



Site A
Land East of Glenwood Drive, Irby
Design and Access Statement

May 2022



LEVERHULME



Site aerial photo

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1.0 Introduction



Historic Leverhulme development at Port Sunlight

1.1 Introduction

This Design and Access Statement has been prepared on behalf of the Leverhulme Estates Limited in support of the outline planning application for Site A, Land East of Glenwood Drive, Irby (the Site).

The application forms part of Leverhulme's strategic and estate-wide approach to deliver much-needed homes and unlock strategic transport, landscape and biodiversity and economic opportunities for Wirral, as set out in The Leverhulme Vision, April 2020.

The Site, currently in agricultural use, covers 17.38 hectares and is in a sustainable location within 10 minutes walk of Irby local centre, local schools and health facilities.

The proposals for the Site include up to 290 new high quality market and affordable homes including plots for self-build or custom-build properties; the creation of part of the Borough's Cycle Supergreenway; and green infrastructure including sports pitches, play areas and parkland, wildlife habitats and green corridors.

Making use of its significant wider landholding, Leverhulme proposes to deliver compensatory enhancements to improve the environmental quality and accessibility of the retained Green Belt including tree and hedgerow planting, habitat creation, and new public footpaths.

Leverhulme will take a long-term approach to the delivery and stewardship of the development and will ensure high standards of design quality are met, in line with the Design Charter which supports this planning application. The latter will inform a Design Code that will be approved under the conditions of the planning application.

1.2 Leverhulme

Leverhulme has been part of the fabric of Wirral life for over 130 years, originating and delivering two of the most iconic parts of Wirral at Port Sunlight and Thornton Hough.

Today, Leverhulme is responsible for the long term, sustainable management of over 2,000 hectares of land at the heart of Wirral, stretching from Heswall and Irby in the west to Bebington in the east.

The landholding includes agricultural land farmed by tenant farmers, footpaths and bridleways, sports and rural leisure facilities and thriving rural enterprises including Brimstage Hall & Courtyard. Leverhulme is the custodian of 69 listed buildings.

Leverhulme provides over 150 rental homes meeting the needs of individuals and families today, alongside care and respect for the estate's historic character.

Leverhulme is in the unique position of being able to offer land to support Wirral's housing growth targets, while still retaining the vast majority of its rural landholding. The remaining Green Belt will be enhanced through environmental and accessibility improvements as compensatory improvements in line with Government guidance, to the major, lasting benefit of Wirral.

The Site is one of eight Sites at the edges of the existing urban area, for which planning applications have been prepared. These Sites represent phase 1 of Leverhulme's strategic approach, and will deliver homes within the first five years of the Local Plan to assist the Council in meeting its five-year housing land supply target.

Phase 2 Sites, including a proposed second phase of development at Land East of Glenwood Drive, are being promoted through the Local Plan process and would be delivered during years 6-15.

Longer term, it is likely that there will be a need to provide additional

housing growth as part of future Local Plans. Phase 3 opportunities are being identified in other parts of the estate that could be brought forward in years 16 onwards.

Each phase of development will be matched by environmental, accessibility and transport enhancements across the estate to bring benefits for the whole of Wirral.



Figure 1: The location of Leverhulme landholding within Wirral Borough

1.3 Leverhulme Vision

It is Leverhulme's aim to ensure that any development of its land will make Wirral a better place for people, both for today and for generations to come. This will be achieved through a strategic, estate-wide approach, which looks outside the red-line boundary of individual Sites to provide sustainable growth alongside significant enhancements to green infrastructure and accessibility.

This estate-wide approach is described in The Leverhulme Vision, April 2020 and summarised below. Figure 2, provides a conceptual, spatial representation of the Vision.

Beautiful homes for Wirral residents

Land at the edge of the rural estate has the potential to offer a highly attractive living environment which complements the urban area; leafy streets with generous gardens and easy access to the rural footpath and cycling network. Leverhulme's commitment to the delivery of beautiful places is described in the Design Charter which accompanies this planning application which recognises the importance placed on good design in the National Planning Policy Framework paragraphs 126-136 and through the establishment of the Building Better, Building Beautiful Commission.

Communities not just homes

Leverhulme seeks to create exemplary neighbourhoods which have vitality, wellbeing and a sense of belonging at their heart and which are recognised as wonderful places to live.

A modern, biodiverse agricultural estate

The vast majority of the landholding will remain agricultural. Farming is having to adapt in response to changing agricultural policy, and the climate and biodiversity needs. Leverhulme has developed an estate-wide green infrastructure plan, including plans to assist the evolution of farming practices and to deliver improved access and net gains in biodiversity which go beyond current Government requirements.

Health and wellbeing

Leverhulme has the ability to increase public access to the rural landscape, including improvements to existing footpaths, new off-road cycleways and footpaths, and the creation of new publicly accessible conservation areas. This includes the creation of Cycle Supergreenways connecting rural and urban Wirral.

Interaction with nature and active leisure are increasingly recognised as being essential to both the mental and physical health of adults and children. This is a real area of opportunity to enhance the quality of life that is on offer for all residents of Wirral.

Connected infrastructure

Leverhulme land can be used to facilitate improved east-west connectivity and relieve localised congestion hotspots. Comprehensively planned development can support improvements to public transport.

Thriving rural economy

The centre of Wirral is home to a number of village communities including Thornton Hough, Raby, Brimstage and Storeton. The future economy and vitality of these villages can, through effective planning, be supported by enhanced connectivity, farm diversification and support for rural and community enterprises.

Leisure and tourism

Leverhulme's vision involves new walking and cycling leisure trails as part of the green infrastructure plan to widen Wirral's appeal to visitors, reveal its heritage and places of interest and support the local economy. As the farming economy evolves there are opportunities for further diversification projects to ensure historic farm buildings have a viable long-term use.

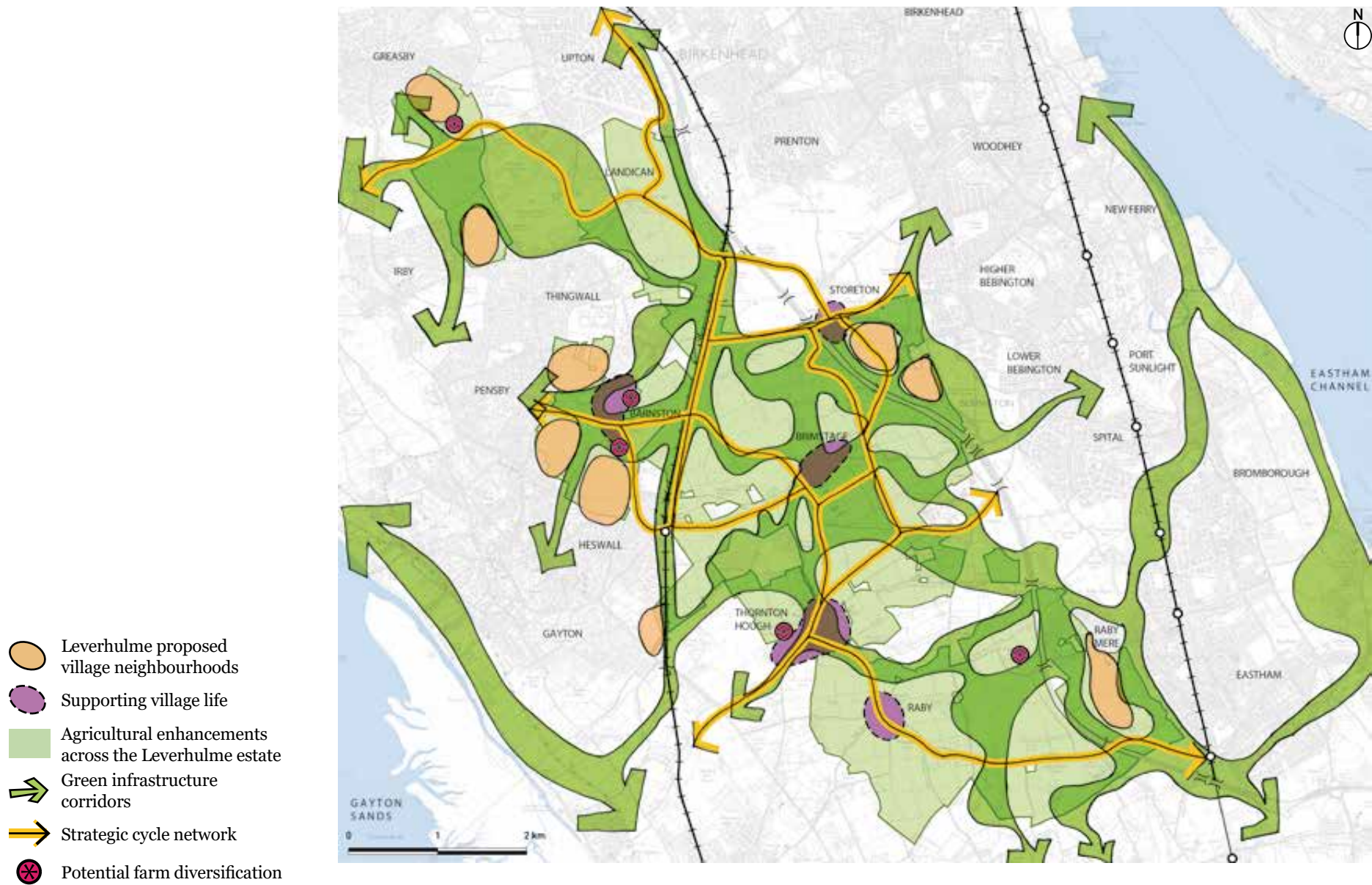


Figure 2: Estate-wide approach

1.4 Site location

The Site covers 17.38 hectares of agricultural land and lies between Thingwall Road in the south, Glenwood Drive in the west, Arrowse Park and Parkway in the east, and fields in the north. It is bordered to the west by the urban area of Irby and the south and south-east by the urban area of Thingwall.

The Site has been identified through Leverhulme’s strategic, longer term approach, as a lower performing Green Belt location, which has the potential to deliver much needed high-quality homes within the next 5 years in a sustainable location supported by compensatory enhancements to the wider retained Green Belt.

- Site boundary (17.38 ha)
- Other land owned by Leverhulme

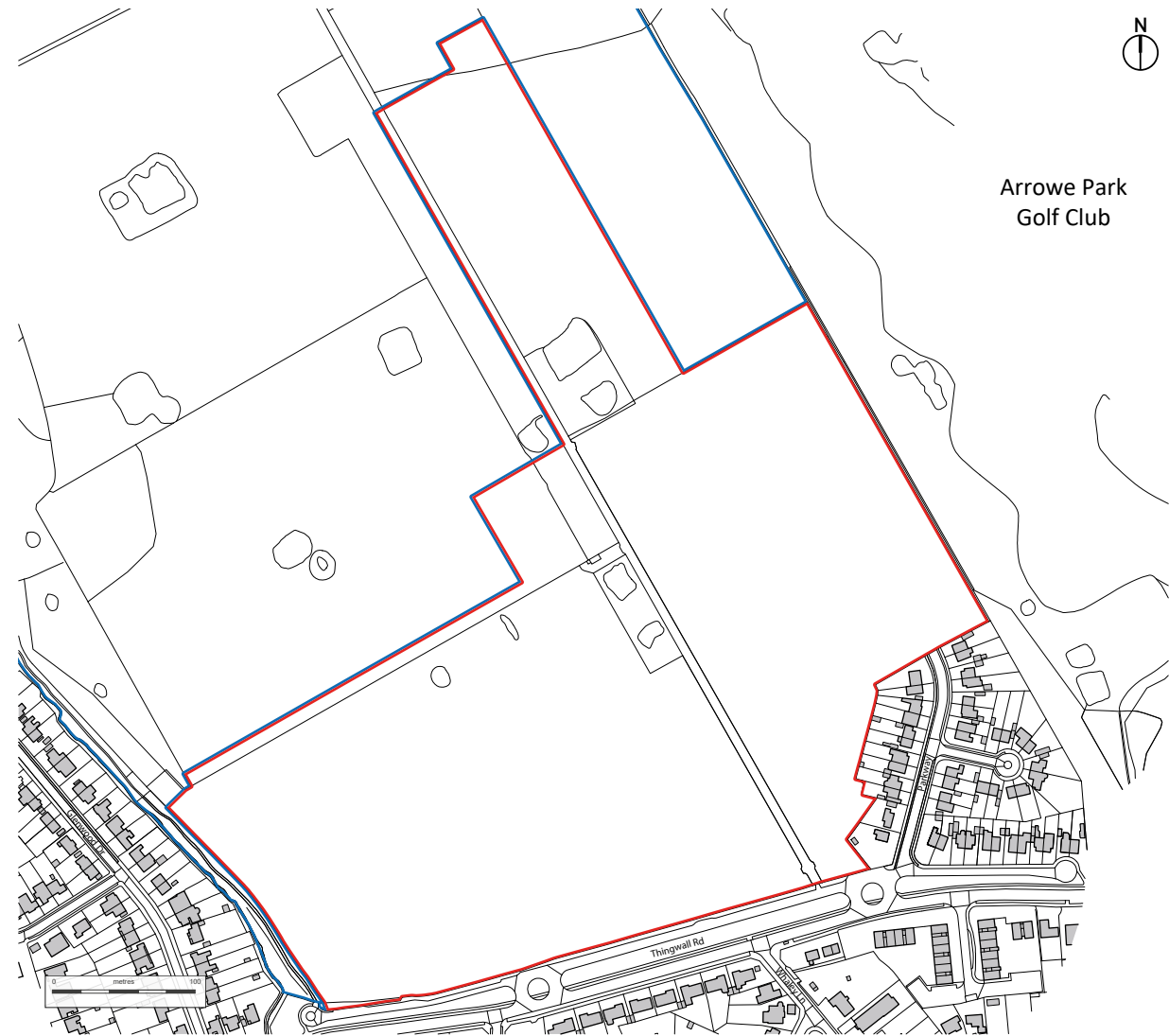


Figure 3: Location plan

1.5 Scope of the Design and Access Statement

This Design and Access Statement summarises how the existing character and constraints of the Site and its surroundings have been analysed and have informed the proposed design of the development and the supporting enabling infrastructure.

It explains how the development of the Site forms part of phase 1 of a longer term, estate-wide strategy for sustainable growth which will deliver wider environmental, economic and community benefits to Wirral.

It explains the distinctive, place-specific character which is proposed for the Site, and how the design has responded to the comments received through the public consultation.

Chapter 2 summarises the regeneration and planning context for the Site's development.

Chapter 3 reviews the characteristics of the Site's geographic context.

Chapter 4 reviews the findings of Site surveys and technical assessment work and its implications for the masterplan.

Chapter 5 explains the proposals for the Site including the place-specific vision, design principles, masterplan and proposed character. It describes how the proposals have evolved in response to community feedback and technical testing.

Appendix A summarises how the proposals meet the commitments of the Leverhulme Design Charter.

Appendix B summarises how the proposals reflect Homes England's Building for a Healthy Life, 2022 guidance.



Access road adjacent to Thingwall Road at the south of the Site

2.0 Planning

2.1 Planning History

A Planning Statement has been prepared by Strutt & Parker which accompanies the application.

Section 2.0 of the Planning Statement relates to the Site context and planning history.

In this instance, there is no relevant planning history based on a search of Wirral Borough Council's Public Access search facility.

2.2 Relevant planning policy

Section 5.0 of the Planning Statement provides an overview of the relevant local and national planning policies relevant to the application as well as highlighting the existing Development Plan policies which are most important for determining the application. Appendix 1 of the Planning Statement then provides an analysis of the consistency of each Unitary Development Plan policy against the National Planning Policy Framework ("NPPF").

In short, the statutory Development Plan for the Wirral comprises:

- The Unitary Development Plan for Wirral (adopted February 2000) ("the UDP"); and
- The Joint Waste Local Plan for Merseyside and Halton (July 2013) ("the Joint Waste Local Plan")

The NPPF and the Council's Supplementary Planning Documents ("SPDs") are also material considerations in the determination of this application.

Reference should be made to the Planning Statement for further details.

2.3 Public and stakeholder engagement

Leverhulme undertook pre-application public and stakeholder consultation which centred around a virtual exhibition (as a result of the ongoing Covid-19 pandemic), held from Wednesday 23rd February 2022 until Sunday 13th March 2022. Local residents and stakeholders were informed about the consultation via a letter mailing and through local press releases. Online feedback forms were available as part of the virtual exhibition for attendees to record their views. Those that were unable to get online were able to request for hard copies of the exhibition to be posted out to them.

Feedback received from consultation has informed the finalisation of the planning application. This is explained in Section 5.4.4 ‘Amendments in response to public consultation, February 2022’ of this report.

Further details of the pre-application public and stakeholder consultation are provided in the Statement of Community Involvement which accompanies this planning application.

2.4 Very special circumstances

The Site is within the adopted Green Belt.

Fundamental to this planning application is that it is being presented not as an isolated proposal justified solely on the basis of housing land supply shortfalls and Local Plan delays, but as part of something much more considered.

It is part of a wide ranging suite of complementary proposals which stem from the unique position of Leverhulme as a major landowner with a long-term perspective and wish to see Wirral prosper whilst maintaining its special character and enhancing public access and landscape quality within the heart of its Green Belt.

The Site at Land East of Glenwood Drive will deliver much needed market and affordable housing to address the delivery problems in the shorter term, but the provision will sit within a wider strategic context.

The Sites are presented within a framework package of environmental improvements including biodiversity net gain, improved access to recreational resources in the countryside and landscape enhancements. The overwhelming majority of the Leverhulme Green Belt will be retained as such, with appropriate enhancements where desirable.

Moreover Leverhulme is committed to ensuring that schemes that are delivered on its land will be well designed, attractive and healthy places befitting the Leverhulme name and will be part of its continuing legacy on Wirral. A fuller description of the suite of benefits arising from this application and the wider proposals is presented in the accompanying Analysis of Very Special Circumstances (Strutt and Parker, May 2022). The way in which this package of measures discharges the planning balance in favour of this application is presented in the Planning Statement submitted as part of this application.

3.0 Appraising the context

3.1 Relationship to the surrounding area

The application Site 'Land east of Glenwood Drive' is currently agricultural land adjoining two urban areas. To the west is the eastern border of Irby and to the south are the northern borders of Pensby and Thingwall, which both consist of mid-twentieth century housing. Nearby schools and shops are found both in Irby to the west and Thingwall to the south.

The Arrowse Park Golf Course and Arrowse Park lie to the east of the Site as well as the small historic Leverhulme development, Parkway, in the south-eastern corner.

To the north are agricultural fields leading to Greasby.

A key feature of the surrounding landscape is Arrowse Brook, which passes along the eastern border of the Site.



Arrowse Park Golf Course



Nearby shops in Irby

3.2 Historical development of the area

Prehistoric and Roman activity appears to be focused on the high ground of the peninsula to the west of the Site. The occupation foci of medieval activity appears to be off-site also.

The land around the Site remained rural until after the First World War with the exception of the hamlet of Irby. On the Cheshire Tithe Map of 1847, it shows six separate landowners in the immediate vicinity, although most of the Site was owned by John Ralph Shaw. In 1917, this land would become part of the Leverhulme estate. The straight lane running through the centre of the Site is evident on this map and may be as the result of eighteenth-century boundaries, or may have followed the line of an irrigation trench.

Following the First World War a small amount of development would appear along Thingwall Road to the east and along Oaklea Road to the south, a new road. By this time, development had also arrived to the neighbouring areas: Irby, Thingwall and Pensby.

By the 1930s development had begun to surround the Site. To the west, houses had been built along the new roads, Glenwood Drive and Woodside Road, and to the south, houses had been built along Elm Road (a new road) and Whaley Lane. To the east the Arrowe Park Golf Course had been established.



Cheshire Tithe Map of 1847



OS Map from 1925

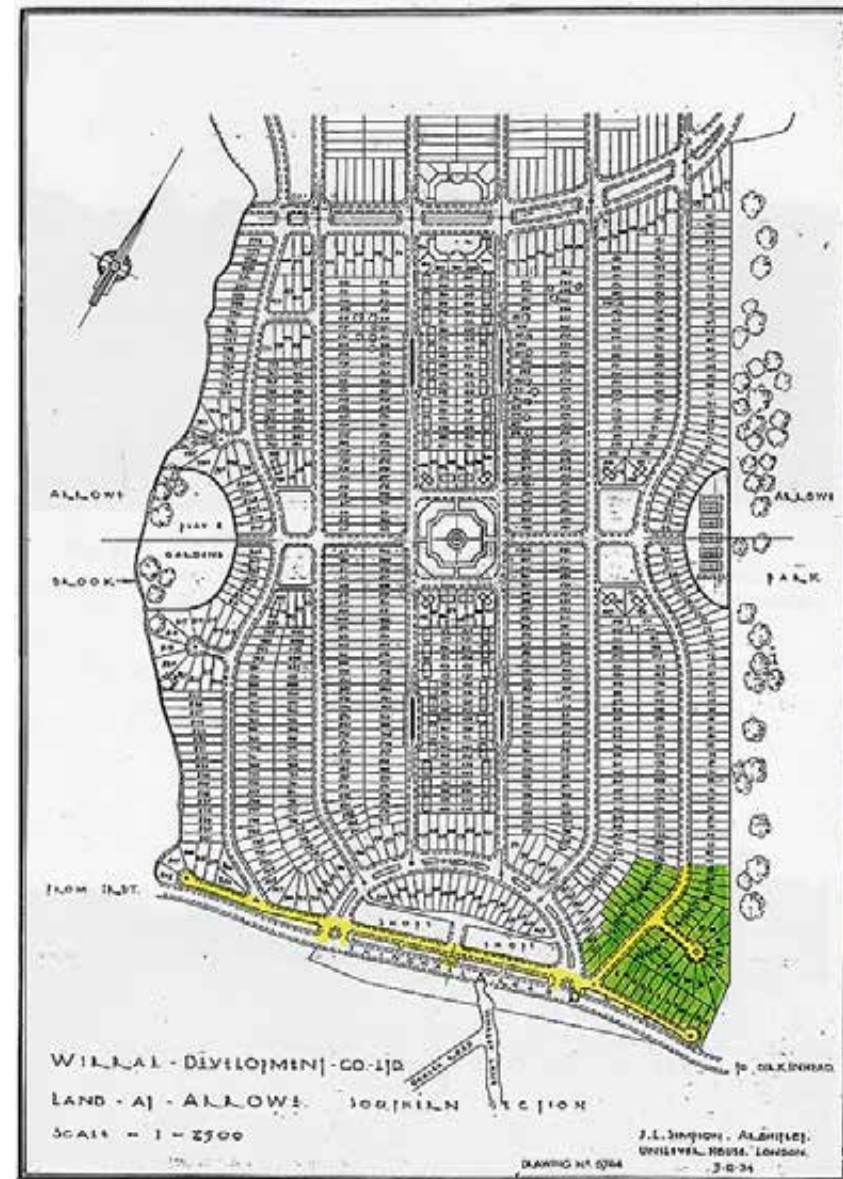


OS Map from 1938

Drawings from the Leverhulme archive show that a significant residential development was planned on the Site and land to the north in the 1930s which was to include a crescent shaped street and parade of shops fronting Thingwall Road. Only a small area, now known as Parkway, was built out. The junctions, service road and avenue of trees at the southern edge of the Site also date from this period. It can be presumed that further development was halted due to the Second World War, but did not recommence.

By the early 1970s much of the adjacent field had been developed with housing, including the school to the west with further small extensions of development and infill housing in the years that followed.

The Site has remained in agricultural use. Field boundaries shown on the 1847 map generally remain intact. A boundary north of Parkway which is evident on the 1925 map but not the earlier map, has been removed.



Land at Arrove, 1934 Site plan. The green area is Parkway.

3.3 Local character

3.3.1 Townscape and public realm

The general character of Irby, Pensby and Thingwall is suburban residential, with detached and semi-detached two storey, 20th century homes. Earlier developments reflect garden suburb characteristics with grassed verges and curving formal street alignments, with more recent development based around cul-de-sacs.

Properties are generally typical of their age rather than being of a local vernacular, and of red brick, white render or pebble dash, often with bay windows and with pitched roofs. There are a number of streets where detached bungalows are the predominant typology, and areas of apartments including Dale Close to the south of the Site.

The Parkway development, to the south east of the Site comprises large, two storey, semi-detached houses with hipped roofs, or pitched gables facing the street and round or rectangular corner bay windows and white render.

There is little evidence of the use of local materials such as handmade brick and red sandstone in the immediate local area, although the Anchor Pub on Thurstaston Road is a good example.

Leverhulme vernacular

The character of the proposed scheme has also drawn inspiration from the character of earlier Leverhulme developments including the planned village at Port Sunlight, and Thornton Hough. The characteristics of the ‘Leverhulme vernacular’ which give these places a special quality is described in the Design Charter, Appendix B Leverhulme Characterisation Study, which accompanies this planning application.



Detached bungalows along Thingwall Road



Grassed verges and curving formal street alignments



White render, semi-detached houses at the Parkway development



Apartment building at Dane Close



Anchor Pub on Thurstaston Road



Glenwood Drive cul-de-sac

3.3.2 Landscape setting

The setting of the Site comprises gently undulating farmland to the north, an area of parkland to the east, part of the settlement of Irby and the periphery of the settlements of Greasby, Thingwall and Pensby. Intervisibility with the settlement edges is frequently apparent, and there is a sense that the agricultural landscape is situated between settlements as opposed to being a vast open rural area.

To the north of Arrowe Brook Lane the landscape rises forming a gentle hill which creates a visual barrier between the urban edges at Thingwall Road to the south and Greasby to the north. Long distance views are possible towards the offshore wind farm north of the Wirral peninsula, from Thingwall Road and from within the Site.

Arrowe Park Country Park and Arrowe Park Golf Course lie to the east and north-east of the Site and comprise well wooded, undulating parkland. Arrowe Park Hospital is situated within this parkland setting and whilst the roofs of some buildings are partially visible, the wooded surrounds generally provide visual screening of the hospital in views from the surrounding area.

Vegetation within the landscape setting of the Site consists predominantly of field boundary and roadside hedgerows within the agricultural landscape, with varying levels of tree cover present within these hedgerows and the woodland associated with Arrowe Park, the golf course, and Irby Heath. There are also numerous small blocks of woodland and field ponds with associated riparian vegetation within the agricultural landscape. Roadside hedgerows are present within the settlement area of Irby and the edges of Pensby, Thingwall and Greasby, with some stretches of road having tree lined avenues creating a sense of maturity and giving a verdant appearance to the urban areas.



Long distance views across the Site towards offshore wind farm

3.3.3 Landscape character

The Site and surrounding area falls within National Character Area (NCA) 59 'Wirral'. The Wirral Landscape Character Assessment (2019) places the site and open land to the north and south within Landscape Character Type (LCT) 3 'Sandstone Hills' and open land to the east within LCT 4 'Lowland Farmland and Estates'. At a finer grain Landscape Character Area (LCA) 3b Thurstaston and Greasby Sandstone Hills, LCA 3c Irby and Pensby Sandstone Hills and LCA 4a Landican and Thingwall Lowland Farmland are relevant.

Landscape characteristics that are present within the study area include the low-lying agricultural land, fields defined by clipped hedgerows, field ponds, the wooded character of Arrowe Country Park, and the use of red sandstone for buildings and structures. The Site does not contain any notable, rare or unique features, but does contain some features of local value, including the woodland, historic field pattern, the public footpath crossing it, the field pond, and the long distance views northwards across it.

The Landscape Sensitivity Assessment aspect (Chapter 9) of Wirral's Draft Environmental Sensitivity Assessment, 2021 attributes the fields within the Site and much of the rural land to the north of the Site with a Landscape Sensitivity rating of 'Moderate', whereas the one field to the north is allocated a Landscape Sensitivity of 'Moderate-High'. Land within Arrowe Country Park and the Golf Course has a Landscape Sensitivity rating of 'Moderate-High'

Further detail of landscape character and setting are provided in the Landscape and Visual Impact Assessment which accompanies this planning application.

The NCA profile includes Statements of Environmental Opportunity. Those relevant to the study area have informed plans for the site and the wider landscape of the estate as part of the Leverhulme Vision.

This includes enhancing 'people's understanding and enjoyment of the natural environment, providing interpretation and educational facilities and opportunities for experiencing wildlife, with a strong network of green infrastructure, which will bring health and wellbeing benefits for both residents and visitors.'

The Wirral Landscape Character Assessment includes Landscape Guidelines for each of the Landscape Character Areas and these have informed the proposals. Of most relevance are the Landscape Guidelines for LCA 3b Thurstaston and Greasby Sandstone Hills, within which the Site lies.

These include: 'Conserve the pattern of field ponds'; 'Conserve and enhance the wooded character of the area'; 'Increase the extent of native deciduous woodland' and 'Avoid visually intrusive development on prominent ridgelines and wooded hills.'

3.3.4 Environmental designations in the surrounding area

The Site is within close proximity to three Local Wildlife Sites (LWS): Arrowe Park LWS (adjacent), Harrock Wood LWS (65 m) and Limbo Lane Pond LWS (120 m).

The Site is within 3.10 km of the Dee Estuary, which is an internationally important Site for birdlife and coastal and estuarine habitats and is designated as a Special Protection Area (SPA), Special Area of Conservation (SAC) and RAMSAR Site, and 1.40 km west of Thurstaston Common Site of Special Scientific Interest (SSSI).

The application Site and the surrounding area are not located within existing Areas of Special Landscape Value or within the proposed Local Landscape Designation.

A Habitats Regulations Assessment (HRA) Stage 1 Screening has been undertaken and has identified potential for an increase in recreational pressure on the coastal protected Sites as a result of the proposed development in combination with other identified developments in the surrounding area. A HRA Stage 2 Appropriate Assessment is being undertaken which will address proposed mitigation measures including provision of Suitable Alternative Natural Greenspace (SANG).

3.4 Heritage assets

Historic Environment Desk-Based Assessment prepared by SLR Consulting has identified that there are no designated heritage assets located within the Site. No designated heritage assets would therefore be physically affected by the proposals.

3.4.1 Listed buildings

There are 25 listed buildings within a 2km radius of the proposed development, including three Grade II* listed properties: Thurstaston Hall, Church of the Holy Cross and the Church of St Bartholomew. The closest of the listed buildings to the Site are two Grade II listed dwellings in the village of Thingwall, c.500m to the south; Benty Heath Farmhouse and the Cottage.

The remainder of the listed buildings within 2km of the Site are Grade II listed.

3.4.2 Scheduled monuments

There are also two Scheduled monuments within the study area; Irby Hall moated Site and the standing cross within the churchyard of the Church of the Holy Cross in Woodchurch.

3.4.3 Conservation Areas

There are two Conservation Areas within 2km of the Site: Thurstaston Village and Barnston Village. The Conservation Areas have been designated by the Local Authority on the basis of their special historical and architectural character.



https://en.wikipedia.org/wiki/Holy_Cross_Church,_Woodchurch, image by Kodhullandemu, 27 Jan 2022

Grade II* listed Holy Cross Church

3.4.4 Archaeology

There are several recorded prehistoric and Romano-British assets within the wider Site environs, however these largely cluster around the route of the potential Roman Road c.1km to the west.

3.5 Local facilities

The Site is positioned in a sustainable location, with easy access to a range of existing retail and community facilities, many within walking distance.

The nearest convenience shops are located within Irby local centre, Thingwall Road 10 minutes walk to the west, and at the Sainsbury's Local on Pensby Road to the south. Irby local centre provides a mix of local retail, community facilities, services and food and drink outlets. The nearest petrol station is the Sainsbury's Petrol Station, which is approximately 1km away.

There are two primary schools in the surrounding area: Irby Primary School (1.1km) and Thingwall Primary School (1.1km). The nearest secondary school is Pensby High School which is 2.8km away. For further education, the nearest is Hilbre High School which is 6.3km away. The nearest special needs school is Stanley School, 2.3km away.

The nearest library is Irby Library, which is 1km away. Arrowse Park public hospital is 2.7km away. The nearest doctor's surgery is The Warrens Medical Centre, which is 850m away. The nearest community centre is Pensby Community Centre, which is 1.7km away.

Further detail of the Site's accessibility to local facilities is provided in the Transport Assessment and Interim Travel Plan which accompany the planning application.



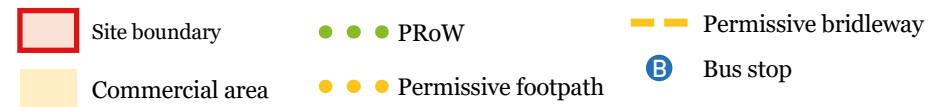
Retail parade on Thingwall Road



Irby Primary School



Figure 4: Context



3.6 Movement context

3.6.1 Pedestrian routes and Public Rights of Way

Pavements run on both sides of Thingwall Road and Whaley Road, providing safe pedestrian routes towards Irby, Thingwall and Pensby and access to local bus routes.

The Site has easy access to a number of Public Rights of Way (PRoW) which provide access to the wider countryside. Bridleway BR46 follows Limbo Lane adjacent to Arrowe Brook, at the western boundary of the Site and provides a connection north-south. Beyond the eastern boundary Footpath FP27 runs north-south providing links into Arrowe Park. Additionally, there is a permissive bridleway that bisects the centre of the Site and then runs along the northern boundary between Limbo Lane and Arrowe Park connecting with FP27 and BR46.

3.6.2 Cycling

Of the immediate roads surrounding the Site, a number are recommended or signed for cycling on the carriageway, for example Coombe Road and Thingwall Road.

National Cycle Network (NCN) Route 56 is located approximately 1.5km east of the proposed development (on Landican Road). Locally, NCN Route 56 connects Birkenhead and Parkgate, utilising a mixture of quiet roads and traffic free paths throughout the Wirral. This therefore represents an excellent and highly attractive/convenient facility that prospective residents could utilise.

3.6.3 Public transport

The nearest railway stations are Heswall and Upton, which are both less than 5km away and provide trains towards Bidston and Wrexham, which are accessible by cycle or bus from the Site.



Limbo Lane



Permissive bridleway running in the centre of the Site

There are two regular bus routes that serve the area, with bus stops on Thingwall Road immediately adjacent to the Site. The stops are served by a number of services including the 175 from Irby to Heswall which runs every hour and the 471 from Liverpool to Heswall, with a frequency of 20 minutes.

More details on public transport are provided in the Interim Travel Plan and Transport Assessment.

3.6.4 Road network

The proposed development would be accessed via Thingwall Road, which runs along a general east west alignment, linking the Site with Irby village to the west and Thingwall to the east. Thingwall Road is a single lane two-way road with a typical carriageway width of approximately 7m. The road is subject to a 30mph speed limit. To the north there is a service road which provides access to Parkway and lies immediately adjacent to the site boundary.

From a three-arm roundabout with Thingwall Road East, Arrowe Park Road to the north west provides access to Landican Cemetery, Warrens Medical Centre and Arrow Park Golf Club, while Barnston Road continues south towards Barnston, Lower Heswall and Gayton.

The proposed development is accessible from the M53, with Junction 3 in the north-east being the closest point of access.



Bus stop on Thingwall Road



Thingwall Road

4.0 Site analysis

4.1 Topography

The Site lies on the downslope of a topographic ridge which extends from Heswall to Irby and peaks at 104m AOD approximately 1.4km south of the Site.

The topography across the Site slopes gently down to the north towards Arrowe Brook. Elevation ranges between approximately 65m above Ordnance Datum (AOD) in the south to 52m AOD in the north.

Figure 5 identifies pond areas and local depressions, which generally lie 1.5-2m below ground levels on Site. There is also evidence of a potential small, albeit relatively wide (c.15m), gully / paleochannel feature through the central Site flowing north and subsequently north east towards Arrowe Brook.



Figure 5: Site topography

4.2 Ground conditions

4.2.1 Geology

The British Geological Survey GeoIndex indicates that the vast majority of the Site is underlain by Glacial Till (Devensian) comprising clays, sands, gravels and cobbles. The solid geology beneath the Site is reported to comprise the Tarporley Siltstone Formation (siltstones, mudstones and sandstones). A fault is indicated to cross the Site approximately northeast-southwest in the southern part, with several more present in the surrounding area.

4.2.2 Contamination

The Preliminary Land Quality Risk Assessment by SLR identified no significant sources of potential contamination on-Site.

There are no current off-Site sources of potential contamination in the immediate vicinity of the Site. Potential sources of historical contamination located between 50m to 250m include an electricity sub-station, nursery and a former Smithy, but these are unlikely to present an unacceptable risk to the proposed development, due to the distance from the Site, their age and the low likelihood of potential contaminants of concern associated with these facilities.

Therefore, based on these findings, potential effects to human health and environmental receptors in the context of the proposed residential development, and any cumulative effects are also considered to be negligible.

4.3 Flood risk and drainage

4.3.1 Flood risk

The Flood Risk Assessment undertaken by SLR, finds that based upon the Environment Agency Flood Map for Planning, the entire Site lies within Flood Zone 1 (lowest probability of fluvial or tidal flooding) which presents no constraint to residential development.

Surface water modelling by the EA indicates areas of High risk (greater than 3.3% AEP) related to the ponds on Site and Arrowe Brook watercourse to the west and north, with additional small High risk ponded areas as a result of localised depressions. There is one surface water pathway across the centre of the Site running north/northeast which is generally Low risk.

Surface water flooding hazards will be mitigated through the exclusion of the wooded central corridor from the developable area, the inclusion of Sustainable Drainage features within the Site design, and through building up land within local depressions to inhibit pooling. The flood risk posed by surface water and overland flow is therefore considered low.

Flood risk from groundwater, sewers and mains water systems, reservoirs, canals and other artificial sources or infrastructure failure on-site are all low or negligible.

4.3.2 Existing drainage

The Site is currently undeveloped and not formally drained. Sewers and mains water systems surround the Site, but do not cut through it, except one stretch of combined public sewer which is mapped close to the north west of the Site.

Arrowe Brook flows along the western boundary of the Site via Harrock Wood and Limbo Lane Plantation. The channel then turns sharply and flows eastwards, through land beyond the northern Site

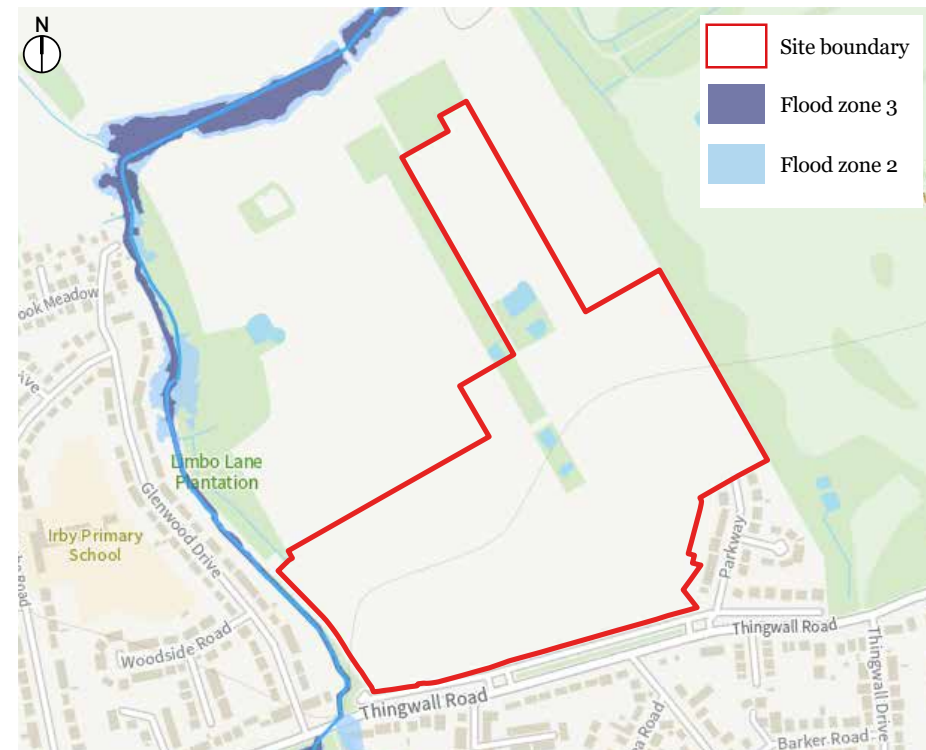


Figure 6: Environment Agency, Flood Map for Planning

boundary, towards Neilson's Plantation. At this point, the channel flows north away from the Site to a reservoir, located approximately 475m north of the Site. Arrowe Brook is designated a Main River by the Environment Agency.

There is an additional channel feature located beyond the western Site boundary, that runs parallel to Arrowe Brook which extends into the Site but is relatively shallow, approximately 0.30m depth and flows directly away from Site into Arrowe Brook. A number of small isolated ponds are noted within and to the north of the Site boundary. These are discrete features and are not hydrologically connected into Arrowe Brook.

The Site is situated largely on impermeable geology. It is assumed that the majority of rainfall falling on the Site discharges to Arrowe Brook with some attenuation provided in the pond features on-site.

Groundwater vulnerability at the Site is designated as medium.

The Site is located within Source Protection Zone (SPZ)9 III - Total Catchment. This is as a result of an abstraction 1.5km to the north of the Site.

4.4 Edge conditions

The boundary to the south comprises a hedgerow which fronts onto Thingwall Road access road, to the west is a belt of mature trees (Limbo Lane Plantation) and Arrowe Brook, to the south east is a small estate of two storey housing at Parkway, to the east is a belt of mature trees (Neilson's Plantation), beyond which is Arrowe Park Golf Course and to the north east is undeveloped agricultural land.

4.5 Site access

The Site currently lacks a formal vehicular access point, however along its southern boundary there is an informal farm gate access, situated on the access road that runs parallel to, and connects with, Thingwall Road.



Arrowe Brook running along Limbo Lane



Housing at Parkway to the south east

4.6 Landscape and ecology

4.6.1 Environmental designations

The Site is not protected by any statutory or non-statutory landscape designations. However, the Site is within close proximity to three Local Wildlife Sites (LWS) and there are three internationally designated Sites within 5 km of the Site. See Section 3.3.4 for details of designations in the surrounding area.

4.6.2 Landscape features

The Site comprises two pastoral fields and a section of a third field to the north. The two main fields are separated by a permissive bridleway which is contained by hedgerows.

To the northern extents of the main two fields of the Site a linear block of woodland contains a series of field ponds where the permissive bridleway intersects another permissive bridleway that tracks along the northern boundary of the two fields.

The Site is contained by a further linear tract of woodland to the west. To the east, the boundary with Arrowe Park is also defined by a thin, linear tract of woodland which is protected by a group Tree Preservation Order.



Permissive bridleway along the northern boundary

4.6.3 Ecology

A Preliminary Ecological Appraisal and subsequent Ecological Impact Assessment of the Site have been undertaken by Environment Bank with habitat surveys undertaken in March and December 2021 and subsequent species surveys.

The Site comprises three irregular shaped fields bounded by Thingwall Road to the south, Limbo Lane and Neilson's plantations to the west and east respectively and by agricultural land to the north. The fields are separated by an area of woodland, inclusive of three woodland ponds; and at the time of survey, were in agricultural use, comprising non-cereal crops and temporary grass and clover leys. Other habitats identified included neutral and modified grasslands, mixed scrub and hedgerows. The features of greatest ecological value on-Site are the woodland, ponds and hedgerows.

The results of the eDNA survey revealed the presence of great crested newt (GCN) *Triturus cristatus* DNA within an off-Site pond to the northeast, and no presence of GCN DNA within the on-Site pond.

Bat activity surveys identified low levels of bat activity across the Site and no trees with bat potential are proposed for removal. A sensitive lighting scheme will be developed for the proposed development which will ensure no increase in lighting on sensitive boundary features with additional planting, habitat creation and provision of bat boxes providing enhancement for these species.

The Site hedgerows, ponds and woodland provide nesting habitat for local bird species (in particular house sparrow, stock dove, song thrush and mallard) and these will be retained and protected during construction works, with a bird box / nest brick scheme (within new buildings and on retained trees) enhancing the wider Site for nesting birds

Whilst no evidence of badger or hedgehog activity was recorded at the time of the survey, due to the surrounding habitat there is the

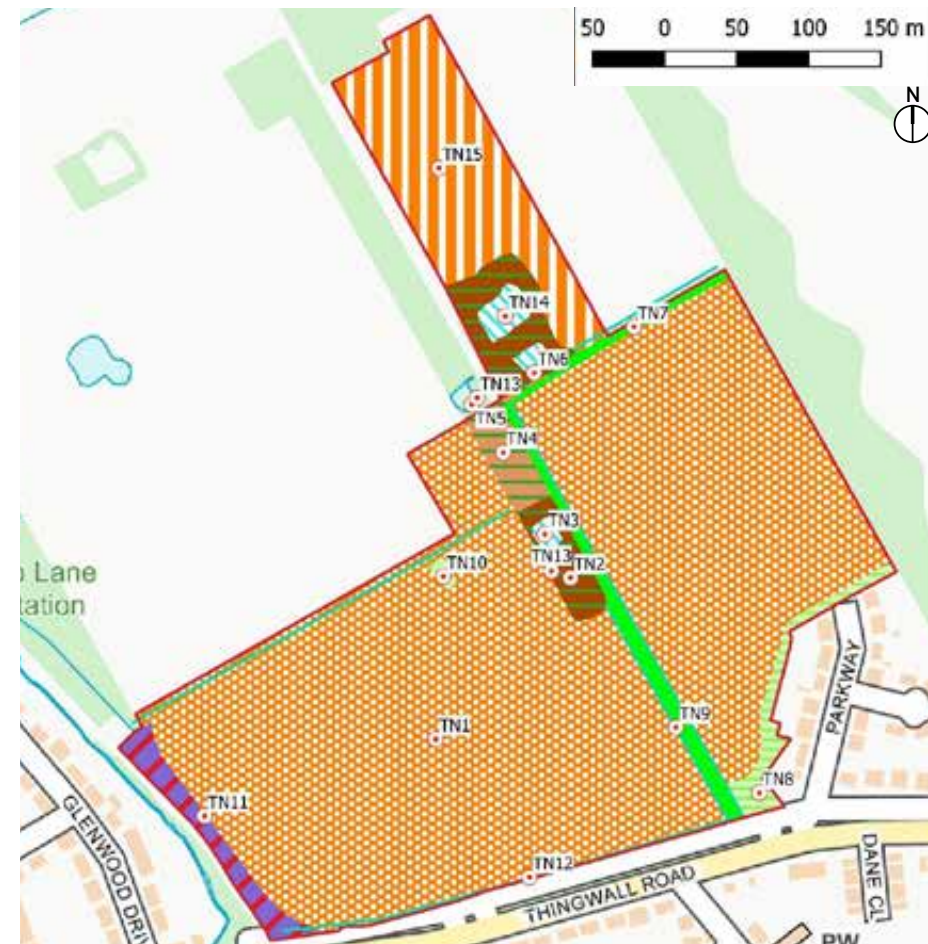


Figure 7: UKHab Survey



potential for individuals to venture onto Site during the construction phase and appropriate mitigation in relation to covering or providing safe egress from any trenches and excavations is required. No invasive non-native species were recorded on the Site at the time of survey.








The Assessment makes a number of recommendations for retention and buffering of existing habitats and opportunities to incorporate features to support biodiversity. These have been reflected in the masterplan layout as set out in Section 5.0.

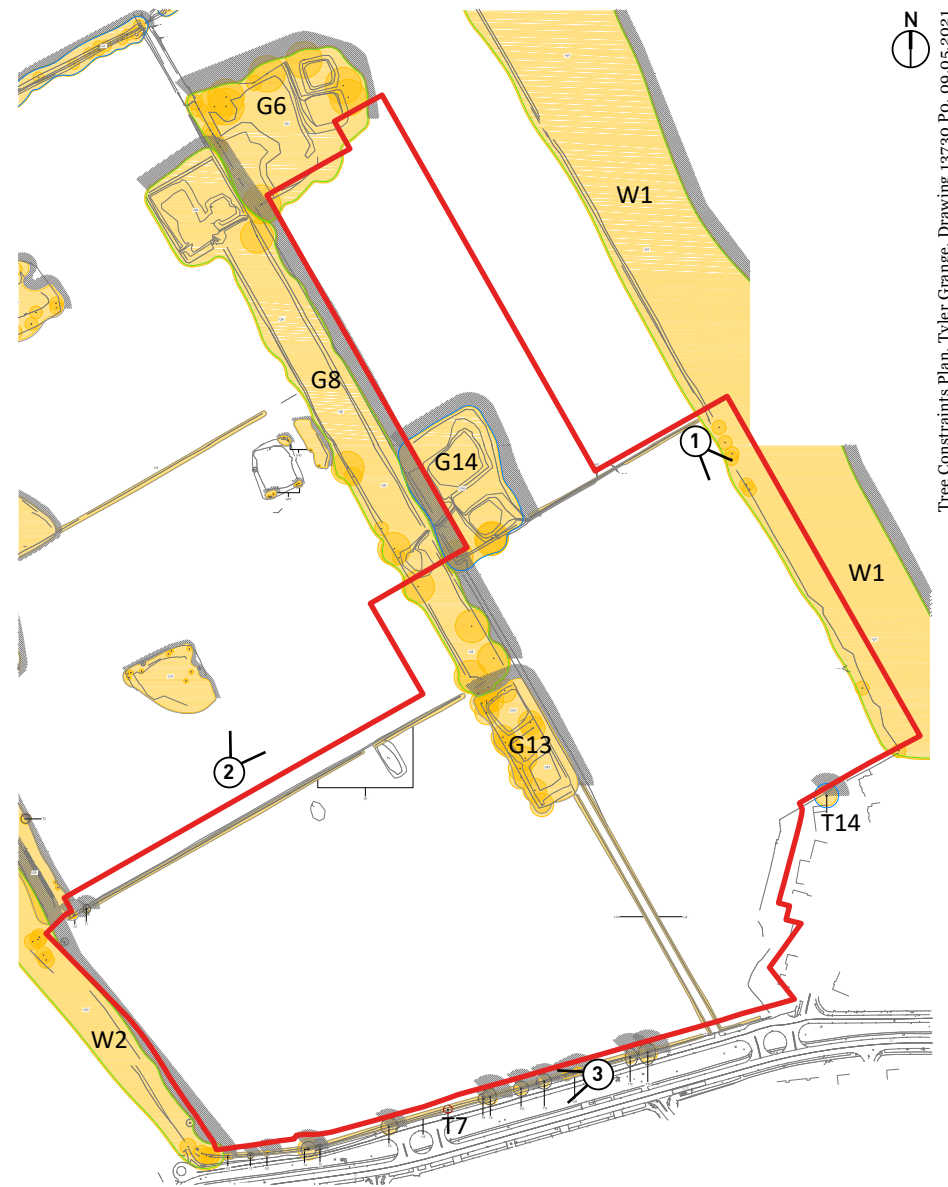
4.6.4 Trees and hedgerows

An Arboricultural Survey has been undertaken by Tyler Grange to assess the quality of existing trees and hedgerows within the Site and surrounding area.

There are a number of individual trees, groups of trees and hedgerows within the Site.

There are no individual high quality and value trees (Category A) within or at the boundaries of the Site.

- | | | | |
|---|--|---|--|
|  | Site boundary |  | Category U - Trees Recommended for Removal |
|  | Category A - Trees of High Quality and Value |  | Root Protection Areas |
|  | Category B - Trees of Moderate Quality and Value |  | Tree Shading Constraints |
|  | Category C - Trees of Low Quality and Value | | |



Tree Constraints Plan, Tyler Grange, Drawing 13730 Po, 09.05.2021

Figure 8: Tree constraints plan

Woodlands and groups of trees that are of Category A are the following:

- A thin linear tract of woodland (W1) to the east (Nelson's Plantation)
- A linear tract of woodland (W2) to the west (Limbo Lane Plantation)
- A linear block of woodland (G8) along the middle track
- A group of trees along the most northern boundary (G6)

There is one Category B tree (T14) on the boundary with properties on Parkway and a group of Category B trees (G14) in the centre of the northern part of the Site.

A number of Category C trees (low quality and value) are scattered along the southern boundary and a group of trees (G13) in the middle of the Site.

There is one Category U tree (T7) which is unsuitable for retention and is to be removed.

There are no high or moderate quality and value hedgerows (Category A or B) within or at the boundaries. All the existing hedgerows within the Site and at the boundaries are of low quality (Category C).

The woodland belt adjoining the eastern boundary (W1) is designated under a Tree Preservation Order.

Category A and B trees and TPOs are to be retained (wherever possible). Other trees and hedgerows are to be retained where appropriate.



① Nelson's Plantation (W1) along the boundary with Arrowe Park, looking towards Parkway



② Woodland (G8) along the middle track



③ Individual trees and hedgerow along the southern boundary

4.7 Heritage and archaeology

No designated heritage assets have been identified within the Site.

A Heritage Impact Assessment has been prepared by SLR Consulting Limited (SLR) in April 2022. It identifies known and anticipated heritage assets within the Site, and discusses their significance, in accordance with the NPPF (2021) paragraph 194.

The report also discusses the possible effect of the proposals upon the significance of heritage assets, both as a result of physical truncation and as a result of change to setting.

Reference should be made to the Heritage Impact Assessment for further information. The Planning Statement accompanying this application also considers any heritage impacts in the context of national planning policies and the overall planning balance.

4.8 Utilities

A survey of existing underground utility services on and around the Site was undertaken by MEC Geomatics in spring 2021. A simplified summary of the utilities that have been identified is shown in Figure 11.

There are a number of services running under the footways and carriageways of Thingwall Road outside Site boundary including electric cables, telecommunication services, water, surface water drainage and gas pipes.

There are four high voltage (600kv) underground electricity transmission cables running under the eastern part of the Site. Built development is to be excluded from the easement of the electricity cable.

Other utilities services do not present a constraint to development.

4.9 Noise and air pollution

A Site noise survey was carried out by SLR Consulting in March 2021 with a noise report as part of the Environmental Impact Assessment produced in January 2022.

To determine the noise environment across the Site a noise model of the area has been developed. The noise survey results collected at the location has been used to calibrate the noise model. The results of day-time and night time external noise environment are shown in the figures below. Day-time noise levels that have been identified are shown in Figure 9:

- In the dark green areas external ambient noise levels are below 50dB(A) and the Risk Assessment has identified a Negligible Risk.

- In the light green areas external ambient noise levels are between 50 and 55dB(A) and the Risk Assessment has identified a Low Risk.
- In the yellow areas external ambient noise levels are between 55 and 60dB(A) and the Risk Assessment has identified a Medium Risk.
- In the orange areas external ambient noise levels are over 60dB(A) and the Risk Assessment has identified a High Risk.

In summary, during the daytime most of the Site falls within the category of 'Negligible' to 'Low' noise risk.

The results of the night-time noise levels are shown in Figure 10. Most of the Site falls within the category of 'Negligible' risk.



Figure 9: External day-time Noise Level and Risk Assessment



Figure 10: External night-time Noise Level and Risk Assessment

4.9.1 Air quality

The Site is located outside of an Air Quality Management Area (AQMA). The closest AQMA is the Liverpool City-wide AQMA, located approximately 8.5km north east of the Site.

A detailed modelling assessment of road traffic emissions has been undertaken to determine pollutant concentrations at potential sensitive locations. The predicted pollutant concentrations at the locations assessed are 'well below' air quality objectives, and therefore the Site is considered to be suitable for its proposed residential use.

The Site is therefore not considered to be sensitive with respect to air quality.

4.10 Summary of constraints and opportunities

The Site is currently in agricultural use and does not have any significant physical constraints that would prevent development.

It does, however, have a clear landscape structure of hedgerows and woodland corridors and long-distance views towards the coast. There is an opportunity to create a landscape-led development which retains this structure of trees, hedgerows and footpaths within the Site, to form the setting for an attractive, leafy neighbourhood with strong links to the surrounding landscape.

The design of the proposed scheme has carefully considered these features and other aspects of the Site's existing character and that of the surrounding area. These include:

- 1 The layout will make a feature of unexpected views to the coast and off-shore wind turbines across the Site to the north
- 2 The existing landscape structure including ponds, high and moderate quality trees and tree groups, hedgerows and woodland habitat will be retained within green corridors and public green space crossing the Site
- 3 A habitat buffer will be provided to the Site of Biological Importance (SBI) at Arrowe Brook Park. Habitat buffers will also be provided to retained woodland and hedgerow features to encourage increased biodiversity
- 4 The topography of the Site gently slopes down to the north where drainage features will be located to capture surface water run-off before it reaches Arrowe Brook
- 5 A major underground electricity cable running under the eastern part of the Site will be accommodated within streets and under green spaces where it can be accessed if necessary
- 6 The layout of the proposal will take inspiration from the garden suburb character of the 1930s Parkway to the south east of the Site and will provide a pedestrian connection with it
- 7 Access will be taken from the existing tree-lined access road and junctions with Thingwall Road at the southern end of the Site
- 8 Existing permissive bridleways will be retained, enhanced and extended into the surrounding landscape
- 9 The layout will make the most of the Site's sustainable location by providing direct connections for pedestrians to the bus stops on Thingwall Road and towards nearby shops and services.

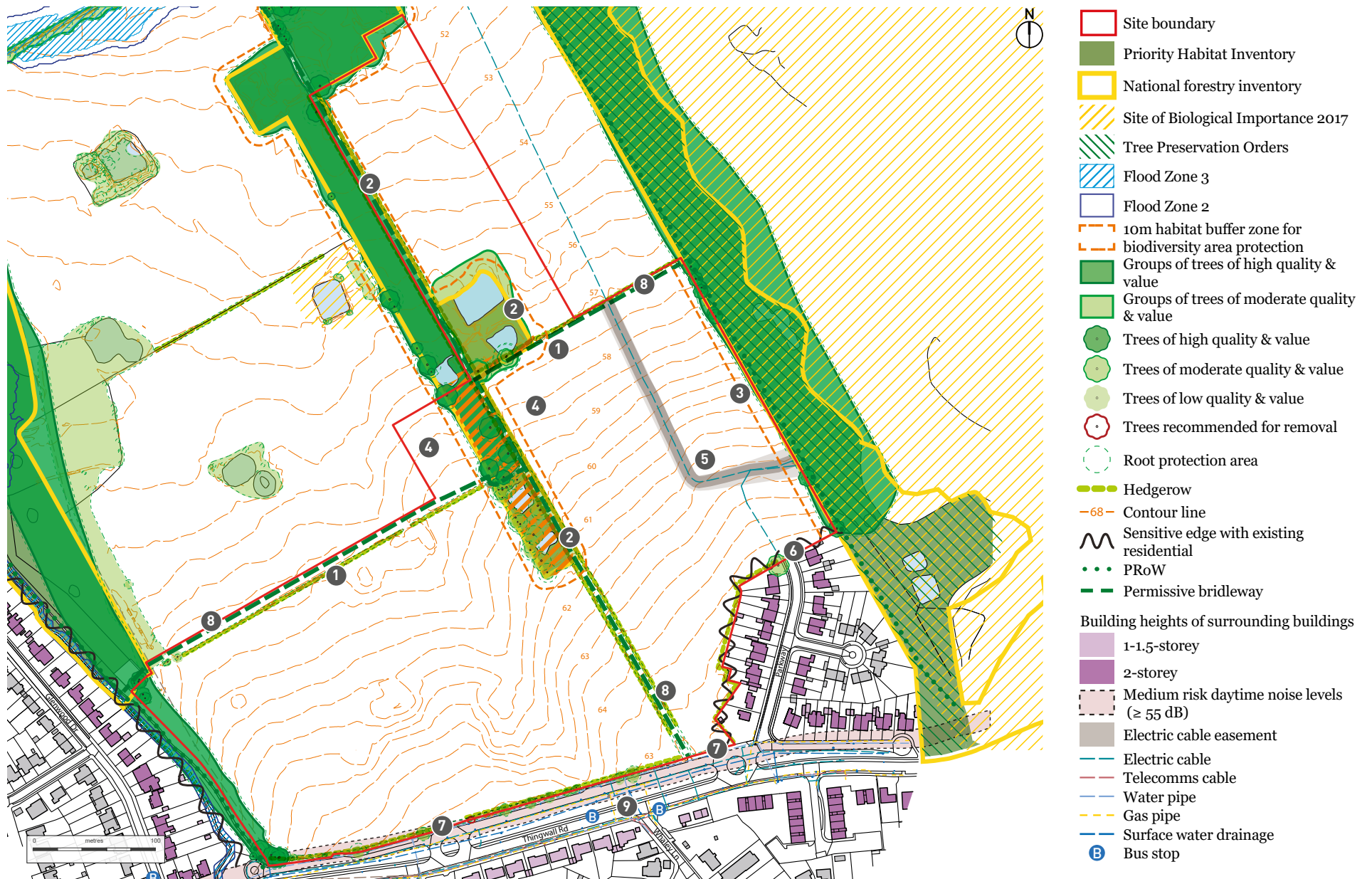


Figure 11: Combined constraints plan

5.0 Vision and masterplan

5.1 Site vision

Land to the east of Glenwood Drive will become a leafy, residential neighbourhood with a formal layout reflecting garden city principles and the Leverhulme design ethos.

The Site's landscape features – its views to the coast, woodland, hedgerows and ponds – will form the bone structure of the place, giving it a distinctive character and connection to the wider landscapes of Wirral.

The central bridleway will be extended to form part of the Borough's Cycle Supergreenway, providing access to the rural landscape to the north.

Within the Site new sports pitches, play areas and a cycle hub will encourage community interaction.



Artist's impression of the crescent shaped park at the Site entrance

5.2 Leverhulme Design Charter

The planning application is supported by a Design Charter developed by Leverhulme to set out its commitment to delivering beautiful and long-lasting living environments in line with the requirements of the National Planning Policy Framework.

The Charter's ten commitments to sustainable, high quality design respond to the ten themes of the Government's National Design Guide and reflect the heritage and ethos of Leverhulme.

The Charter contains, and has been informed by, a townscape characterisation study of Leverhulme places.

The ten commitments are reflected in the masterplan and design approach for Site A and provide the framework for a Site Design Code which will be prepared as a condition of the planning application.

Further details of how the design approach meets the commitments are contained in Appendix A.

Ten Commitments to Sustainable Placemaking

Context: to create beautiful places which enhance their surroundings by responding directly to the special character, culture and heritage of Wirral, and the setting, constraints and assets of each Site.

Movement: to develop places where residents' health and wellbeing is supported by creating connected, walkable neighbourhoods. To create integrated places by linking new neighbourhoods with the surrounding street network. To support Wirral Council's aim for fossil fuel free local travel by 2030.

Nature: to make green spaces, trees, hedgerows and gardens core characteristics of every Leverhulme neighbourhood for the benefit of the environment, climate and community wellbeing. To bring significant environmental gains to Wirral through enhancement of habitats across the rural Leverhulme estate.

Built form: to create new neighbourhoods with a coherent and harmonious layout, moderate densities and human scale which fit comfortably with their surroundings and their location at the urban/rural edge.

Identity: to establish neighbourhoods which are distinctively Wirral, with a beautiful and bespoke character reflecting the Leverhulme vernacular and the surrounding area.

Public spaces: to create public spaces and streets which are welcoming and safe, and which support community interaction and cohesion.

Uses: to create a broad mix of homes and flexible spaces for non-residential uses across the estate. This will bring vitality, support health and wellbeing, rural enterprise, community organizations and community cohesion.

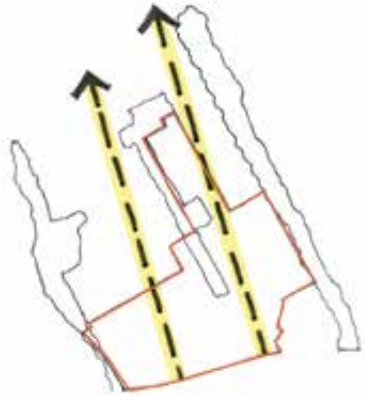
Homes and buildings: to create properties which can adapt to residents' changing needs over time, and which provide a safe and comfortable environment to call home.

Resources: to support Wirral Council's Environment and Climate Emergency commitments by considering environmental, social and economic aspects of sustainability at all stages of the planning and design process.

Lifespan: to deliver long-lasting, beautiful places to live. To maintain a role in their ongoing management and community stewardship.

5.3 Spatial Design Principles

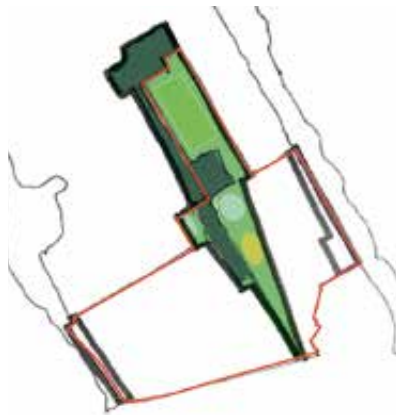
The proposed Site layout is structured by key spatial design principles. These respond to the commitments of the Design Charter and the Site's character, context and opportunities.



- Retain long views towards the coast along new avenues



- Provide the first part of Wirral's Cycle Supergreenway network and a cycle hub on-site, with an off-site extended route to the north



- Create a green wedge of woodland, wetlands, sports, parkland and play in the centre of the Site



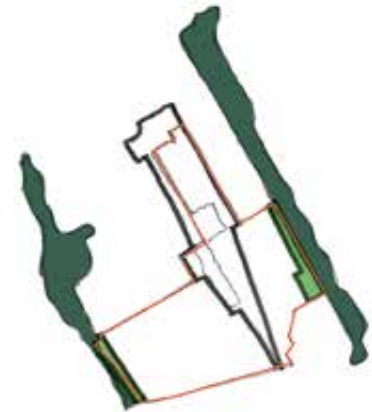
- Create a formal crescent and green space at the Site entrance reflecting aspects of the 1934 plan



- Frame the views and green spaces with bespoke terrace groups reflecting the character of Port Sunlight



- Create a permeable network of streets and footpaths providing edge to edge connectivity, and links to the wider public rights of way network



- Buffer the sensitive habitats at the edges and within the centre of the Site



- Provide a range of housing sizes and tenures to meet local needs and an opportunity for self-build or custom-build properties

5.4 Design evolution

5.4.1 Initial concept plan, March 2019

Based on initial constraints analysis and site visits, Alan Baxter undertook a capacity testing exercise for the Site and land to the north up to Arrowe Brook. A concept scheme was developed and shared with Wirral Council informally.

The concept scheme was based on the retention of the majority of the north-south green corridor and bridleway and provision of sports and parkland. View corridors towards the coast were identified and incorporated in the street layout which took a formal character with a crescent fronting Thingwall Road, reflecting aspects of the 1930s proposals for the Site and the Parkway development to the south east.

5.4.2 Masterplan evolution, July 2021

Reflecting Leverhulme's strategic approach, an appropriately sized, phase 1 boundary was agreed for delivery in the first five years of the Local Plan, incorporating the two fields at the southern end of the Site.

Baseline technical assessments covering ecology, trees, landscape impacts, access, drainage and noise risk were undertaken. The findings informed the development of the masterplan during Spring/Summer 2021.

In particular, feedback on landscape and access issues highlighted the importance of retaining the current alignment and full extent of the existing north-south hedgerow and permissive bridleway running through the centre of the Site, and the potential to create a wedge of green infrastructure running alongside this. Vehicle access points were confirmed by Curtins in the centre and east of the Site.

The landscape structure and access requirements led to revised layout in which the formal crescent at the entrance to the Site was moved



Figure 12: Initial concept plan, March 2019

westwards, enabling the retention of the bridleway and hedgerow, while also retaining the long-distance views established in the initial concept plan. Buffers to existing habitat features were identified and incorporated into the layout.

The central bridleway was identified as having potential to form part of the Borough's Cycle Supergreenway, with a further cycleway running along the existing access road at the entrance to the Site.

As the drainage strategy for the Site was prepared, the need for attenuation basins was incorporated into the layout in appropriate locations. The potential for a street connection with Parkway was identified in the east of the Site.

5.4.3 Illustrative masterplan, November 2021

Given the scale and nature of the Site, it was agreed that in addition to the provision of play areas, habitat and informal green spaces, the scheme should incorporate land for sports pitches for wider community benefit. This led to the extension of the Site boundary to incorporate an area adjacent to the middle track, for sports and sports pavilion use where it could be accessed from the Cycle Supergreenway.

An area for custom-build or self-build housing was identified in the north eastern part of the Site.

The street connection with Parkway was downgraded to be pedestrian and cycling only, and land immediately to the north east of Parkway was changed from proposed residential to a pocket park, to reduce the visual and potential traffic impact on Parkway properties.



Figure 13: Masterplan, July 2021

5.4.4 Amendments in response to public consultation, February 2022

Feedback from the pre-application consultation in early 2022 is specifically reflected in the Site proposals as follows:

- Consultees noted that 2-3 bed, and 3-4 bed properties, social housing and market sale properties are most needed. This is reflected in the indicative housing mix (see Section 5.10) including a commitment to 30% affordable housing, exceeding the target the Council is looking to incorporate in its Local Plan. Bungalows were requested by some respondents and these are included in the layout.
- Community food growing and upgrades to local public transport were the most requested community benefits. In response a community orchard has been included in the eastern part of the Site. New walking and cycling routes will connect with the existing quality bus corridor at the boundary of the Site.
- Green space, street trees and gardens and wildlife corridors were the most popular important sustainability features. Reflecting this preference, around 40% of the Site will be retained as green space, with new public accessibly parkland and play areas. Existing habitats will be retained and appropriately buffered. Landscape proposals illustrative the proposed tree planting and garden arrangement.
- In response to a request for more information in relation to ecology and landscape, section 5.9 of the DAS now includes further detail on these topics and an Illustrative Landscape Framework Plan has been prepared.
- Concerns were raised regarding pressure on local community infrastructure, particularly GP services. Leverhulme will enter into Section 106 Agreements with Wirral Council to secure financial contributions to any necessary local infrastructure including healthcare.
- Concerns relating to traffic impact are addressed in the Transport Assessment which accompanies the planning application, which has been prepared in collaboration with Wirral Borough Council.

5.5 Illustrative masterplan

The illustrative masterplan for Land East of Glenwood Drive is the culmination of the design and consultation process outlined in previous sections.

It illustrates how the Site would be developed within the parameters of the planning application (see section 5.18) to deliver up to 290 homes in a manner which responds to the constraints and opportunities of the Site, and urban design best practice.

The masterplan layout is strongly landscape-led; structured around the retention of mature hedgerows and trees within the Site and at the boundaries and the framing of long-distance views to the coast. The layout of streets has a formal, garden city character enabling easy walking and cycling to the surrounding residential area, local facilities and public transport.

The masterplan incorporates the following key features:

- 1 A 'green wedge' of woodland and wetland habitats, play areas and sports pitches in the centre of the Site leads out into the wider landscape to the north
- 2 Wide tree-lined avenues are aligned to create long distance views towards the sea
- 3 New sports pitches are provided for use by the wider community
- 4 The existing permissive bridleway is extended to the north and enhanced to become part of the Borough's Cycle Supergreenway network
- 5 Tree-lined streets are fronted by a mix of 2-4 bedroom houses and bungalows generally between 1-2 storeys in height. Architecture will reference the Leverhulme vernacular and the character of the adjacent 1930s Parkway development
- 6 A formal crescent of green space at the Site entrance is fronted by apartment villas and townhouses of 2 - 3 storeys in height
- 7 New community facilities include a cycle hub or café near the Site entrance and a sports pavilion serving sports pitches in the north
- 8 A pocket park with orchard trees and play area is located next to existing homes on Parkway
- 9 No vehicle access is proposed from Parkway, but access for pedestrians and cyclists will be provided
- 10 Drainage basins form wetland habitat within the central green wedge
- 11 A habitat buffer is created adjacent to Arrowse Brook Park



Figure 14: Illustrative Masterplan

5.6 Relationship to Leverhulme Vision

The proposed development forms part of an important first phase of Leverhulme's strategic, estate-wide vision. This has been long in the making – the final Vision document which gave form to the ideas was prepared in April 2020. The Vision seeks to meet local housing need while providing significant community and environmental benefits making use of Leverhulme's wider landholding. By planning strategically in this manner, the right infrastructure (movement, green and blue and community) can be provided in a coordinated and timely manner.

This application is submitted alongside several others and in the context of a range of strategic benefits. Together there are very positive in-combination effects which will help bring the Leverhulme vision to life. Notwithstanding, each individual application itself targets and delivers both on-site and off-site benefits which (guaranteed by formal planning obligations made by Leverhulme) will be binding on the areas concerned.

Compensatory enhancements to the remaining Green Belt are proposed, to be delivered across all phases. These have been strategically planned in relation to the proposed first phase of development and later potential phases of growth, to cumulatively deliver the vision for a connected network of new cycleways and footpaths, habitat corridors, woodland planting, leisure and heritage trails and other environmental enhancements identified in the Leverhulme Vision.

Proposed enhancements on-site and linked to the Site which form part of the longer-term vision include:

- the creation of a section of Cycle Supergreenway providing a connection north-south between Thingwall Road and Arrowe Brook Lane and towards Greasby, incorporating elements of a 'heart of Wirral' trail.
- provision of a cycle hub.

- the delivery of land for sports pitches and pavilion. The type and design of the sports use will be agreed with Wirral Council to respond to local needs.
- the formalisation and enhancement of existing permissive bridleways crossing the Site which link Arrowe Brook to Arrowe Park.
- hedgerow enhancements and tree planting on fields owned by Leverhulme to the north of the Site. These proposals will help to deliver an overall biodiversity net gain of 20% in relation to the phase 1 sites and associated Leverhulme Vision proposals.
- opportunities to support a range of housing needs and delivery models including provision of bungalows and identification of 10% of plots for self-build and custom-build properties.
- allowing flexibility in the street layout and design to enable potential later phases of development on land to the north, if required.

The Analysis of Very Special Circumstances report (Strutt and Parker, May 2022) which accompanies this planning application, contains further details of Leverhulme's strategic approach.

5.7 Suitable Alternative Natural Greenspace (SANG)

The conclusion of the Habitats Regulations Assessment Stage 1 Screening assessment identified potential for likely significant effect on the qualifying features of the Dee Estuary Special Area of Conservation (SAC) from increased recreational pressure in-combination with other plans and projects. A suitable mitigation strategy is being developed to offset adverse impacts from increased recreational pressures on the designated Sites, as a result of development of the eight phase 1 Sites. It will include provision of a Suitable Area of Natural Greenspace (SANG) on land owned by Leverhulme to the west of Barnston. The SANG will include a small car park and a circular walking trail, within a managed rural landscape. A planning application for the SANG is currently under preparation.

Conditions on this Site A application will ensure that the SANG is implemented prior to first occupation of the proposed dwellings.

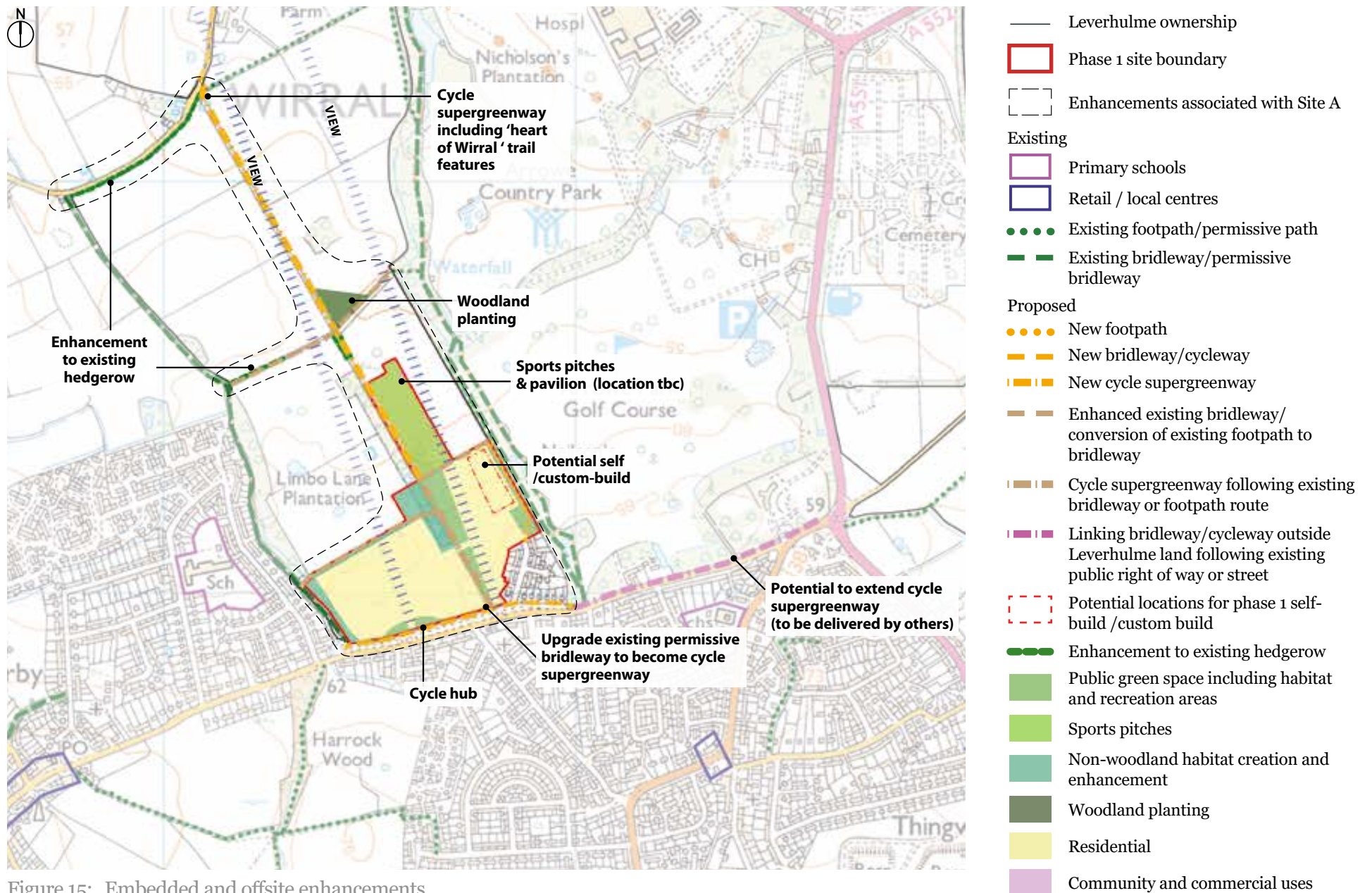


Figure 15: Embedded and offsite enhancements

5.8 Land use mix

The distribution of land uses is summarised in Figure 16.

Around 10.83 Ha of the Site is proposed for residential use, located in the south eastern and south western parts of the Site, adjacent existing residential neighbourhoods and providing frontage onto the Thingwall Road. This includes an area identified for potential self-build/custom build properties in the north eastern part of the Site.

Around 6.55 Ha (38%) of the Site is proposed for green and blue infrastructure (GBI) including walking and cycling routes. GBI is located as a central green wedge of parkland, habitats, sports and play areas leading to the countryside.

Further corridors of GBI are located along the Site boundaries and a crescent shaped park onto Thingwall Road.

The masterplan identifies opportunities for retail/community uses such as a cycle hub or café near the Site entrance and a sports pavilion to the north. The layout supports easy walking and cycling towards the nearby shops and community facilities at Irby local centre.



Parkland incorporating groups of trees, grassland areas and wild flower meadows

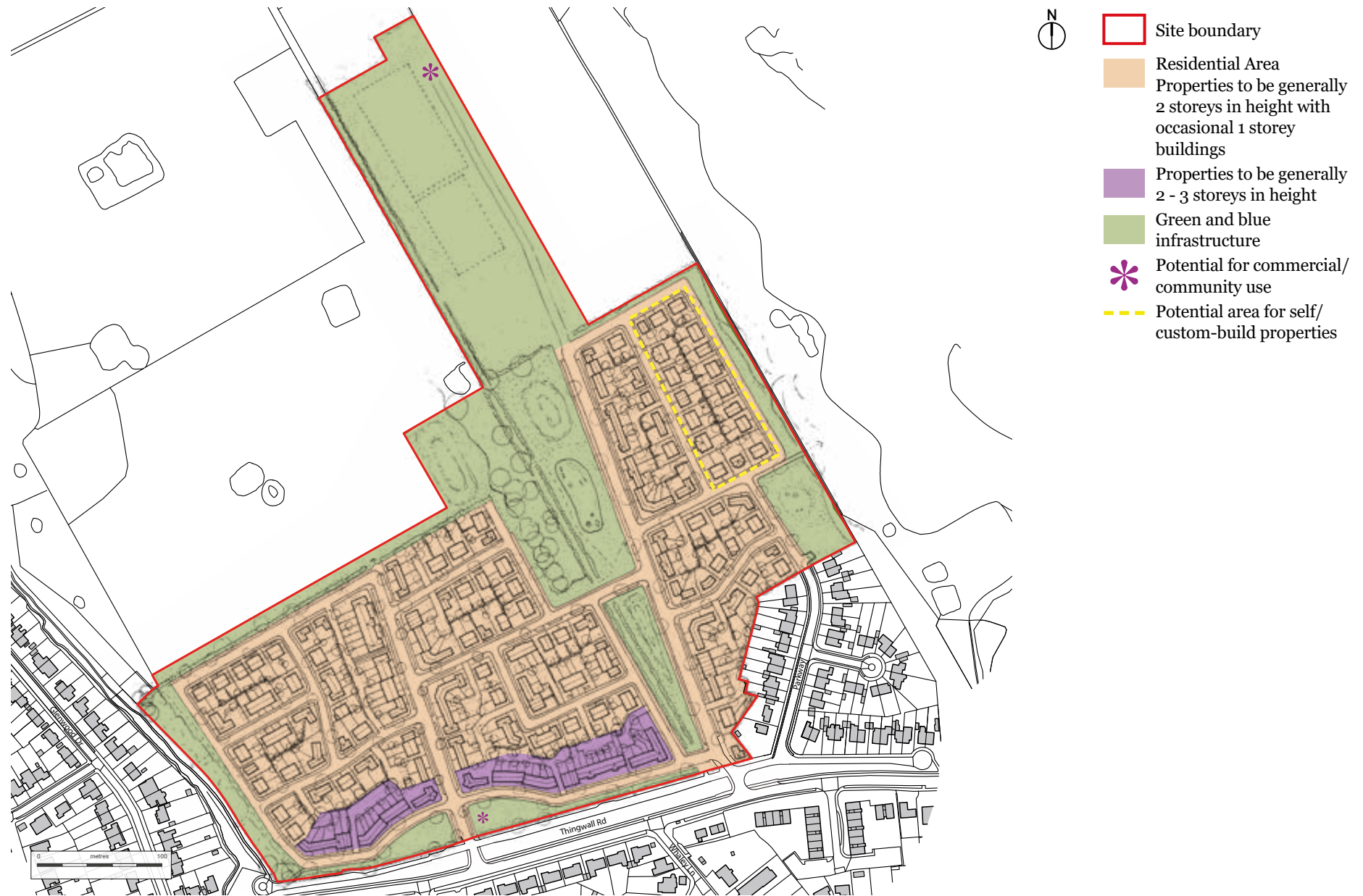


Figure 16: Land use

5.9 Landscape

The masterplan layout is strongly landscape led and described on the following pages. Of particular note is how the layout has responded to the recommendations of the Preliminary Ecology Appraisal and Landscape and Visual Impact Assessment (LVIA) baseline to enhance landscape character and biodiversity, whilst also moderating the visual prominence of the development, by assimilating it into its landscape setting.

In line with the recommendations of the Preliminary Ecology Appraisal the Site design has:

- Retained and incorporated a 10m buffer to the existing woodland and pond habitats within the centre of the Site, in addition to the adjacent LWSs (Arrowe Park and Limbo Lane Pond), which are located adjacent to the eastern and northern boundaries.
- Retained all hedgerows, except where access is required, and incorporated a buffer zone from built development covering, as a minimum, the root protection area and up to 5m where possible.
- Provided compensatory habitat replacement to ensure there is a net gain of biodiversity overall.
- Enabled later detailed design to incorporate:
 - measures to ensure minimal impacts on nocturnal animals (e.g. badgers and foraging bats) that may be commuting in areas within 50 m of the Site, or (in the case of bats) directly above/within the Site. These include minimising lighting and noise, particularly at night, directional lighting (downward and away from the commuting features), and/or cowled lighting, and in line with current guidance (BCT and ILP, 2018); BCT, 2014; Stone, E.L. (2013).



Howard Park, Letchworth Garden City



Wetland habitat, Slimbridge



Figure 17: Landscape

- opportunities for nesting birds and invertebrates within the development.
- bat box/bat brick scheme to enhance the wider Site for roosting bats.
- plant species of native origin, with high value for pollinating insects, and incorporated areas for semi-natural biodiversity habitats.
- the use of hedgehog-friendly fencing.
- the creation of habitat/log piles within the ecological buffer zones and retained woodland areas.

In line with the findings of the LVIA baseline the Site design has:

- Retained and enhanced the boundary hedgerows and trees (except where access is required) with enhanced planting to fill in gaps and diversify the existing hedgerow stock. This would provide a buffer which, along with the proposed outwards facing properties, would ensure a softened and active frontage is visible in views from the north of the Site.
- Retained the full extent of the existing north south hedgerow (except where access is required), habitats and bridleway in a green wedge through the centre of the Site retaining a local leisure route and increasing connectivity with footpaths to the east and west of the Site.
- Retained long distance views through the Site towards the north, within the street layout.
- Incorporated public green space to the north of Parkway which provides a green connection to Arrowe Park via the footpath within the adjoining woodland.
- Proposed tree planting on streets and within the public open spaces.

5.9.1 Landscape strategy

Figure 17 illustrates the proposed landscape and ecology strategy for the Site and the distribution of green infrastructure. Nearly 40% of the Site area is to become public open space incorporating green and blue infrastructure and delivering benefits for wildlife and people and responding to the challenges of climate change.

At the heart of the Site, a ‘wedge’ of green and blue infrastructure will provide a green corridor between Thingwall Road and the rural landscape to the north of the Site. The wedge will incorporate the existing ponds, woodland and wetland habitats, trees and hedgerows and provide new publicly accessible parkland areas, a central play area, sports pitches and drainage features.

The woodland and hedgerow setting of the Site will be preserved, with green space buffers at the northern, eastern and western boundaries forming continuous green corridors for wildlife connectivity. The landscape at the entrance to the Site and throughout the residential areas will be formal in character, including a crescent park at the Site entrance. In the east of the Site, a pocket park with play area will be provided, allowing for a green link to Arrowe Park.

The proposed landscape strategy for the Site includes:

- A green wedge in the centre of the Site. This is an important link between the Thingwall Road and the countryside to the north. It will include:
 - retained and expanded woodland, pond and hedgerow habitats and appropriate habitat buffers.
 - a large central play area (combined Local Equipped Area for Play (LEAP) and Neighbourhood Equipped Area for Play (NEAP) of approximately 1400sqm).

- new parkland incorporating sustainable drainage attenuation features to capture surface water run-off. These will be designed as wetland habitats.
 - 1.4 ha of land for sports pitches which will be designed to meet local needs. A potential location for changing rooms or a small pavilion is shown.
 - a pedestrian route and Cycle Supergreenway connecting Thingwall Road to Arrowe Brook Lane.
- A pocket park with orchard trees and a smaller play area (LEAP – approx. 500sqm) to the north of houses on Parkway
 - At the front of the Site the landscape will have a formal character, with a crescent shaped park, and retained hedgerows and avenue trees onto Thingwall Road.
 - A habitat buffer of 10m next to Arrowe Brook Park/Neilson’s Planation in the east which is a Site of Biological Importance, and a 10m buffer to Limbo Lane in the west.
 - Retention and enhancement of east-west hedgerows, and adjacent permissive bridleways providing edge to edge connectivity between Limbo Lane and Arrowe Park.
 - Streets will be planted with street trees wherever possible to provide urban cooling and an attractive leafy character. The arrangement of street trees and species selection will reflect the proposed character of individual streets for example creating formal avenue streets framing long distance views to the sea, and a more informal arrangement of ornamental species on the minor streets.
 - Houses will have planted front and rear gardens, including the provision of a fruit tree for each property.
- The development will seek to double the existing tree canopy cover on the main (southern) part of the Site, to help meet the commitments of Wirral’s Tree, Hedgerow and Woodland Strategy.
 - Public spaces and play areas will be designed to be DDA compliant, inclusive and welcoming to all ages and abilities.
 - Off-site, Leverhulme will invest in the extension of the Cycle Supergreenway to Arrowe Brook Lane, tree corridor planting and enhancements to existing hedgerows in its rural estate to the north.

5.9.2 Public open space and play space provision

The provision of open space goes well beyond the minimum requirements of Policy CS32 of the adopted Unitary Development Plan for Wirral and the greater quantum recommended in Wirral’s Draft Open Space Standards Paper (2020).

The latter proposes that the equivalent of 89 square metres of open space should be provided per dwelling, of which 6 square metres should be play provision. With the proposed development parameters allowing for up to 290 new homes, this equates to a requirement for 2.58 hectares of green space, of which 0.17 hectares to be formal play space provision. The Paper recommends that play provision should be provided if there is more than 0.04 hectares required in total.

The landscape plan (Figure 17) and parameter plan (Figure 24) proposes publicly accessible open space provision totalling 6.55 hectares including a sports pitches on 1.4 ha of land, and two play areas totalling 1900 sqm of play space in total.

5.9.3 Indicative landscape proposals

The indicative landscape proposals for the Site are described graphically in Figure 18 and include the following proposed elements:

- Native Species Hedgerows
- Native Species Woodland
- Native Species Trees
- Parkland Trees
- Street Trees
- Garden Trees
- Orchard Trees
- Amenity Grass
- Wildflower Meadow
- Wetland Meadow.

The Site is located on the urban edge of Irby and is contained to the east and west by tracts of mature woodland. The open rural landscape lies to the north of the Site and the Site's proposed development will create a new edge to the settlement in this location. The landscape proposals respond to this scenario in that the northern edges to the development are to be defined by sections of native species hedgerow, native species woodland, native species individual tree planting and will also include two new waterbodies.

These proposals will form an appropriate transition between the new development and the rural landscape beyond in that the proposed native species trees and hedgerow will be consistent with those

located within the countryside, will create an appropriate visual and physical edge to the development by assimilating the new houses into the landscape and the views experienced from it, whilst also providing additional new habitat. The native species hedgerows and trees will also connect with existing blocks of woodland and hedgerows, thus creating habitat links for the dispersal of species and will also promote natural regeneration by colonisation.

Trees are highly valued within residential environments and add substantially to the quality and character of street scenes and gardens. Trees bring a sense of scale and structure that cannot be created by other plants. They are rarely planted by home owners and must be planned in at the outset as the backbone to the structural landscape for the development.

All native species trees will where practicable, be locally sourced from locations in the north-west of England and north Wales. Native species trees have been selected with reference to existing trees that are present and successful within the area, and with reference to online information provided by the Cheshire Wildlife Trust.

The parkland trees comprise a number of native species trees and non-native species ornamental trees. Native trees within peripheral open spaces and streets will provide a consistency with the native species used along the transitional edges of the development and they will provide new habitat and enhanced biodiversity in all locations.

The non-native ornamental species parkland and street trees have been selected to provide scale, colour, texture and variety to open spaces and street scenes, whilst also providing the opportunity to creating different character areas within the development by utilising a particular palette of trees in a specific zone.

The garden trees selected provide a selection of smaller trees with an appropriate mature scale and spread and a variety of colours, forms

-  Existing trees to be retained
-  Existing hedge
-  Existing scrub
-  Proposed native species hedge
-  Proposed parkland hedge
-  Proposed native trees
-  Proposed parkland trees
-  Proposed street trees
-  Proposed garden trees
-  Proposed orchard trees
-  Proposed native woodland planting
-  Amenity parkland grass
-  Wildflower meadow
-  SuDS feature



Figure 18: Illustrative landscape framework plan

and textures. Trees located within garden areas will contribute to enhancing the street scene by complementing nearby street trees and those in adjacent open spaces.

The proposed orchard will form an attractive element in its own right and will contribute to the overall variety of green infrastructure within the development. The orchard will yield fruit for the local community whilst providing habitat for wildlife – orchards are recognised as a Priority Habitat by the Natural Environment and Rural Communities Act 2006. The species selected are varieties local to Wirral and Cheshire and are known to thrive on Wirral as they have been selected with reference to trees grown successfully at Brimstage Hall Orchard.

Within the Wirral Tree Strategy 2020, WBC have committed to planting 210,000 trees between 2020 and 2030. The quantities of proposed trees indicated within the Illustrative Landscape Framework plan will make a significant contribution towards WBC's Tree Strategy objectives.

Wildflower meadows only require low levels of maintenance and attract and support a range of species and they also create a variety of colours, shapes and smells providing an interesting display throughout spring, summer and autumn. The presence of wildflowers with nectar-rich plants helps support dwindling populations of native pollinators including butterflies, moths and bees, helping to sustain insects that pollinate our food crops.

The proposed SUDs waterbodies are also located adjacent to the northern boundary of the Site and will be seeded with two different wildflower seed mixes for wetlands and pond edges. These areas of wetland grass will provide additional levels of enhanced biodiversity with further opportunities to plant native species trees.

An indicative species mix is provided overleaf.



Native Woodland Planting

Native trees



Acer campestre



Alnus glutinosa



Betula pendula



Corylus avellana



Fagus sylvatica



Malus sylvestris



Pinus sylvestris



Populus tremula



Prunus avium



Prunus padus



Quercus petraea



Quercus robur



Tilia cordata



Ulmus glabra

Parkland trees



Acer freemanii
'Autumn Blaze'



Betula albo sinensis
'Fascination'



Platanus hispanica



Quercus palustris



Sorbus aria



Sorbus aucuparia

Street trees



Gleditsia triacanthos
'Sunburst'



Liquidambar styraciflua
'Worplesdon'



Prunus 'Sunset
Boulevard'



Pyrus calleryana
'Chanticleer'



Native Woodland Planting

Garden trees



Acer platanoides
'Crimson Sentry'



Crataegus prunifolia
'Splendens'



Prunus umineko



Sorbus vilmorinii

Hedging



Mixed Native Hedge



Betula albo sinensis
'Fascination'



Parkland Hedge
(Fagus sylvatica)



Parkland Hedge (Fagus
sylvatica) - autumn

Wildflower meadows



Wildflower Seed Mix -
Emorsgate EM2F



Liquidambar styraciflua
'Worplesdon'

**Swale and Balancing
Pond/Pond and Stream
Margin Planting**



Swale and Balancing Pond
Mix - Emorsgate EM8



Pond and Stream Margin
Mix - Emorsgate EP1

Orchard Trees



Malus domestica
'Annie Elizabeth'



Malus domestica
'Crawley Beauty'



Malus domestica
'Grenadier'



Malus domestica
'Lord Derby'



Cydonia oblonga
'Meeches Prolific'



Cydonia oblonga
'Meeches Prolific'



Cydonia oblonga
'Vranja'



Cydonia oblonga
'Portugal'

5.9.4 Biodiversity net gain

A baseline Biodiversity Net Gain (BNG) Assessment has been undertaken by Environment Bank, which has been used to inform development proposals. The Wirral's current UDP requires a 'no net loss' to biodiversity for developments. However, it is anticipated the emerging Wirral Local Plan will require a minimum 10% uplift in biodiversity for all developments in line with the Environment Act 2021.

The Biodiversity Accounting Assessment of the current masterplan concludes that on balance of impacts and habitat creation/enhancement, the proposed development will result in a net gain of 7.17 habitat Biodiversity Units (BU) and a net gain of 3.38 hedgerow BU, equivalent to a net gain of 15.09% and 43.97%, respectively. In addition, on balance of impacts and habitat creation/enhancement, the report also concludes that the Leverhulme Vision will result in an additional net gain of 0.49 habitat BU and a net gain of 5.10 hedgerow BU, equivalent to a net gain of 16.34% and 76%, respectively

This has been achieved by retaining and enhancing the more distinctive habitats on-site including the hedgerows, woodland and ponds, with the main area of the development located within the low distinctiveness arable habitat. Although based on a Illustrative Masterplan, the assessment will be updated as plans are finalised with a minimum 10% net gain achieved either on-site or offsite within the wider estate vision.



5.9.5 Landscape and Visual Impact Assessment

A Landscape and Visual Impact Assessment (LVIA) has been undertaken by Barnes Walker and has informed the evolution of the masterplan layout through an iterative process as noted above. The LVIA concludes that upon maturity of the landscape proposals the proposed development would not be visible from Arrowe Country Park, Arrowe Park Golf Course or any long-distance viewpoints.

Upon maturity of the proposals there would be no significant residual effects upon the landscape within the study area. Residual effects upon the landscape character would be Minor Adverse at worst. The incorporation of areas of open space, green corridors, footpaths, wetland, tree, hedgerow and grassland planting, would enhance biodiversity and the recreational value of the site resulting in beneficial residual effects upon the landscape features. There would be some significant visual effects upon the views experienced by people using the two permissive routes through the Site. These visual effects would be confined to the immediate local area and would be permanent.



5.10 Housing mix

The illustrative masterplan supports the delivery of a mix of detached, semi-detached and short runs of terrace properties ranging from 2 to 4 bedrooms, and a smaller number of 2 and 3 bedroom bungalows and 1 and 2 bedroom apartments.

30% affordable housing will be provided, in excess of existing and emerging Wirral Council policies. Around 10% of the housing plots are offered for self-build and custom build homes.

Figure 19 provides an indicative housing mix as follows, which reflects local housing need together with the character and scale of the local area:

<i>House Type</i>	<i>Total number of units</i>	<i>Number of affordable units</i>	<i>Number of market units</i>
1-2-bedroom apartments	38	11	27
2-bedroom houses	56	17	39
3-bedroom houses	115	35	80
4-bedroom houses	70	21	49
2-bedroom bungalows	4	1	3
3-bedroom bungalows	7	2	5
Sub-total		87	203
Total	290		

Indicative housing mix

5.11 Townscape and urban design

In line with the accompanying Leverhulme Design Charter, the design seeks to embed the new neighbourhood comfortably within its surroundings while establishing a beautiful and bespoke character reflecting the Leverhulme vernacular and the best of Wirral.

5.11.1 Layout and block structure

In response to the character and age of the surrounding area, and the earlier phase of Leverhulme development at Parkway, the layout is relatively formal with a garden city typology incorporating tree lined avenues and formal green spaces. It also takes inspiration from the earlier Leverhulme development at Port Sunlight which preceded the Parkway scheme.



Corner building with frontage on two streets Loftus Garden Village, Newport



Houses fronting onto a green corridor

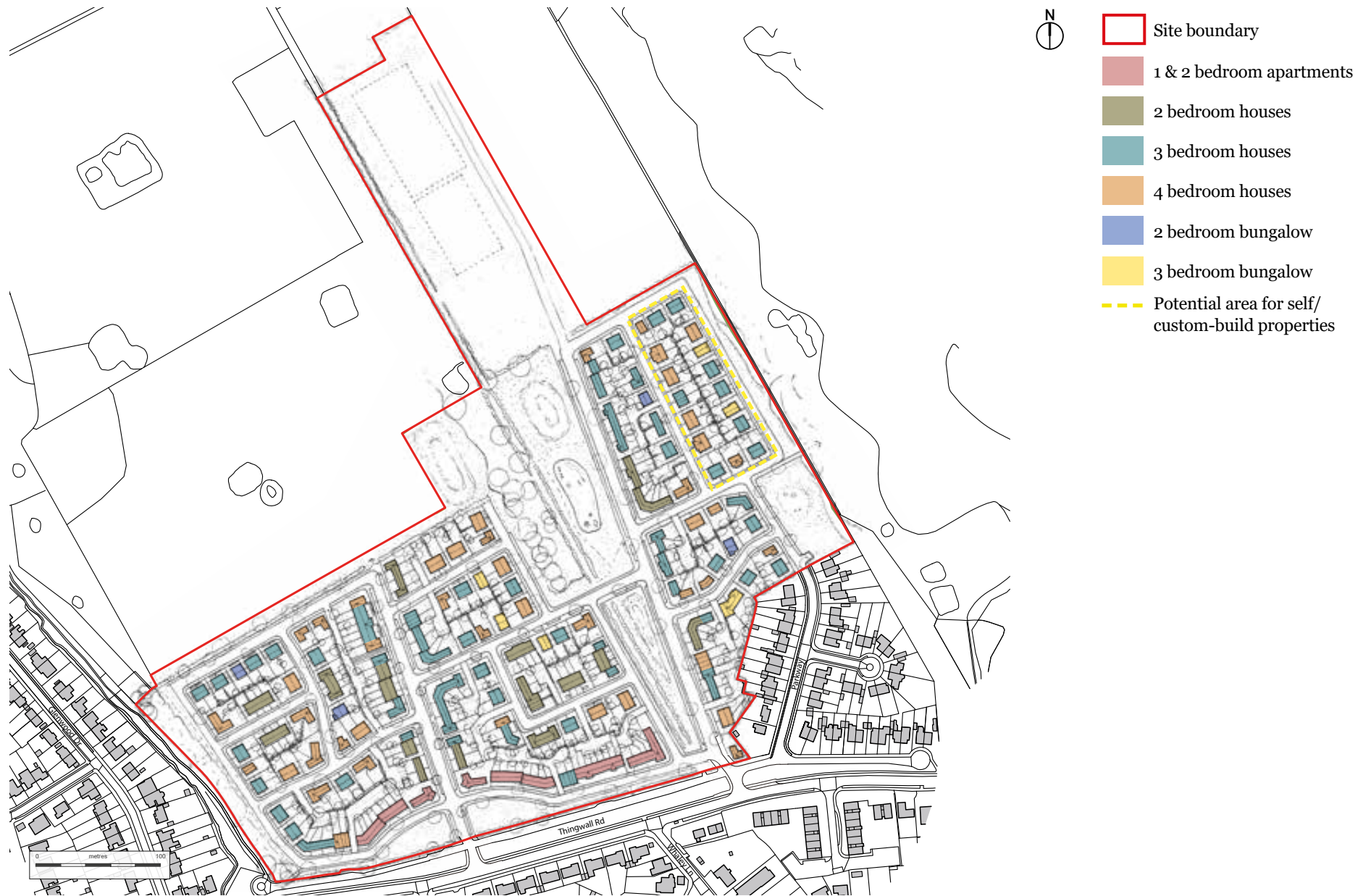


Figure 19: Indicative housing mix

The landscape of the Site provides a clear structure to the layout, with a green wedge forming the central feature of the layout.

Long distance views north across the Site and towards the sea are captured along two wide, straight avenues which provide the primary access into the Site and give access to the sports pitches.

A formal crescent of buildings and a green space at the entrance to the Site reflects the intent of the original 1930s plan and creates an attractive frontage to Thingwall Road.

The arrangement of streets and green spaces has been designed to provide easy access on foot or bicycle to Thingwall Road and to the pedestrian and cycle routes that run through the Site and connect it to the surrounding area.

Each development block is designed as a loose perimeter block. Homes are designed to front outwards addressing the street and green corridors with rear gardens contained within the centre of the block. The detailed design of blocks will follow local standards in relation to overlooking and private amenity space. Rear gardens will be designed to allow 21m between habitable rooms and 14m from habitable room window to blank gable.

Landmark buildings will be used to terminate views and bespoke corner buildings will provide frontage to streets on both sides, to avoid blank facades.

5.11.2 Scale and massing

The design features a variety of building heights and typologies which are arranged to reinforce the character of individual streets.

Short runs of terrace properties will create a well-defined frontage and sense of enclosure to the wide avenues that frame the sea views and to the central green wedge. Homes here will be 2 storey with some rooms in dormers. Additional enclosure to the street will also be provided by avenue trees, which will have an upright form to retain the view corridor.



Terraced housing, Port Sunlight



Terraced housing with hedged front gardens, Newport



Figure 20: Urban design

Taller buildings of 2-3 storey are proposed to frame the crescent on Thingwall Road, set back behind the crescent park and hedgerow. The properties here will include townhouses and some apartments. The latter will be designed to resemble larger townhouses/terrace blocks and will blend in seamlessly with adjacent properties.

A looser grain and less continuous frontage is proposed to the west and east of the avenues, with a mix of detached and semi-detached homes fronting the wooded landscape at the eastern and western boundaries of the Site. The majority of properties will be 2 storeys in these areas, with some detached bungalows.

5.11.3 Edges and gateways

The development will be outward facing with development frontage to Thingwall Road, and green corridors within and at the edges of the Site. This will support the creation of safe, well-used public spaces through passive surveillance from active residential frontages.

A short section of hedgerow to the west of the green wedge, is backed/sided onto by properties to enable efficient use of land in this part of the Site.

The increased height and formality of the crescent layout will create an attractive gateway at the entrance to the Site on Thingwall Road. By setting this formal crescent back, behind the existing boundary hedge, avenue of trees and access road adjacent to Thingwall Road, and a new crescent park, a gateway feature will be created which does not feel overbearing to the lower rise properties on the southern side of Thingwall Road.

Where the Site is immediately adjacent to the existing residential street 'Parkway', the layout proposes back gardens, or secure small parking areas, against existing back gardens to create an appropriate rear boundary and overlooking distance to existing properties. At the



Outward facing development at the edges of the Site
Trumpington Meadows, Cambridge



Overlooked green corridor, Upton, Northampton

northern end of Parkway, the layout seamlessly connects the existing street with the proposed street network, although this will be for pedestrian and cycle access only. The proposed pocket park to the north of Parkway provides an open outlook to the existing property frontage.

5.11.4 Architecture

Bespoke architectural design is to be agreed at reserved matters stage and will reflect local building typologies of the surrounding early twentieth century and of Port Sunlight combined with 21st century requirements for high levels of energy efficiency, accessibility and internal space standards (in line with the Government's Nationally Described Space Standards).

It is expected that a range of long-lasting materials will be used including red brick, render, timber details and occasional use of red sandstone. Buildings will have pitched roofs, with the ridgeline generally running parallel to the street. A variety of gable designs addressing the street, steep roof pitches and the inclusion of first and second floor pitched dormers, and porches will create a varied roofscape and attractive articulation of the front elevations.

5.11.5 Public realm

Small planted or grassed front gardens are proposed to the front of properties. Generally, these will be bounded by a hedge or a low, red brick, or stone wall or to clearly define the public/private boundary.

Along the sea view avenues, an unbounded lawn may be provided to the front of properties referencing the character of Port Sunlight.

Street trees will be planted on all streets within the footway or grassed verges. Species will be selected using the 'right tree, right place' approach and with consideration of utilities corridors and other street elements.



New streets with a simple Arts and Crafts flavour
Letchworth Garden City



Small planted front gardens and streets trees within grassed verges, Loftus Garden Village, Newport

5.12 Sustainable drainage

Sustainable Drainage System (SuDS) features are proposed to attenuate surface water run-off so that peak outflows are equal to or less than the peak greenfield run-off rates for the equivalent Site area.

Surface water run-off from the roofs of the residential properties and associated driveways, footpaths and access roads will drain via overland flow, to source control features and drainage gullies. Conveyance of flow will be via reticulated sewer, following the local topography to three attenuation ponds, in the west (with an effective storage of 3043.6 cubic metres), in the east (with an effective storage of 2902.3 cubic metres) and in the south east (with an effective storage of 741.8 cubic metres). The outlet from each pond will discharge at a controlled rate to a surface water sewer within the central track and will pass flow north to Arrowe Brook.

Further SuDS measures will be considered as part of the detailed design stage, for example filter drains and pervious paving.

5.13 Noise mitigation

Properties will be fitted with appropriate glazing to mitigate any noise impacts on the internal environment, as set out in Appendix 3 of the Acoustics chapter of the Environmental Impact Assessment which accompanies this planning application.

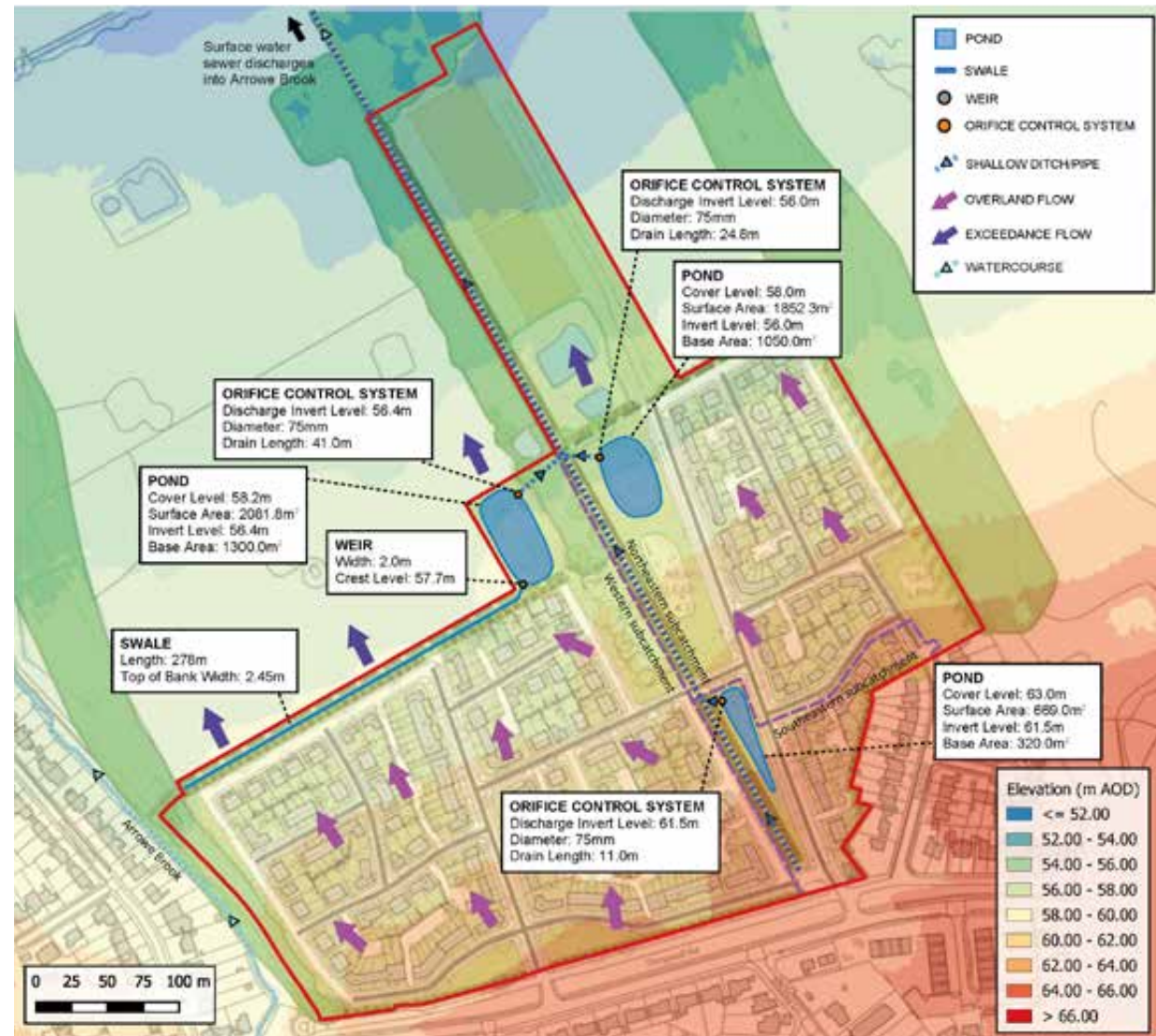


Figure 21: Drainage

5.14 Access and movement

Curtins has been appointed to produce a Transport Assessment that considers all traffic and transportation matters associated with the development. An Interim Travel Plan has also been prepared to encourage travel by sustainable modes.

In preparing both documents, Curtins has liaised with representatives from WBC and National Highways to discuss the application Site in detail.

The highway impacts of the traffic predicted to be generated by the proposed development have been assessed at key junctions on the road network using the most recent junction modelling software. This process concluded that the proposed development would be acceptable from a highways perspective. Notwithstanding, Leverhulme is in an excellent position to assist the region with the development of transport infrastructure improvements and mitigation is currently being considered.

5.14.1 Vehicle access points

Vehicular access to the Site is proposed to be provided directly from Thingwall Road in the form of two priority junction arrangements (for details see Curtins Drawing 078239-CUR-00-XX-DR-TP-75001-P01: Access Arrangement). Each access provides pedestrian and cycle infrastructure in the form of either a 2m wide footway or a 3.5m wide shared footway/cycle way which would tie into the existing footway provisions on the northern side of Thingwall Road.

Street and junction design will be in accordance with Wirral local design standards and Manual for Streets.

No vehicle access is proposed from Parkway.



5.14.2 Street hierarchy

The street hierarchy for the Site is illustrated on Figure 22. The proposed street layout within the Site consists of three main street types:

- Tree lined avenues (major residential street)
- Minor residential streets
- Shared surface/lanes

The three major residential streets, two going north-south and another going east-west will provide primary movement routes through the Site. North-south tree-lined avenues are intentionally wider to enable long distance views. They will accommodate a carriageway of 6.0 - 6.75m, alternating on-street visitor parking, wide front garden lawns and street trees. The east-west avenue with 5.5 –



Figure 22: Movement and access

6.0m carriageway will connect the two north-south avenues. The tree-lined avenues will provide access to a number of a tree-lined minor residential streets and shared surface lanes.

Minor residential streets to the east and west of the avenues will continue the green and leafy character but at a reduced scale. The streets are designed with 5.5m carriageway, wide pavements, street trees, front boundaries and opportunities for on-street parking. The minor residential street leading to the Parkway is a no through route with turning head.

Shared surface lanes lead off the avenues and/or minor residential streets. There are five shared surface lanes of 9m width, two in the north-west and three in the centre of the Site. At the end of the shared surface lane running parallel to the Cycle Supergreenway is a turning head.

All streets will be designed to be DDA compliant, inclusive and welcoming to all ages and abilities.

5.14.3 Walking and cycling

The layout of the proposed neighbourhood will create a network of streets, footpaths and cycleways, which make it easy to walk and cycle around the Site and connect with green spaces, footpaths and streets in the surrounding area.

To support emerging proposals in Wirral's draft Green Infrastructure Strategy for a Cycle Supergreenway network, the existing permissive bridleway running in the centre of the Site is to be extended and enhanced to become a Cycle Supergreenway. This will deliver a high quality walking and cycling route providing a safe, off-road cycle route from Thingwall Road to Arrowe Brook Lane in the north. The existing access road at the front of the Site that runs parallel to Thingwall Road will also be redesigned for use by cyclists and pedestrians as part of the Supergreenway.

Together with Leverhulme's proposed route at Heswall, these will become the first sections of the Borough's Cycle Supergreenway network to be delivered. The design of the Supergreenway will be agreed with Wirral Council for consistency with the wider route.

Existing east-west permissive bridleways and footpaths at the northern boundary of the Site will be retained and incorporated into the scheme, providing connections with Limbo Lane footpath to the west and into Arrowe Brook Park to the east.

There are a number of other proposed pedestrian routes that cross the Site running through green corridors to provide edge-to-edge connectivity: a north-south route, parallel to the existing middle track; adjacent to Limbo Lane Plantation in the west; adjacent to Neilson's Plantation to the east; and within the Site along the Thingwall Road frontage.

A new pedestrian and cycle connection will be provided at the eastern side of the Site linking into Parkway.

Pedestrian/cycle crossings and traffic calming features will be provided where the Cycle Supergreenway crosses the proposed residential streets, to provide pedestrian and cycle priority.

5.14.4 Public transport

The street layout provides direct connections to Thingwall Road where existing bus stops for a number of bus services are located. Given the small scale of the development it is not proposed to bring bus services into the Site.

The Site is considered to be accessible from sustainable modes of travel in line with national and local transport planning policy.

5.14.5 Parking provision

Parking will be provided in accordance with the maximum standards set out by Wirral Borough Council's Supplementary Planning Document.

Parking is generally provided on plot, to the side of properties to minimise the visual impact of parked cars on the street frontage. Where terrace and apartment properties are proposed, off-street parking is to be provided to the rear in small, secure parking courts directly related to the properties they serve or in property rear gardens, accessed via a secure rear lane.

Electric vehicle charging will be provided in line with national and local adopted standards.

Parking for bicycles will be provided in line with Borough standards in accessible locations on plot, and serving public green spaces.

Although there is currently limited access to car sharing services/car clubs across Wirral there are opportunities to increase car clubs by introducing car sharing bays at train stations, town and local centres, key employment areas and leisure centres, ideally within 400m of residential areas. As part of the wider car club services across the peninsula, there is opportunity to provide on street parking spaces for club cars within the Site.







Parking provided to the side of properties

5.15 Character areas

Five character areas are proposed to create a sense of hierarchy between different parts of the development and to respond to the context of the Site.

The boundaries of the character areas are fluid and intend to create subtle changes of tone throughout the development adding legibility and identity to the new neighbourhood.

The character areas are:

-  Sea view avenues
-  Leafy streets
-  Thingwall crescent
-  Green edge
-  Open space

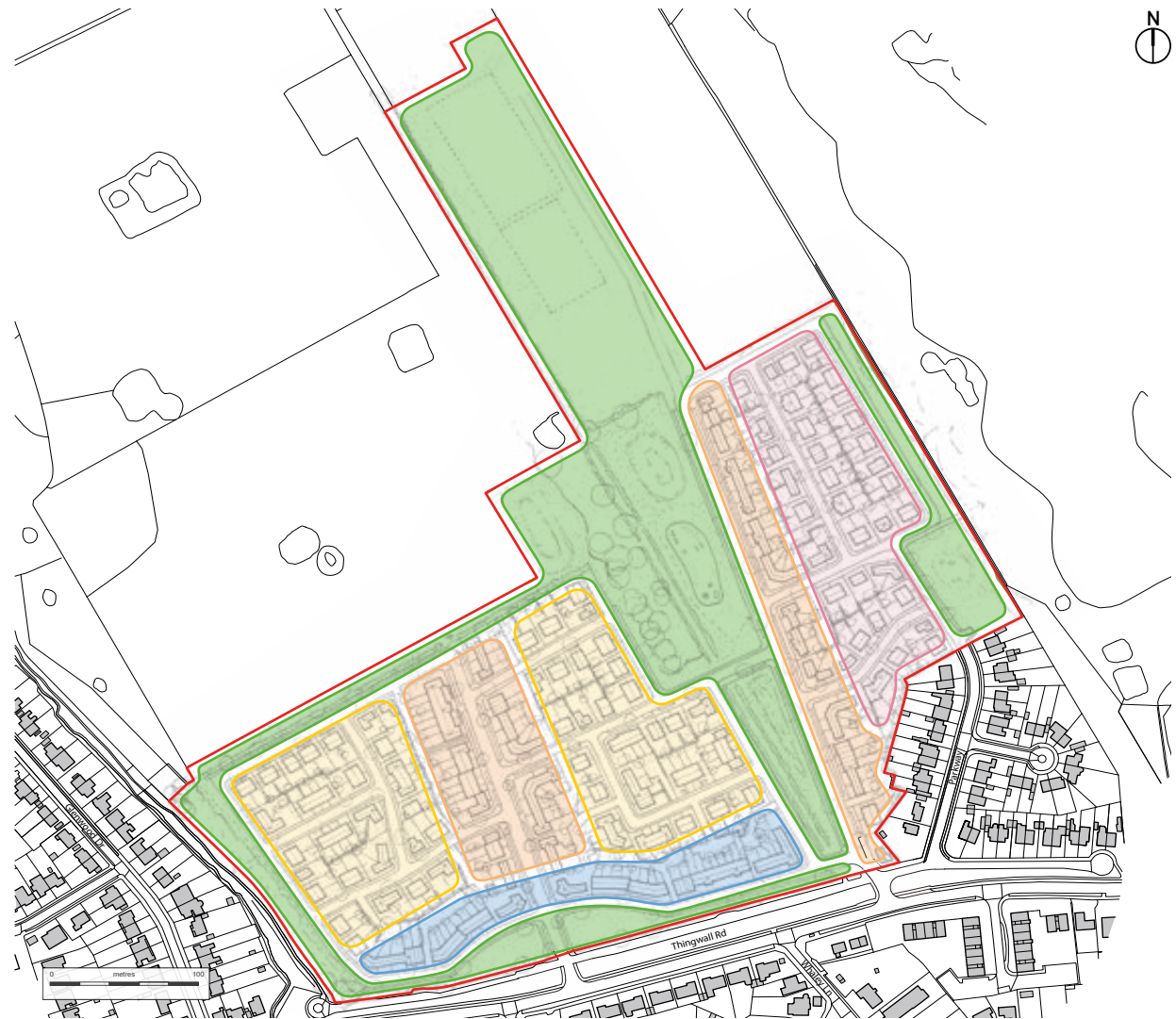


Figure 23: Character areas

5.15.1 Sea view avenues

Long distance views north across the Site and rural landscape towards the sea are captured along two straight avenues. The character of the sea view avenues area draws from the historic village of Port Sunlight. Buildings will be arranged in short groups of terraces to create a strong frame to the street. The avenues will have a formal character with wide streets incorporating on-street parking, street trees and large front lawns.

The properties adjacent to the green wedge will front onto and provide passive surveillance of the green space and Cycle Supergreenway. Vehicle access to properties in this character area will generally be from the rear, to enable a more continuous development frontage.



Sea view avenues location plan



Avenue framed by terrace housing at Port Sunlight



Terrace properties at Upton, Northampton

The main characteristics of this area are:

- A formal character with short runs of terrace properties of 2 storeys some with dormers
- Street trees arranged formally as an avenue, with an upright character to preserve view corridors
- Taller (2.5 and 3 storey) corner buildings designed to resemble larger detached villas
- Street carriageway widths of between 6m and 6.75m
- Grassed front gardens of up to 5m, with no hard boundary reflecting the character of Port Sunlight
- No front drive parking. Rear parking within landscaped courtyards serving a maximum of 6 houses or within property rear gardens accessed by a secure rear lane.



Artist's impression of new avenue with view towards the sea

5.15.2 Thingwall crescent

A formal crescent at the entrance to the Site is inspired by the 1930s plan and creates an attractive frontage to Thingwall Road. Situated behind the trees and green space this character area will have a formal townscape. It will provide access to the development via two junctions. The grouping and location of properties will be regular and along clear building lines, with buildings defining corners.



Thingwall Crescent location plan

The main characteristics of this area are:

- A formal character with terraced housing and apartments of 2 to 3 storeys
- A formal crescent shaped park, with small pavilion building housing a cycle hub or cafe
- Retention of the existing hedge fronting Thingwall Road
- Near continuous housing frontage
- A private set-back of 1-2m and a high quality, formal boundary treatment in keeping with the character of Thingwall Road (such as a wall or hedge)
- Formally arranged street trees
- No front drive parking. Rear parking within landscaped courtyards serving a maximum of 6 houses.



Cycle hub with cafe



Artist's impression of Thingwall crescent

5.15.3 Leafy streets

This character area will provide homes with generous gardens, fronting onto tree-lined streets with a formal 'garden suburb' character. The grain of the development will be looser than the sea view avenues and Thingwall crescent character areas with a greater proportion of semi-detached and detached properties. It will provide a mix of family housing predominantly 2 to 4 bedrooms, generally of 2 storeys in height.

The majority of parking will be on plot to the side of properties. Properties at the edges will overlook and provide passive surveillance over the walking and cycling routes and green corridors.

The main characteristics of this area are:

- Less formal character, with greater variety in the building line and set back
- More ornamental species of street trees
- Street carriageway widths of 5.5m
- Predominantly 2 storey buildings with occasional bungalows
- Bespoke corner buildings providing frontage to all public streets
- Planted front gardens of 3-4m with wall or hedgerow boundaries
- Parking provided to the side of the house.



Leafy streets location plan



Homes overlooking open space



Bespoke corner building, Letchworth

5.15.4 Green edge

This character area covers leafy residential streets surrounding and close to open green space to the north, Neilson's Plantation and a pocket park. It comprises two areas: northern and southern. The northern area is dedicated for self-build or custom build homes and the southern relates to the Parkway development.

Northern area – self build

This area has been suggested as a dedicated area for self-build or custom build homes. A set of design parameters will be established at reserved matters to ensure that the design of individual plots is compatible with the wider development. Broadly speaking, individual plots will be required to comply with the parameters of the wider development Site and the design rules listed below:

- Typologies to be semi-detached or detached properties of 1-2



Green edge location plan

storeys in height with pitched roofs

- Properties must front onto streets and overlook green spaces, with windows and / or front doors on all public facing elevations.
- Properties are to be set back from the street by a maximum of 4m.
- Front gardens are to be planted and bounded by a low wall or hedge boundary
- Back gardens to be a minimum 10m long and follow local requirements regarding overlooking distances
- Parking is to be provided on plot to the side of properties
- Locally appropriate building materials are to be used in harmony with the existing neighbourhood and proposed wider development
- Buildings with high sustainability including passive house construction will be encouraged.



Detached house with on plot parking, Heyford, Oxfordshire

Southern area

Situated to the north of Parkway this character area will provide a soft transition between the existing neighbourhood and the northern area of self-build homes to the north. It will provide a mix of family housing that will be arranged to create enclosure and a well-defined frontage to the pocket park and streets.

The main characteristics of this area are:

- Semi-detached and detached properties
- Building set-back following the alignment of adjacent Parkway properties
- Predominantly 2 storey buildings with occasional bungalows
- Street carriageway width of 5.5m
- Bespoke corner buildings providing frontage to all public streets
- Planted front gardens of 3-4m with wall or hedgerow boundaries
- Parking provided to the side of the house



Recent 'Arts and Crafts' style development at Letchworth Garden City

5.15.5 Open Space

This character area comprises of green open space including a central green wedge and crescent, sports pitches, play areas, drainage attenuation features, wetland habitat areas and existing trees and hedgerows. The area will be kept free from development.

Details relating to green infrastructure within this character area are provided in Section 5.7.



Open space location plan

5.16 Secured by Design

The illustrative masterplan layout has been informed by Secured by Design 2019 guidance principles. The design follows the guidance with respect to:

- Streets and new public open spaces are overlooked by the frontage of properties, wherever possible, to encourage natural surveillance.
- Pavements run as part of the street to the front or side of dwellings. Routes will be appropriately lit.
- Dwellings front outwards onto the street with a clearly defined public/ private boundary.
- The layout allows for a mix of property sizes and types to encourage a mixed community and activity throughout the day.
- Private gardens are generally located to the rear of properties, abutting other rear gardens and private boundaries to create a secure rear boundary with appropriate fencing.
- Generally parking is provided on plot accessed from the front of the property. Rear parking will be designed as parking courts directly related to properties. They will be well landscaped with a combination of trees, hedgerows and climbing plants and will allow convenient access to rear gardens for bin and cycle storage.
- The layout of the masterplan has legible, direct routes to public open spaces and play facilities to encourage intuitive wayfinding.
- Windowless elevations and blank walls facing the public realm will be avoided.
- Secured by Design matters will be considered further through reserved matters including in relation to public open space design, planting, lighting, boundaries and parking design.



Overlooked public open space, Trumpington Meadows, Cambridge



Rear parking court, Abode at Great Kneighton, Cambridge

5.17 Sustainability

Leverhulme fully supports Wirral Council's Environment and Climate Emergency commitments to:

- Cut climate damaging pollution locally in line with global targets, whilst developing resilience to more extreme weather patterns and rising sea levels that impact Wirral
- Protect and enhance biodiversity.

The masterplan design responds to this commitment in the following ways:

At the neighbourhood level:

- The development is sustainably located, being within 10-15 minutes walk of Irby local centre facilities, local shops, primary schools.
- The permeable neighbourhood layout, moderate densities, footpath and cycleway links have been designed to encourage walking and cycling to local facilities instead of vehicle use.
- The Site will deliver part of the long-distance Cycle Supergreenways network to encourage active travel for leisure and commuting, reducing the need to travel by car.
- Frequent bus services serve Thingwall Road with a stop adjacent to the Site entrance, providing access to destinations across Wirral.
- Deciduous street trees will be planted on every street and in local green spaces to provide shelter from strong winds, capture carbon and to moderate extremes of temperature through evaporative cooling, while allowing sunlight in winter.
- Additional trees and hedgerows will be planted off-site to capture carbon, moderate temperatures and protect soil.

- The sports pitches and cycle hub will encourage healthy lifestyles and community cohesion.
- The retention of trees and hedgerows, creation of green corridors, nature areas, together with tree planting and planted private gardens will contribute to an uplift in biodiversity units on-site (BU) of 7.17 habitat BU and 3.38 hedgerow BU, equivalent to 15.09% and 43.97% net gain, respectively with additional biodiversity net gain related to Leverhulme Vision proposals.
- Surface water run-off will be attenuated on-site using sustainable drainage features.
- The layout maximises the zero-carbon potential from a passive design perspective balancing this with the constraints of the Site and the importance of creating an attractive and connected layout. This includes:
 - Using terrace and grouped properties within the scheme. These are inherently more energy efficient than detached homes and create attractively framed streets.
 - Orientating streets broadly east-west where possible, to maximise the number of homes with a north-south orientation and roofs suitable for PV panels.

At the plot level:

- Detailed design will seek to provide homes which are 'zero carbon ready' with low carbon heating and high levels of energy efficiency, including those delivered in advance of the 2025 deadline proposed by the Government's emerging Future Homes Standards. This will enable homes to become fully zero carbon as the national grid is decarbonized without the need for future retrofitting.
 - A fabric first approach will be adopted with high levels of

insulation and increased air tightness, high efficacy lighting and passive or heat recovery ventilation systems. The details of the design will be determined at reserved matters stage.

- New homes will be planned to have dual aspect to maximise daylighting and natural ventilation potential and will have high ceilings to manage the heat within the buildings and good sized glazed areas to reduce the need for artificial lighting.
- Given the location and density of the proposed development, it is anticipated that each dwelling will have an individual heating system rather than obtain energy from a centralised energy system. The system used will depend on the building typology but it is anticipated that this will include the use of air source heat pumps and photovoltaic panels.
- Locally sourced materials, recycled and reused materials should be used wherever possible.
- All timber used should be from PEFC or FSC certified sources.
- Every home will have access to at least one electric vehicle charging point.
- All homes will have secure, accessible cycle parking.

5.18 Proposed development parameters

Outline planning approval is sought for the development parameters shown on Figure 24. These reflect the design principles of the illustrative masterplan, while allowing for design refinement of the layout through the reserved matters process. The proposed development parameters comprise:

- Up to 290 residential dwellings including around 10% of plots for self-build or custom-build properties
- Vehicular access to the Site via two junctions with Thingwall Road
- Provision of public open space incorporating a central green wedge of retained areas of woodland and wetland habitat, sports pitches, two play areas and amenity green space, and smaller parks and green spaces at the edges of the Site totalling 6.55 ha in total inclusive of formal play space provision. The layout of public open space is indicative within the residential development area. Areas of retained habitat and buffer zones are proposed as a fixed parameter.
- Pedestrian accesses onto Thingwall Road, Parkway, Arrowe Park, Limbo Lane and the existing PRow network.
- Creation of a Cycle Supergreenway route in the middle of the Site and along the southern boundary



Figure 24: Development parameters

6.0 Conclusion

This Design and Access Statement describes and illustrates how the design of the proposed development of up to 290 new homes has evolved in response to an analysis of the Site's constraints and opportunities, in particular its landscape setting and views. The design has taken on board the feedback received from public consultation and the findings of technical assessments including ecology, landscape, highways, drainage and noise assessments.

The proposed development is in accordance with the Leverhulme Vision, and Leverhulme Design Charter and seeks to deliver a high-quality and locally distinctive place at the edge of Irby. The illustrative masterplan is strongly landscape-led and shows how a formal, layout inspired by Port Sunlight and the Garden City movement can be successfully integrated with the adjacent residential streets and wider landscape. This document demonstrates how development can deliver much needed, high-quality homes, while strengthening walking and cycling links to the countryside and supporting active, healthy lifestyles.

Our design has sensitively incorporated the following:

- Retention and celebration of the Site's landscape features and views forming the structure for the neighbourhood
- Creation of a formal crescent forming the gateway to the Site
- Creation of a Cycle Supergreenway and walking and cycling links
- Provision of sports pitches, sports pavilion, two play areas and a cycle hub to support community cohesion and healthy lifestyles
- Creation of landscape buffers to sensitive habitats including the adjacent Site of Biological Importance
- Flood prevention measures such as drainage features to capture water run-off before it reaches Arrowe Brook
- Sensitive integration with the adjacent Parkway residential neighbourhood.
- Provision of plots for self-build or custom-build properties.

Appendix A: Design Charter assessment

The following table summarises how the proposed development is in line with the commitments of the Leverhulme Design Charter.

In summary, the proposed scheme design and approach meets all the relevant Design Charter commitments for an outline application and provides an appropriate framework for the delivery of Design Charter commitments at the Reserved Matters and implementation stages.

Design Charter Commitment			Detailed commitments of relevance to outline planning applications	Assessment
1	Context	To create beautiful places which enhance their surroundings by responding directly to the special character, culture and heritage of Wirral, and the setting, constraints and assets of each Site.	Contextual and Site analysis	Detailed context and Site analysis is presented in Section 3 and Section 4 of this document
			Analysis informs design	The Site has been designed following contextual and Site analysis, design rationale is presented in Section 5
			Character study informs design	The design of the Site is influenced by the Leverhulme Estate Characterisation Study (Appendix B, Leverhulme Design Charter) for example the layout takes inspiration from development at Port Sunlight and incorporates two straight and wide avenues, bespoke corner buildings and terraced properties behind the generous grassed front gardens
			Wider strategic role considered	The Site has been designed as part of the long-term estate-wide plan for growth, environmental and accessibility enhancements (see Leverhulme Vision, An Enhanced Green Belt section). For example, it provides part of the strategic Cycle Supergreenway
			Consultation informs design	Feedback from public consultation was reviewed and incorporated into the design where possible. Summary of the Consultation Report is presented in Section 5.4.4

Design Charter Commitment			Detailed commitments of relevance to outline planning applications	Assessment
2	Movement	To develop places where residents' health and wellbeing is supported by creating connected, walkable neighbourhoods. To create integrated places by linking new neighbourhoods with the surrounding street network. To support Wirral Council's aim for fossil fuel free local travel by 2030.	Walkable neighbourhood layout	The scheme proposes a layout that creates a network of footpaths that provides easy access on foot around the Site and connect with the surrounding area
			Pedestrians prioritised	To provide pedestrian/cycle priority crossings/ traffic calming features will be provided where the Cycle Supergreenway crosses the proposed residential streets
			Overlooking of public routes	Properties will front onto public spaces, wherever possible, to encourage natural surveillance
			Delivers cycle supergreenway (where relevant)	The scheme will deliver a section of Cycle Supergreenway from Thingwall Road to Arrowe Brook Lane
			Cycle parking	The basis for cycle parking is provided in this document, see Section 5.14.5
			Electric vehicle charging point	The basis for electric vehicle charging infrastructure will be in accordance with national and local adopted standards.
			Spaces for car clubs	The basis for car clubs are presented in Section 5.14.5
			Parking appropriate to street character	Character sensitive parking types are presented in Section 5.15
			Transport assessment undertaken	Transport Assessment has been produced by Curtins, summary of the report is presented in this document in Section 3.6 and Section 5.14

Design Charter Commitment			Detailed commitments of relevance to outline planning applications	Assessment
3	Nature	To make green spaces, trees, hedgerows and gardens core characteristics of every Leverhulme neighbourhood for the benefit of the environment, climate and community wellbeing. To bring significant environmental gains to Wirral through enhancement of habitats across the rural Leverhulme estate.	Biodiversity net gain of at least 20 %	Biodiversity net gain of at least 20 % is achieved across the phase 1 sites and associated phase 1 Leverhulme Vision proposals
			Footpaths, cycleways connections to green spaces	The proposed layout will create a network of footpaths and cycleways incorporated in and connecting to green spaces within the Site and its surroundings, see Section 5.14.3 for more details
			Wirral Draft open space standards	The proposed provision of open space within the scheme is more than double than the minimum required, see Section 5.9.2 for more details
			Multi-functional green and blue infrastructure network	Provision of multi-functional green and blue infrastructure network within the Site is presented in Landscape Strategy, Section 5.9.1
			Sustainable drainage system (SuDS)	Site's SuDS strategy is presented in this document in Section 5.12
			Outdoor garden space	The basis for front/back garden space is provided in Section 5.11.1 and Section 5.11.5
			Retention of trees, woodland and hedgerows or compensatory planting	Existing woodland, trees and hedgerows will be retained, except where access is required, in this instance compensatory replacement will be provided
			Double tree canopy cover on-site	Streets will be planted with street trees, houses will have planted front and rear gardens, including fruit trees. The development will seek to double tree cover on the main part of the site.
			Right tree, right place planting	Street tree species will be selected using the 'right tree, right place' approach. Indicative planting is shown on Figure 18 with planting plan to be agreed at Reserved Matters
		Hedgerow planting	Enhanced hedgerow planting will fill in gaps and hedgerows at the boundaries will be strengthened	

Design Charter Commitment			Detailed commitments of relevance to outline planning applications	Assessment
4	Built form	To create new neighbourhoods with a coherent and harmonious layout, moderate densities and human scale which fit comfortably with their surroundings and their location at the urban/rural edge.	Harmonious overall street composition	The design of harmonious overall street composition is presented in detail in Section 5.11 and Section 5.15
			Use of linked buildings	Terraced and linked buildings are proposed to create a formal and enclosed street character, for example the Sea View Avenues and Thingwall Crescent, see Section 5.15.1 and Section 5.15.2
			Use of perimeter blocks	Each development block is designed as a loose perimeter block
			Townscape aids legibility	The masterplan creates a legible layout with a clear structure. It has landmarks that terminate the views and bespoke corner buildings for easier way finding, for more detail see Section 5.11.1
			1-3 storey buildings	Majority of the properties will be 2 storeys, with occasional bungalows, and buildings of 2-3 storeys fronting onto Thingwall Road. See Section 5.15 for more details on building heights
			Use of street trees	Street trees will be planted wherever appropriate to provide an attractive leafy character, provide urban cooling, shelter from strong winds and capture carbon

Design Charter Commitment			Detailed commitments of relevance to outline planning applications	Assessment
5	Identity	To establish neighbourhoods which are distinctively Wirral, with a beautiful and bespoke character reflecting the Leverhulme vernacular and the surrounding area.	Reflects Leverhulme places and surrounding character	The masterplan takes inspiration from Port Sunlight and development at Parkway, for details see Section 5.11 and Section 5.15
			Variety and interest in non-residential elements	The masterplan proposes variety of non-residential uses within the Site including parkland, sports and play areas, habitats and wetlands, opportunity for retail/community uses and a sports pavilion
			Use of new Leverhulme vernacular	New Leverhulme vernacular will reflect local building typologies of the surrounding early twentieth century and of Port Sunlight combined with 21st century requirements. For more detail see Section 5.12.4
6	Public spaces	To create public spaces and streets which are welcoming and safe, and which support community interaction and cohesion.	Secured by Design principles	The design of the scheme has been informed by Secured by Design 2019 guidance principles, see Section 5.16 for more details
			Incorporates new public spaces	The scheme incorporates new public spaces including parkland, children play areas, sports pitches, for details see Section 5.9.1
			DDA compliant public spaces	The scheme proposes public spaces, streets and play areas will be designed to be DDA compliant, details to be agreed at Reserved Matters stage
			Street hierarchy reflects movement and place functions	Street hierarchy for the Site is shown on Figure 22 and described in detailed in Section 5.14.2
			Enclosure to streets	Enclosure to the streets will be provided by building frontages, boundary treatments and trees. See Section 5.11.5 and Section 5.15

Design Charter Commitment			Detailed commitments of relevance to outline planning applications	Assessment
7	Uses	To create a broad mix of homes and flexible spaces for non-residential uses across the estate. This will bring vitality, support health and wellbeing, rural enterprise, community organizations and community cohesion.	New uses for redundant buildings	Not relevant for this Site
			Provision of new community facilities	The scheme proposes opportunities for a cycle hub/community focus near the Site entrance and a sports pavilion to the north
			Inclusion of parks and play areas	The landscape strategy proposes a new central parkland, pocket park, crescent shaped park and two play areas. For more details see Section 5.9 of this document
			Strategic planning of facilities	The scheme creates opportunities for sports facilities and sports pavilion to the north and a cycle hub to the south of the Site
			Flexibility for building adaptation/land use change	Housing fronting the crescent will be designed with larger floor to ceiling heights at the ground floor to support future change of use
			Variety of house sizes and tenures	The scheme proposes the delivery of detached, semi-detached and short runs of terraced properties and small apartment buildings varying between 1 to 4 bedrooms in size. See Section 5.10 for more details. The indicative building footprint is in line with the Nationally Described Space Standards, 2015
			Provision of bungalows on larger schemes	The masterplan identifies opportunities for a bungalows provision, see Section 5.10 for more details
			Affordable house provision and tenure blind design	30% affordable housing will be provided
			Opportunity for self-build/custom-build on larger Sites	The scheme provides opportunity for self-build/custom build homes, see Section 5.10 for more details

Design Charter Commitment			Detailed commitments of relevance to outline planning applications	Assessment
8	Homes and buildings	To create properties which can adapt to residents' changing needs over time, and which provide a safe and comfortable environment to call home.	Use of Nationally Described Space Standards, 2015	The indicative building footprint is in line with the Nationally Described Space Standards, 2015
			Inclusion of Lifetime Homes where possible	The layout incorporates the plots and buildings in line with Building Regulations, Part M(2), Accessible and Adaptable Dwellings, HM Government, 2015
			Inclusion of private/communal garden space	All properties will have a private garden reflecting the size of property and the Site constraints
			Garden sizes, generally no less than 10m in length	The masterplan proposes back gardens of a minimum of 10m long
			Limit overlooking between properties	Rear gardens will be designed to allow 21m between habitable rooms
			Rear gardens in centre of the block	Each development block is designed as a perimeter block as a result rear gardens are in the centre of the block
			Majority of private parking on plot	Parking is provided to the side of the house, where the terraced housing is proposed parking will be within landscaped courtyards serving a maximum of 6 houses or within property rear gardens

Design Charter Commitment			Detailed commitments of relevance to outline planning applications	Assessment
9	Resources	To support Wirral Council's Environment and Climate Emergency commitments by considering environmental, social and economic aspects of sustainability at all stages of the planning and design process.	Woodland planting across the Estate	Leverhulme is proposing enhancements to existing and creation of new woodlands, see Leverhulme Vision, 'An Enhanced Green Belt' section, including off-site woodland planting to the north of Site A.
			Environmental and farming enhancements	Vision for environmental and farming enhancements is presented in Leverhulme Vision document, see section 'An Enhanced Green Belt'
			Long distance cycleways and footpaths	A wider strategy of long distance cycleways and footpaths is presented in Leverhulme Vision document, see section 'Enhancing access'. A section of Cycle Supergreenway will run through this Site
			Walkable neighbourhoods	The scheme proposes a permeable neighbourhood layout that creates a network of footpaths and provides easy access on foot around the Site connecting it with the surrounding area. This will encourage walking and cycling to local facilities instead of vehicle use
			Mix of property sizes and tenures	The masterplan provides a mix of different property tenures and sizes (varying between 1 to 4 bedrooms in size). See Section 5.10 for more details
			Use of sustainable drainage systems	SuDS strategy for the Site is presented in Section 5.12
			Garden and street tree planting	The masterplan proposes planting street and garden trees on every street and in local green spaces
			Use of terrace and grouped properties	Layout of the Site include terraced and grouped properties, see Section 5.11 and Section 5.15
10	Lifespan	To deliver long-lasting, beautiful places to live. To maintain a role in their ongoing management and community stewardship.	Leverhulme directly prepares outline planning application	This Design and Access Statement is part of the outline planning application submission package prepared by the team working directly with Leverhulme.

Appendix B: Building for a Healthy Life assessment

The following table summarises how the proposed development is in line with the commitments of Building for a Healthy Life, 2020, Homes England.

Building for a Healthy Life		Assessment
Integrated Neighbourhoods		
1	Natural connections	The Site design meets all the green criteria relevant for an outline planning application, for example retained hedgerows are kept within the public realm, streets and routes can be extended in the future
2	Walking, cycling and public transport	The Site design meets all the appropriate and relevant green criteria for an outline planning application, for example it contributes to Wirral's draft Green Infrastructure Strategy delivering a section of Cycle Supergreenway
3	Facilities and services	The Site design meets all the green criteria relevant for an outline planning application, for example land is reserved for non-residential uses
4	Homes for everyone	The Site design meets all the green criteria relevant for an outline planning application, for example a range of housing typologies are provided that support local housing needs and policies to help create a broad-based community; apartments are designed with private gardens
Distinctive Places		
5	Making the most of what's there	The Site design meets all the green criteria relevant for an outline planning application, for example existing middle track used as an anchor feature; sensitive transition between existing Parkway development and new development is provided
6	A memorable character	The Site design meets all the green criteria relevant for an outline planning application, for example structural landscaping framing views to the sea create places with a memorable character
7	Well defined streets and spaces	The Site design meets all the green criteria relevant for an outline planning application, for example dual aspect homes on street corners with windows serving habitable rooms are proposed
8	Easy to find your way around	The Site design meets all the green criteria relevant for an outline planning application, for example major streets are made different to minor streets through the use of different spatial characteristics, building typologies, building to street relationships, landscape strategies and boundary treatments.

Building for a Healthy Life		Assessment
Streets for all		
9	Healthy streets	The Site design meets all the green criteria relevant for an outline planning application, for example streets are planted with trees and have landscape layers that add sensory richness to a place; streets are also responding to pedestrian and cycle 'desire lines'
10	Cycle and car parking	The Site design meets all the green criteria relevant for an outline planning application, for example small parking courtyards are provided where parking space directly relates to the property and is overlooked by first floor habitable rooms
11	Green and blue infrastructure	The Site design meets all the green criteria relevant for an outline planning application, for example plans are provided that identify the character of new spaces, such as 'parks', 'woodland', 'sports pitches', 'wetland' rather than 'P.O.S.'; design provides natural surveillance opportunities, there are four houses that back on the green space, in all other occasions houses front or side onto POS
12	Back of pavement, front of home	The Site design meets all the green criteria relevant for an outline planning application, for example there is no left over spaces with no clear public or private function

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*‘Leverhulme’s estate-wide approach can deliver
much-needed homes and unlock strategic
transport, landscape, biodiversity and economic
opportunities for the benefit of all of Wirral’*



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