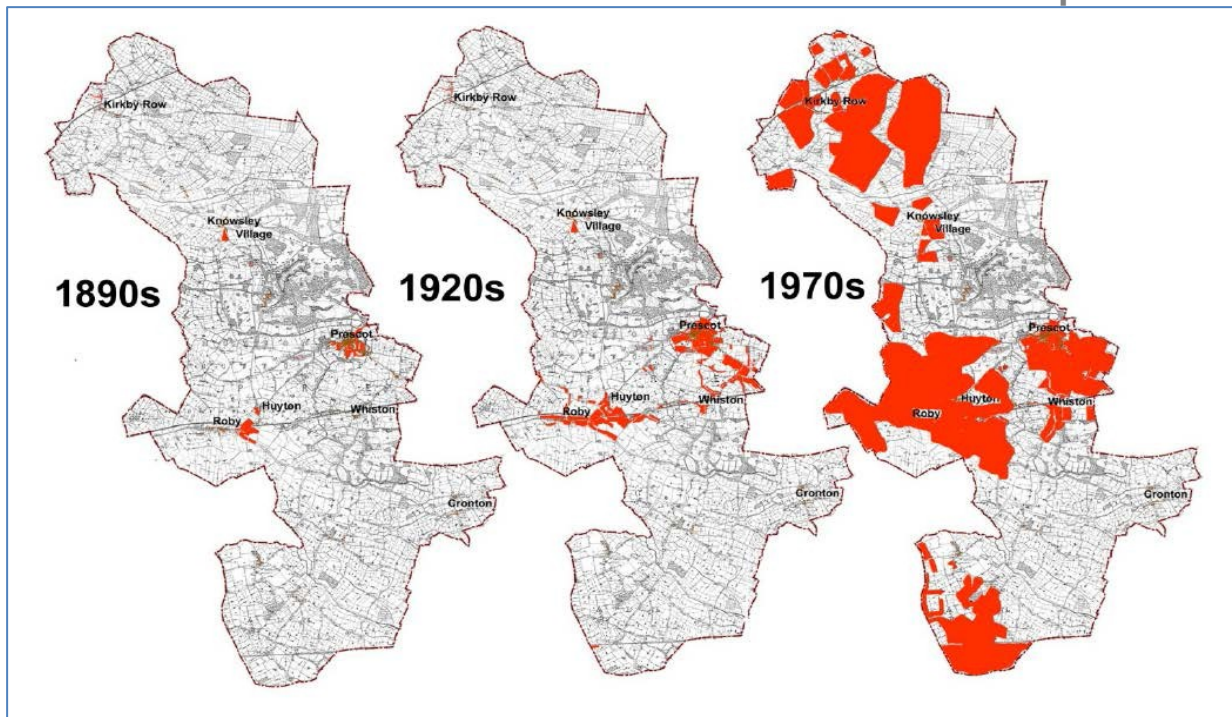
notably around the town's railway stations. Where these Georgian and Victorian developments have survived, they create localised areas of character properties ranging from imposing villa developments to densely developed terraced workers cottages. Development close to existing historic development should preserve and enhance the historic characteristics of the locality. The emphasis will be on reinforcing the existing character, respecting historic street patterns, building lines, building scale and proportions, materials, fenestration and detailing.



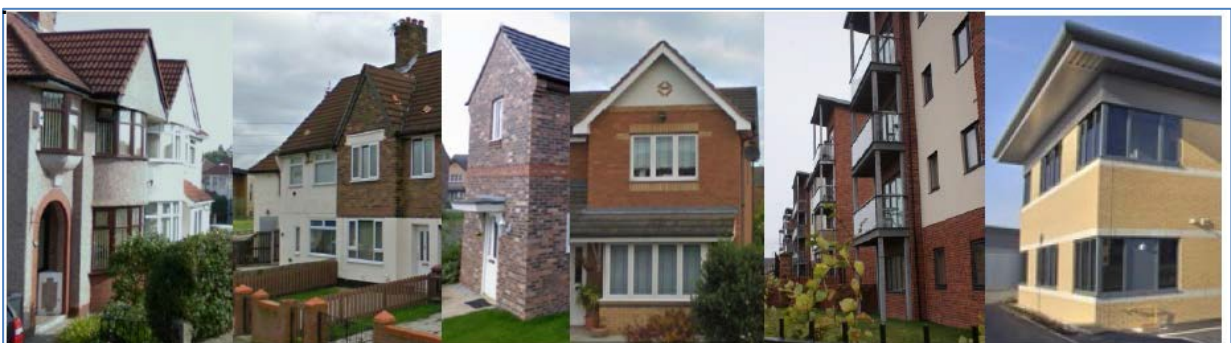
Georgian and Victorian development in Huyton and Prescot

3.8 As the diagram on the following page illustrates, the vast majority of development within the borough post dates the 1930s. Much of this development was undertaken by the public sector with large areas being bought by the City of Liverpool for social house building. This commenced in the 1930s and continued after WWII with a prolonged period of building from the late 1940s until the 1960s when the town centre at Huyton was remodelled and a new centre created in Kirkby. This period of rapid development ceased in the 1970s, with the cessation of large scale social house building and the simultaneous decline in traditional industries. In the 1990s however, there was an upturn in the building of private houses and investment in employment generating development, as the Council policy encouraged and supported these developments.

Chapter 3



3.9 Different housing estates, industrial areas and retail centres that developed since the mid 20th century have their own varying characters. The layout and design of some of the earlier housing developments hints at the ideals of the garden city movement with relatively large gardens, areas of open amenity space and boundary hedges. Other housing areas established between the 1950s to 1970s are of a denser form, whilst residential developments from the 1980s and 1990s typically reflect the standardised designs of the major house builders, rather than a response to local conditions. In more recent years, Knowsley has been successful in securing both residential and employment generating development which better reflects local distinctiveness, is less reliant on private vehicles, and offers a greater range and choice



Development post war to the present in Huyton, Kirkby, Prescot and Halewood

3.10 There are therefore examples of both good and bad urban design across the borough, and in many localities the aim should be for new development to build upon the strengths of the area whilst addressing acknowledged or identifiable weaknesses.

Chapter 3

A vision for local design

3.11 New development should be designed to reflect local aspirations. The 'Strategy for Knowsley' (2013) has an overarching vision to make Knowsley the 'Borough of Choice'. It co-ordinates the actions of the Council and its public, private, voluntary and community partners through an agreed action plan, and arrangements for monitoring its implementation. The goals are to:

- Improve Knowsley the place
- Narrow the inequality gap
- Create a thriving, diverse economy

3.12 Improving the quality of place is key to the realisation of this vision. Establishing high standards of design through the planning process is critical to ensure that new development improves the existing environment, making it more attractive, safer, better connected and more sustainable. The emphasis is on positive improvement and enhancement not simply replicating former patterns of development, with the design of new developments having the potential to positively contribute to the following overarching objectives:

- Increased connectivity by walking, cycling and public transport
- Tackling crime, fear of crime and antisocial behaviour
- Improving the quality of shopping and the leisure/evening economy
- Reducing carbon emissions and waste
- Developing the quality of green spaces and increase opportunities for leisure activities
- Improving the quality of some areas of the built environment
- Strengthening community cohesion
- Encouraging employment generating development

Chapter 4

4. General Guidance

4.1 Some local issues affecting the design of new development are relevant to the whole borough. Others relate to specific neighbourhoods. To understand local context, developers need to be aware of both the borough wide issues, which should influence the design of new development, and those specific to the local neighbourhood.

4.2 This chapter gives an overview of borough wide issues which need to be taken into account in designing new development. More detailed development specific guidance is provided in other SPDs.

Getting the movement framework right

4.3 Ease of movement is vital to access jobs and services. Block design and block size has a direct impact on ease of movement. In all areas importance must be placed on designing for pedestrians, cyclists and public transport, as over reliance on private cars has significant negative environmental and health implications. This is particularly important in Knowsley where car ownership is relatively low and access to employment opportunities is so critical. Equally however, developments must be designed for people not vehicles, and the design of a place should not be dictated by highway specifications but by the desire to create a place of character and distinct identity.

4.4 The layouts of some of the Victorian and Edwardian developments in Knowsley illustrate the regular grid pattern of roads typical of those eras. In developments from the 1930's, 1940's and 1950's, although block shapes became more irregular, a grid of roads, perhaps with one or two small internal cul-de-sacs became the norm with examples across many parts of the borough. In the 1960's some developments across the borough were designed as Radburn layouts, where pedestrian and vehicular routes were separated with public access to both the front and rear of properties. Typical development from around the 1990's began to move to much larger blocks with an outer circulation road and many cul-de-sacs leading inwards into the interior of the block. Examples of these different patterns of development are provided below.



Regular grid
block
Prescot

Irregular 1940's grid
Halewood

1960's Radburn layout
Huyton

Inward facing 1990's
Kirkby

Chapter 4

4.5 Lessons can be learnt from all these historic examples. Grid layouts typical of the borough until the 1960's generally give high levels of connectivity and clearly defensible private spaces, but in some terraced areas rear alleyways have led to security issues. Radburn layouts with segregated footpaths and roads, spread activity between the front and rear of properties and have in some cases led to reduced natural surveillance and security issues. The cul-de-sacs common of the 1980's and 1990's although offering quiet residential locations, are often situated within large inward facing blocks which integrate poorly with surrounding older development, limiting connectivity and integration, and increasing reliance on private vehicles. Their designs are often dominated by roads and the circulation space required to manoeuvre and park private cars.

4.6 In the future, development blocks should be designed to encourage and facilitate walking, cycling and the use of public transport before private cars, and should ensure integration with surrounding development. This is in line with Policy CS2 (Principle 3) within the Core Strategy.

4.7 Movement and accessibility is also important in terms of the internal and external design of buildings. All development should be designed to be accessible by all and responsive to the needs of wheelchair users in accordance with current standards. The design of buildings should also maximise their adaptability to address changing needs over time and to suit the needs of different users.

General Principles – Movement Framework

A.1: The design of all new development should:

- a) Integrated effectively with existing development and provide links to existing shopping and service provision.**
- b) Select locations that reduce the need to travel, especially by car, and enable people as far as possible to meet their needs locally.**
- c) Prioritise connectivity to avoid people having to walk further than 400m to a bus stop and / or 800m from a rail station, and 800m from a public open space.**
- d) Ensure that links to existing public transport are adequate, and where justified by the scale of development and circumstance, new or improved public transport facilities are provided.**
- e) Encourage safe and sustainable access for all, through design of buildings and by ensuring that footpaths and cycle paths are designed to encourage frequent use by all, following true desire lines and primary routes, avoiding segregation of different users, providing links to public transport stops, being free of barriers and hiding places with appropriate surfacing, surveillance, signage and landscaping.**
- f) Avoid following a conventional engineering led format (where possible), ensuring appropriate capacity for vehicles whilst catering for a range of activity - creating places rather than spaces dominated by roads.**
- g) Cater for cyclists with clearly defined cycle lanes on busy routes with higher traffic speeds, and cycle parking considered an integral part of the site layout.**

Chapter 4

4.8 Further advice on planning roads, paths and cycle ways can be found in the Council's SPDs, including the Ensuring a Choice of Travel SP - available [here](#) - Highways Design Guide and in the Urban Design Compendium and Manual for Streets (see Appendix 1). Where necessary S106 funding will be sought to ensure choice of transport provision.

Promoting a positive image

4.9 To realise the vision set out in the Council's 'Strategy for Knowsley', there is a need to attract new investment. It is therefore critical that the Borough presents a positive image to for current residents and potential future investors. A high quality environment is a vital element in presenting that image particularly in locations which are seen by visitors.

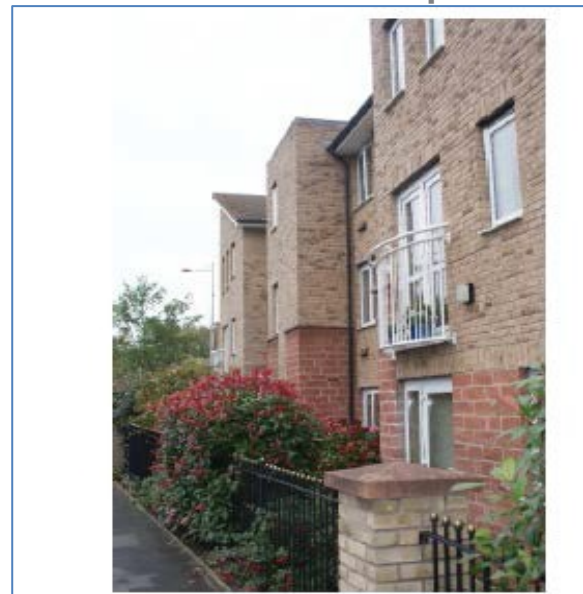
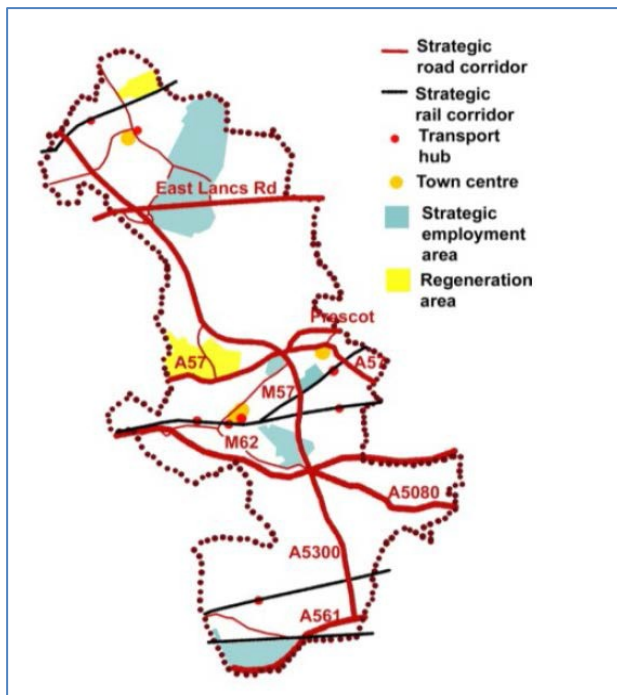
4.10 Development within town centres, major employment areas and all locations visible from major roads and railways must be designed to promote a positive image of the borough. As first impressions can be critical, the environment around bus and train stations must also be of the highest quality.

4.11 Key transport routes and corridors linking to the regional and national transport network have been identified in saved Policy DQ3 of the UDP as the following:

- The A580 (East Lancs Road)
- The M57
- The A5300 (Knowsley Expressway)
- The M62
- The A57 (Liverpool Road / Warrington Road and Prescott Bypass)
- The A5080 (Tarbock Road / Cronton Road)
- The A561 (Speke–Widnes Road)
- All passenger rail lines
- Any other routes which link the above

4.12 These key gateway routes are identified on the map below. The priority is to protect and enhance the visible appearance of these routes, and promote a sense of dynamism and vitality in the area.

Chapter 4



Detailing adds interest on strategic routes and locations

General Principles – Positive Image

A.2: The design of all new development should:

- Use interesting detailing, appropriate landscaping and an outward facing façade towards highways and open areas, particularly along key transport corridors and strategic routes.
- Avoid rear elevations and service areas facing strategic or prominent routes.
- Present an attractive appropriately landscaped façade towards highways and open areas
- Complement and where possible enhance existing landscape, topography, Green Infrastructure, and features of local importance and historic interest.
- Where possible provide landmark buildings and additional detailing at and adjacent to main gateways, movement corridors, town centres and strategic regeneration opportunities, to help people find their way around, and emphasise places of particular civic status or local relevance.
- Take particular care over the design, integration and landscaping of any high buildings.

Chapter 4

Placing buildings

4.13 Where buildings are placed within a block has a direct impact on the character of a development, as well as the degree of surveillance of public areas, the level of integration between public and private spaces, the defensibility of space and the space available for parking, servicing and private use. Perimeter development, where main elevations face the highway and rear gardens are enclosed within the block, create clearly defined defensible spaces. Exposed service areas and private gardens are harder to defend.



Perimeter development with enclosed private gardens are easier to defend

Exposed private areas can cause security issues

4.14 When deciding where to place buildings, consideration must also be given to ensuring adequate privacy for residential development. However, rigid adherence to minimum spacing standards has in the past resulted in unimaginative and standardised layouts.

4.15 Building 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. However, this should be in a manner which does not dominate the streetscape.

4.16 In the Core Strategy (Policy CS19), feature buildings are encouraged at prominent locations within a development such as entrances, crossroads and providing a focal point for key vistas to assist in forming a clear sense of place.

4.17 Sensitive lighting of key buildings can help to create a strong sense of place within new development.



Feature building, entrance of Kings Business Park, Huyton

4.18 Where lighting is proposed in new development, applications should include a lighting scheme that ensures low energy lighting solutions, and mitigates any potential harm in terms of light pollution, impact upon highways and neighbouring amenity.

Chapter 4

General Principles – Placing Buildings

A.3: The design of all new development should:

- a) Ensure that the primary entrance to any new buildings is on a main elevation facing the highway (unless there are specific design quality reasons for an alternative approach), and restrict public access around the rear of properties.
- b) Create spaces and places as a focal point, accommodating social interaction and active lifestyles, including provision and integration of high quality public realm and open spaces, public art (as appropriate), and landscaping which promotes biodiversity and integrates any existing local habitats
- c) Include additional interest at focal points and in any gateway locations with feature buildings, additional detailing and sensitive lighting.
- d) Prevent layouts being dominated by highways through the use of buildings rather than roads to define public spaces.
- e) Integrate parking in a manner that avoids dominating the streetscape.
- f) Make a clear distinction between public and private areas with no ambiguous, indefensible spaces.

4.19 More information on designing to protect existing residents' amenity can be found in the spacing standards set out in the Householder Development SPD and New Residential Development SPD. For designing to ensure security see later sections of this SPD and the New Residential Development SPD. For general block design guidance see the Urban Design Compendium. Guidance on designing car parking provision can be found in Manual for Streets (Appendix 1) and the Council's Ensuring a Choice of Travel SPD. The Council's SPDs are available to view [here](#).

Mixing uses

4.20 Core Strategy Policy CS2 establishes that successful neighbourhoods require a full range of local services which are conveniently sited and well connected. This reduces reliance upon cars and encourages more active modes of travel such as walking and cycling. Traditional Victorian and Edwardian suburbs were built on the assumption that most movement would be pedestrian and generally provided a mix of uses. In contrast, post war development tended to be zoned according to use, necessitating car usage and travel. Such patterns of development not only disadvantage the less mobile in society, they are also less sustainable and lead to security issues when single use areas are left unoccupied at certain times of day.

4.21 As illustrated in Chapter 3, most of Knowsley's current built form dates from the 1930s onwards. Typical of development of the later part of the 20th century it generally forms areas of single use as shown on the Local Plan: Core Strategy key diagram. The historical growth of the borough has resulted in residential areas being largely divided into separate areas of public and private housing. This hinders the Council's vision of ensuring communities are integrated, and creates a specific need for housing development in Knowsley to be sited and designed to ensure a mix of tenures and household size.

Chapter 4

4.22 To encourage more sustainable forms of movement and less reliance on the private car, the Local Plan: Core Strategy (Policy CS19) aims to increase the mix of uses within new development, rather than reinforcing the large scale zoning patterns which currently exist. Consideration however has to be given to the fact that some uses are not easily sited side by side without negative implications for amenity, and that main town centre uses will preferably be located in town, district and local centres (Policies CS4 and CS6). Further advice on mixing uses can be found in Urban Design Compendium (See Appendix 1).

General Principles – Mixing Uses

A.4: All new development will be expected where practicable and appropriate to the scale of the proposal to provide a mix of uses and/or types of dwelling which:

Maximises surveillance through the day and night; and

Combines primary activities of living and working such as housing and employment uses whilst avoiding conflict between incompatible uses.

Density and form

4.23 In Knowsley, whilst most development across the borough is two storeys, densities vary from locality to locality. Some of the earlier phases of suburban development reflect the principles of the garden city movement such as in parts of Knowsley Village and Huyton, where plots were delineated with hedging and houses arranged around open grassed public spaces. In other areas, for example in much of Prescott, housing was built to a higher density with a more urban character.

4.24 Urban sprawl can take up valuable open land, extend travel times and raise emission levels; therefore national policy generally encourages higher development densities than have been typical in the past within Knowsley. Higher densities can be beneficial socially, economically and environmentally, for example by facilitating social interaction, enhancing the viability of businesses, reducing the development of our countryside, supporting public transport and the funding of open space. Conversely the desire to encourage higher densities must not be at the expense of providing adequate space for parking or adequate living conditions, and must not detract from the existing character of established areas.

4.25 Blanket density standards should be avoided as they tend to stifle design initiative and produce lowest common denominator blandness. The densities of new development must be informed by issues such as objectives relating to housing needs, and have regard to the character of the immediate surrounding area. Whilst the Council wishes to encourage the efficient use of land, this must not be at the expense of protecting local identity and sense of place, or at the expense of the quality of life of existing or future residents.

Chapter 4

General Principles – Density and Form

A.5: The design of new development should incorporate:

- a) Density and built form which responds to and integrates any positive characteristics of the immediate surroundings.**
- b) Generally higher density around town and district centres and nodes of public transport than elsewhere.**
- c) Buildings, streets and places which retain a human scale and preserve quality of life.**

4.26 More information on designing to appropriate densities is provided in the Urban Design Compendium (see Appendix 1) and in the New Residential Development SPD.

Landscaping and public realm

4.27 Landscape is a wide term covering the space outside of buildings including public and private open space, movement corridors and streets. The quality of the landscape around buildings is critical in encouraging people to integrate with their surroundings and become more active. If outdoor spaces have a function which meets the needs of the local community and are safe and attractive, then people will be encouraged away from their private space into the community realm with beneficial impacts for social integration and health and wellbeing.

4.28 Knowsley's natural environment and network of green spaces are one of its greatest assets, and the Borough benefits from a number of excellent quality and unique opportunities offered by public open spaces such as the National Wildflower Centre, Knowsley Safari Park and many Green Flag awarded parks.

4.29 Policy CS 21 of the Knowsley Local Plan: Core Strategy and an associated SPD set minimum standards of quantity, quality and accessibility for open space in new developments. Development proposals will be expected to comply with these standards and ensure appropriate integration and enhancement of Green Infrastructure, natural features and biodiversity in accordance with Policy CS8.



New development should continue the tradition of providing high quality open spaces

Chapter 4

4.30 However landscape considerations should not just consider the design of formal public open spaces. It is equally important to consider how the layout of new development relates to those spaces, to strive for quality of landscaping in streets and movement corridors, and to recognise that hard surfacing and boundary treatments can be as important as soft planting in defining the quality of the public realm and in reinforcing a sense of place. This approach is encouraged within the Council's Local Plan: Core Strategy (Policy CS 21).



Soft landscaping at Kings Business Park

General Principles – Landscaping and Public Realm

A.6: The design of all new development should:

- a) **Protect, maintain and where possible enhance Green Infrastructure, natural features and biodiversity in accordance with Policy CS 8 of the Knowsley Local Plan: Core Strategy.**
- b) **Provide sufficient new public open space to accord with any quantitative or qualitative standards in Policy CS 21 of the Knowsley Local Plan: Core Strategy and in any associated Supplementary Planning Document(s).**
- c) **Prioritise the value of any existing landscape assets (e.g. mature trees or existing hedgerows) by incorporating these as an integral and prominent feature of the layout, providing ecological and arboricultural assessments (where necessary).**
- d) **Use existing public open spaces as a focal point within new development, with buildings fronting onto the space to ensure good natural surveillance and high levels of activity.**
- e) **Ensure that the primary elevations of any new buildings front onto adjacent open spaces and do not turn their back on or present high boundary treatments to such spaces.**
- f) **Include detail of the landscaping design concept for consideration alongside matters relating to layout and scale.**
- g) **Provide high quality appropriate surfaces with particular consideration given to town centres, employment areas and gateways into the borough.**
- h) **Consider security and future management of the landscape with appropriate measures put in place to ensure future funding towards the cost of these.**

4.31 Further guidance and best practice relating to effective landscape creation is in the Urban Design Compendium (see Appendix 1). Detailed guidance on providing for open space in new development in Knowsley is given in the ' Greenspace Standards and New Development' SPD available at www.knowsley.gov.uk or any subsequent replacement.

Chapter 4

Sustainability in design

4.32 The overall sustainability of a development depends on many factors including carbon emissions, impact on water resources, the sourcing and environmental impact of materials used, energy efficiency, waste management, pollution, construction site impacts and impacts on ecology. Ensuring a high quality design of new development can provide a valuable contribution to these objectives. For example, carbon emissions can be reduced by orientating buildings broadly south with glazing to southern elevations to maximise natural light penetration, or by incorporating measures to reuse energy through combined heat and power (CHP) installations. In addition, wind turbines and photovoltaic modules to convert solar radiation into electricity or solar panels for heating water can all help reduce carbon emissions. For their full impacts to be taken into account in determining planning applications they should be identified as early as possible in the design process.

4.33 The government is keen to make new development more sustainable, and national standards for rating sustainability have been developed, which enable potential purchasers and occupiers of buildings to understand the sustainability credentials of new development. The Council wishes to encourage sustainable development, and indeed is further developing and refining the existing local planning policies to encourage sustainability in new development, specifically through Policy CS22 of the Local Plan: Core Strategy.

4.34 Policy CS22 in the Local Plan: Core Strategy requires new developments to meet high standards of sustainable design and construction, and minimise carbon emissions. Many of these design aspects are expected to be covered principally by updates to Building Regulations. However the Council will consider the need for some aspects to be defined by local policies in the Local Plan: Site Allocations and Development Policies. In line with this, developers must make sure they are aware of any emerging planning policies setting targets relating to sustainability, carbon emissions or renewable energy prior to designing their scheme, as the requirements of these policies may affect the final design of their development.

4.35 Climate change is causing increased risk of flooding, necessitating the management of surface water run off to limit peak flows and avoid the design capacity of the drainage system being exceeded. Sustainable Drainage Systems (SuDS) such as green roofs, soft landscaping, permeable surfaces, and water storage ponds can be incorporated into most new developments to help manage surface water run off, and to satisfy Core Strategy Policy CS22. This impacts upon the design of the development and needs therefore to 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.



SUDS Kings Business Park

Chapter 4

4.36 Where development is sought close to rivers and their floodplains, opportunities should be sought to set back the built environment to increase Green Infrastructure, make space for nature, provide flood resilience and restore rivers to good ecological status in line with the Water Framework Directive ambitions in the North West River Basin Management Plan.

4.37 The impact of climate change is however wider than just flooding. Rising temperatures and heat waves arising from climate change are likely to impact upon public health, particularly due to our ageing population. Consequently there is a need to adapt the existing building stock and design new buildings to be safe and comfortable and avoid overheating in hotter temperatures. This includes consideration of passive cooling measures and ventilation as part of sustainable design and construction.

4.38 Similarly, to facilitate and encourage responsible management of waste, it is essential that the design of new development enables future occupiers to recycle in a convenient way. Most existing development in the borough was not designed with recycling in mind. Consequently many areas have inadequate facilities for the storage of recycling facilities, leading to bins being stored in inappropriate highly visible locations with adverse consequences for the character of many areas. In line with Policy CS22, new development proposals must provide appropriate provision for recycling facilities. The storage of bins in highly visible locations must be avoided and convenient and attractive bin storage facilities must be provided. Detailed guidance relating to waste management is provided as part of the New Residential Development SPD.

4.39 All these issues may significantly affect the design of a development and should be considered at the outset. This will help ensure the Council can determine planning applications in accordance with these requirements promptly.

General Principles – Sustainability in design

A.7: The design of all new development should:

- a) Meet any requirements regarding renewable energy, carbon reduction or sustainable development set out in the Building Regulations and any local adopted planning policy or guidance.**
- b) Ensure that any voluntary measures relating to sustainability are fully integrated into the overall design, and (where such measures will affect the layout or external appearance of the development) are illustrated by appropriate drawings submitted as part of any relevant application for full planning permission or for approval of reserved matters.**
- c) Reduce and mitigate any flood risk through the use of Sustainable Drainage Systems (SuDS) and flood resilient design where appropriate to enhance the layout, and landscaping to complement the development.**
- d) Make appropriate provision for the storage and recycling of all waste likely to be generated by users of the development as an integral part of its layout (including well designed and screened bin storage areas).**

Chapter 4

4.40 Detailed design guidance on creating more sustainable design can be found at:

- www.communities.gov.uk;
- www.breeam.org; and
- www.environment-agency.gov.uk

The Council will consider the need for more detailed guidance and / or a SPD relating to sustainability in design in the future.

Designing out crime

4.41 Use of good design is essential to provide well-planned and attractive environments, which indirectly influence levels of anti-social behaviour and crime.

4.42 The Crime and Disorder Act 1998, Section 17 requires local authorities, police and other public bodies to considering the implications of crime and disorder when exercising their responsibilities, and do all they reasonably can to prevent crime in their area.

4.43 'Secured by Design' (<http://www.securedbydesign.com/>) is the official UK Police flagship initiative supporting the principles of 'designing out crime' and includes design and security aspects relating to new and refurbished residential, commercial and public developments. It also promotes the use of security standards and crime prevention measures in the planning process, to help reduce crime and the feeling of crime.

4.44 This is supported by Planning Practice Guidance: Design, which makes clear that planning should address crime prevention, and that designing out crime and designing in community safety should be central to the planning and delivery of new development (Paragraph: 011, Reference ID: 26-011-20140306). The guidance also emphasises that crime reduction based planning measures should be centred on a clear understanding of the local situation and should not be seen as a standalone issue.

4.45 Policy CS19 of the Local Plan: Core Strategy recognises the importance of design in minimising crime, fear of crime and anti-social behaviour. Saved UDP Policy DQ2 - 'Security in the Built Environment' provides more detailed direction on this issue.

4.46 Consistent with existing policy, this guidance considers crime prevention design measures for development within or affecting:

- Industrial and business parks
- Town centres and shopping areas
- Open space and public realm
- Public transport facilities

4.47 Guidance relating to residential design is provided in the New Residential Development SPD. Heritage Crime Prevention: A Guide for Owners, Tenants and Managers of Heritage Assets sets out guidance on heritage crime and prevention of crime in heritage areas.

Chapter 4

Industrial and business areas

4.48 Premises in industrial and business parks can often be pre-disposed to crime due to the nature of the operations occurring within them, the lack of activity after trading hours, and their isolated locations. However, this issue can be managed by incorporating design principles which deter potential criminals from committing acts of crime or anti-social behaviour. The most significant issues can occur for employees on their way to and from work, and after the facilities within which they work have closed in the evening. This can be addressed by introducing design measures that make the environment for waiting and walking around the site safer. The design of the buildings and the appropriate illumination of the site can also help prevent crime.

General Principles - Designing Out Crime in industrial and business areas

A.8: New development in industrial and business areas should:

- a) Provide for safe access and movement by all modes of transport to and from the premises, particularly after dark.
- b) Ensure natural surveillance of accesses, by the appropriate design and layout of buildings and the surrounding area
- c) Restrict unauthorised entry to premises after working hours, particularly by emphasising use of physical protection and CCTV.
- d) Ensure the area of the development can be well maintained in the future thereby reducing the risk of it attracting antisocial behaviour.
- e) Consider scope to offer more social uses in the area such as leisure to encourage greater levels of public use-age at different times.

Town centres and shopping areas

4.49 Town centres and shopping areas are particularly liable to crime due to the integration of different types of people, businesses and material assets, in one place. Crimes in and around these areas often include pick pocketing, shoplifting and burglary. Whilst crime prevention measures will vary in each case, they will still be based on the core principles used in previous types of development. Creating an attractive commercial and shopping offer with thriving local businesses, that keep customers and employees in view of each other, should discourage criminal activity.

General Principles - Designing Out Crime in town centres and shopping areas

A.9: New development in town centres and shopping areas should:

- a) Promote a safe and pleasant environment that enhances community interaction.
- b) Include where practicable a mix of uses to provide greater natural surveillance during the day and night.
- c) Encourage safe and easy access in and around the centre.
- d) Promote the vibrancy of the area by where practicable attracting greater levels of human activity.

Chapter 4

4.50 Open spaces and public realm should provide a high quality environment that fits the needs of the local communities and discourages any forms of criminal activity or anti-social behaviour. The success or failure of public spaces depends largely on the amount of well-planned connections to and from the site, enhanced with appropriate levels of human surveillance and activity. Ensuring a safe environment in the night-time is essential, as the feeling of crime increases when human presence is reduced. The public realm should create a secure feeling to attract people to use it. High quality, vandal proof and appropriately positioned street furniture that enhances character of the locality should also be used.

General Principles - Designing Out Crime in open spaces and other public areas

A. : New development within or affecting open spaces or other parts of the public realm should:

- a) Ensure that any paths are well lit and fitted with appropriate street furniture.
- b) Encourage mixed movement networks that provide surveillance in public areas.
- c) Ensure that main entrances and areas available for public use are clearly visible from adjoining buildings, streets and other areas.
- d) Ensure that the design does not create any vulnerable places or unsafe environments.
- e) Encourage a mixture of recreation opportunities and activities to extend hours of surveillance.

Public transport facilities

4.51 The use of public transport is encouraged in Knowsley's Local Plan: Core Strategy and it is important that everyone using it should feel safe and secure. The main features that help to provide safe public transport stations, interchanges and taxi ranks are: clear signage to and from stations; clear sightlines; good lighting systems that do not undermine the privacy surrounding resident; and, attractive, well maintained buildings or facilities. Crime prevention initiatives for these developments should be introduced at the earliest opportunity, and the final design should incorporate established standards of security, such as trained staff and CCTV surveillance.

General Principles - Designing Out Crime in public transport facilities

A.11: New development within or affecting public transport facilities should:

- a) Provide a secure environment for people who are waiting for a bus, train or taxi.
- b) Provide well lit, direct, safe and universally accessible access routes to and from stations, especially in areas of night time activity.
- c) Provide good lighting and secure fencing around the premises
- d) Provide clear sightlines which will enable natural access control and regulate who is in and around the premises.

Chapter 4

Integration of public art

4.52 Knowsley Council recognises the benefits public art can bring to enhance sense of place, foster civic pride and ensure good design. This has been most successful where both local communities and artist are involved in the process, and where public art is seen as integral to the overall development scheme.

4.53 Where appropriate to the scale and location of the proposal, new major developments are encouraged to support the borough's public art strategy in accordance with Policy CS19 of the Local Plan: Core Strategy.

4.54 Sensitive lighting of public art can help create a strong sense of place within new development. However any proposals should include a lighting scheme which ensures low energy lighting solutions, whilst avoiding light pollution, impact upon highways and neighbouring amenity.



Public art, Kirkby

General Principles – Integration of Public Art

A. 2: Applicants for new major development will be expected to demonstrate that they have considered:

- a) The scope to provide public art, particularly in prominent locations, which could include a commitment to proportionate funding towards the delivery of the borough's public art strategy.**
- b) The importance of involving artists and local community groups in influencing the development of public art.**
- c) The functional value and decorative benefits of public art.**
- d) Opportunities for sensitive lighting, where appropriate.**

Chapter 4

Built heritage and conservation

4.55 The brief history of the development of Knowsley set out earlier in this document highlights the relative dominance of post war development across most of the borough's urban areas. These developments can be rather lacking in local identity, built as large phases of homogenous units based on standardised designs, rather than reflecting any local vernacular. The designation of 15 conservation areas and the presence of 120 listed buildings within the borough however, indicate the existence of features and locations which offer a more easily identifiable local character. In saved policies DQ5 and DQ7 of the UDP, the Council is keen to preserve and enhance any heritage assets for their value in contributing to a sense of place as well as for their architectural and historic interest.

4.56 Across Knowsley the built form of heritage assets commonly displays a clear link to the underlying geology of the borough in the form of a rich mellow pink sandstone used for construction in pre 20th century buildings from Kirkby in the north to Halewood in the south. A rich red brick was also commonly used in these early buildings with roofs of generally either Welsh slate or sandstone tiles. In some parts of the borough, common boundary treatments are equally important in defining the sense of place such as the hedges typical in Knowsley Village, rural areas and parts of Prescot, and the common use of large sandstone blocks in boundary walls.



Heritage asset, Kirkby

4.57 It is important in establishing a distinct sense of place that reference is made to local historic building form and materials. If there are any heritage assets within or close to a development site they must be given due prominence in the layout. Showcased to best advantage within a layout, heritage assets can add great depth and distinction to a new development and reinforce a sense of place.



Local traditional building materials

Chapter 4



Local traditional boundary treatments

4.58 New development proposals can help to reinforce local distinctiveness, not only by preserving and incorporating heritage features within designs in a manner which reinforces and enhances their status and value, but also by using traditional local building materials and forms, or by replicating traditional local boundary treatments in new development proposals. This is encouraged in the Local Plan: Core Strategy (Policy CS20).

4.59 There are a limited number of examples within the borough where the traditional local red sandstone has been incorporated to reinforce the sense of place and tradition. Whilst entire buildings in red sandstone are not likely to be viable today, the use of this material for detailing in quoins, sills, lintels and gate posts combined with red brick and slate has been used with considerable success.



Traditional features and materials incorporated into new development

General Principles – Built Heritage and Conservation

A.13: New development in the historic environment should:

- a) Where practicable and appropriate use red/pink sandstone and red brick in buildings and boundary treatments, particularly in prominent and/or strategic sites.
- b) Protect and enhance the historic environment, taking great care to preserve and enhance any existing sandstone buildings, walls or features, and any recognised heritage assets such as listed buildings or historic buildings within conservation areas.
- c) Respect the character and distinctiveness of places and landscapes.
- d) When located in rural or urban fringe areas use hedging where practicable as a boundary treatment, to emphasise the distinction with urban locations.

Chapter 4

The importance of local assessment

4.60 The history of the borough has created a huge contrast in the form of the built environment within Knowsley; from rural village settlements in open countryside, to functional 1960's town centres surrounded by homogenous tracts of post war social housing. From neighbourhood to neighbourhood, or even from street to street, there is variety in density, development to site ratios, building styles, boundary treatments and building lines. Variety in our built environment is desirable as it allows choice, provided all areas are of a high quality.

4.61 Good urban design is as much as anything about a response to place. There is no design formula which can be applied to suit all situations. As well as understanding the general principles of good design set out in national planning policy and design guidance, developers need to be able to apply these principles effectively in a way which responds to a site and the local area. Local guidance can help developers appreciate the valued characteristics of an area and understand local aspirations. Therefore, as well as understanding the borough wide local context and applying the borough wide guidelines as set out in Chapters 3 and 4, it is also important to consider place character and design issues at a much more local level.

4.62 Whilst some design issues are relevant to the borough as a whole; others will be specific to a local neighbourhood. In some areas environmental quality is high and existing characteristics valued, where emphasis should be upon new designs that preserve and reinforce all that is currently positive, and avoiding unnecessary contrast with existing form which would harm the distinctive character.

4.63 In other areas the prevailing character is more neutral or poorer quality, where the Council wishes to see new development improving standards and creating a new sense of place, rather than replicating existing characteristics with more scope for innovation and change.

4.64 Different neighbourhoods will also have differing social issues, needs, priorities and aspirations for their built environment, resulting in variations at a very local level. To address this, pre application discussions and community engagement in the design process at the earliest opportunity is encouraged by the Council and supported by Policy CS19 of the Local Plan: Core Strategy.

4.65 Developers should undertake their own appraisals of a site and its context and will be expected to respect the additional guidance and / or supplementary planning guidance identified for specific types of development and specific locations. The site context should be analysed in detail to determine its positive and negative characteristics.

Chapter 4

Key Expectations – Design Assessment

A. 4: Proposals for new development should be based on and respond to a sound analysis of:

- a) The character and nature of the surrounding environment and streetscape**
- b) Existing and historic uses of the site and its surroundings**
- c) The location and status of existing buildings within and surrounding the site**
- d) Important views into, across and from the site**
- e) The economic, social and environmental characteristics of the surrounding area**
- f) The size, shape, orientation, topography of the site**
- g) Local building forms and patterns of development including their scale, massing and height.**

4.66 Applications should be accompanied by the relevant assessment tools listed in Policy CS2 of the Local Plan: Core Strategy or any other assessment tool considered appropriate to justify adequate consideration of matters listed in A.14.

4.67 Developers should also be aware that the Council may consider that there is a requirement for master plans and design codes in specific parts of Knowsley to deliver high quality design outcomes and ensure comprehensive delivery of all phases of major developments. This may include the preparation of site specific SPDs. The use of these additional development tools would be intended to capture the specific requirements of the locality in accordance with the principles of this SPD and encourage interested parties to think together about each development in its entirety as a unique place.

Appendix 1

Appendix 1: National Planning Policy, Guidance and Contacts

A) National Planning Policy and Guidance

[National Planning Policy Framework \(NPPF, 2012\)](#) 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 \(NPPG, 2014\)](#) 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](#) was 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 has now been replaced with a set of national design standards.

[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.

Appendix 1

[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.

[Urban Design Compendium](#) was originally prepared by Llewelyn Davies Yeang in association with Alan Baxter and Associates (UDC1 Urban design principles setting out the key aspects of urban design and how these can be applied to create places where people want to live, work and socialise), and published by English Partnerships in August 2000. This was followed by UDC2 Delivering quality places in 2007 which provided practical guidance on the steps that can be taken and barriers that need to be overcome during policy and project development to improve the quality of place delivered. Since that time the UDC has become an internationally renowned text for those engaged with the world of urban design. A third edition was updated by the HCA with studio|REAL (Roger Evans Associates Ltd) in 2013.

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 and/or building control advice, forms, applications and pre-applications:

Planning Services, Knowsley MBC,
Tel: 0151 443 2380, E-mail: planning@knowsley.gov.uk

Appendix 2

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 (DAS) statement - 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.

Green Belt - Designated land – primarily open land – around built-up areas designed to limit urban sprawl and to define town and country areas. It is generally protected land with a strong presumption against development.

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 includes the Local Plan Core Strategy, Local Plan Site Allocations and Development Policies and Merseyside and Halton Joint Waste Local Plan, accompanied by a Local Plan Proposals Map Policies Map. While these documents are being finalised, the Local Plan also includes the 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, 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

Appendix 2

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 SPD).

National Planning Policy 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.

Strategy for Knowsley - The Strategy for Knowsley sets out the Knowsley Partnership's vision to make Knowsley the 'Borough of Choice' by 2023. The strategy is about agreeing common issues and priorities for Knowsley and identifying where a difference can be made to people's lives by working differently and together.

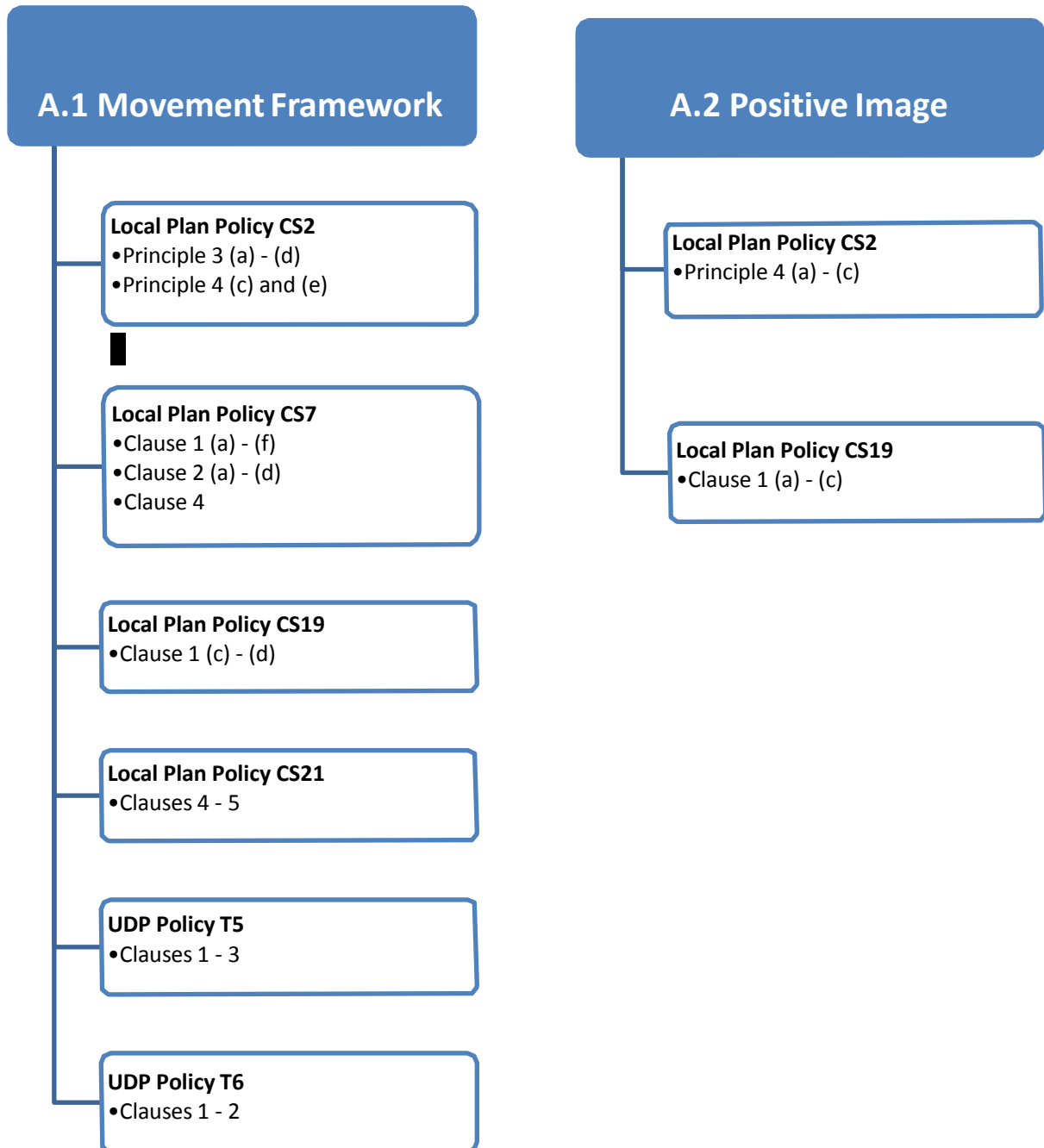
Supplementary Planning Document (SPD) - a planning policy document which provides supplementary information in respect of the policies contained in the Local Plan, and which focus on particular issues or places. They are subject to consultation, but are not subject to an independent examination.

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 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

Appendix 3: Key Local Policy Links



Appendix 3

A.3 Placing Buildings**Local Plan Policy CS2**

- Principle 4 (c)

Local Plan Policy CS7

- Clause 2 (d)

Local Plan Policy CS19

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

A.4 Mix of Uses**Local Plan Policy CS2**

- Principle 1 (a)
- Principle 3 (a)

Local Plan Policy CS19

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

A.5 Density and Form**Local Plan Policy CS2**

- Principle 4 (c)

Local Plan Policy CS3

- Clause 4

Local Plan Policy CS19

- Clause 1 (a) and (d)

A.6 Landscaping and Public Realm**Local Plan Policy CS2**

- Principle 4 (a) and (c)

Local Plan Policy CS8

- Clause 1 (c) and (f)

Local Plan Policy CS19

- Clause 1 (b)

Local Plan Policy CS21

- Clauses 4 - 5, 7, 8 and 10

Appendix 3

A.7 Sustainability in Design**Local Plan Policy CS2**

- Principle 2 (a) and (d)
- Principle 4(c)
- Principle 5 (d)

Local Plan Policy CS17

- Clause 4 (a) - (c)

Local Plan Policy CS19

- Clause 3 (a) and (d)

Local Plan Policy CS22

- Clause 1
- Clause 2

Local Plan Policy CS24

- Clause 4

Local Plan Policy CS26

- Clause 1 (c)

JWLP Policy WM9

- Clause 1
- Clause 2

**A8 - A.11
Designing Out Crime****Local Plan Policy CS2**

- Principle 4 (c)

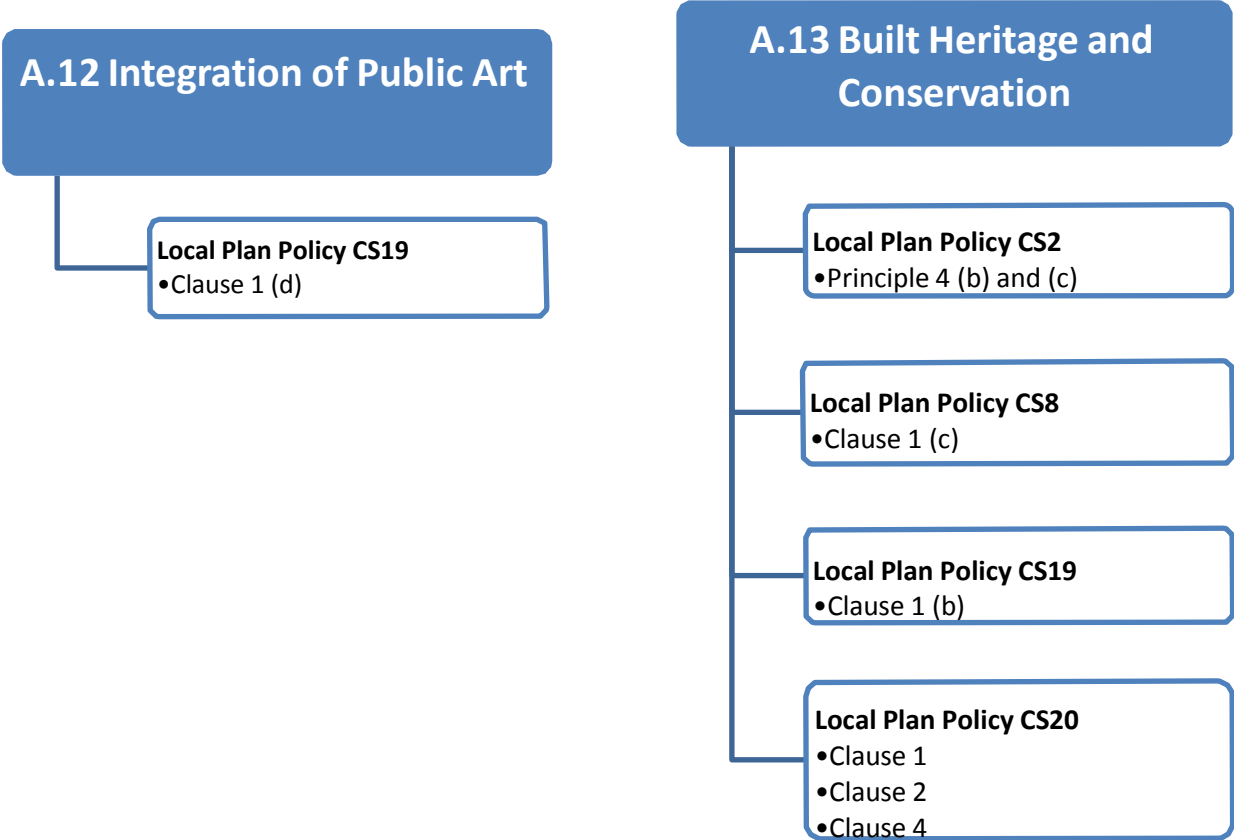
Local Plan Policy CS19

- Clause 2 (a)

UDP Policy DQ2

- Clause 1
- Clause 2

Appendix 3



Appendix 3

A.14 Design Assessment**Local Plan Policy CS2**

- Principle 1 (c)
- Principle 2 (c)
- Principle 4 (a) - (c)

Local Plan Policy CS8

- Clause 1 (c)

Local Plan Policy CS19

- Clause 1 (a) - (f)

Local Plan Policy CS20

- Clause 1 (a)
- Clause 2
- Clause 4

For more information log on to
www.knowsley.gov.uk/LocalPlan

You can also get this information in other formats.
Please phone Customer Services on 0151 443 4031
or email customerservices@knowsley.gov.uk



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