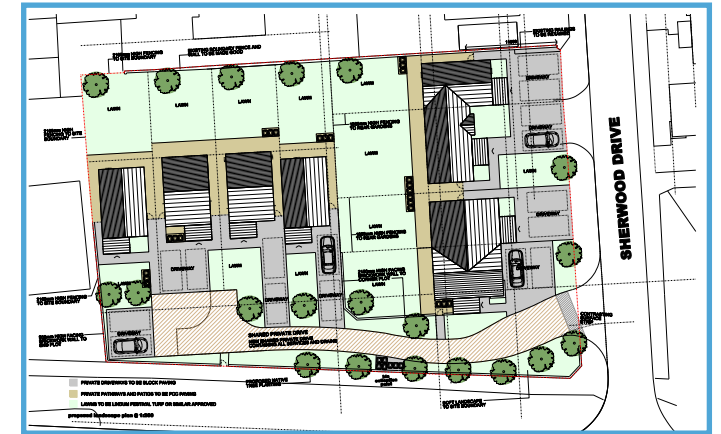




FORMER PENNY BLACK PH, LICKERS LANE,
WHISTON L35 3SR

DESIGN AND ACCESS STATEMENT

ISSUE 1 – 3 AUG 2021



INTRODUCTION

This written statement has been prepared in support of a Full Planning Application relating a vacant site on the corner of Lickers Lane and Sherwood Drive. The application seeks permission for eight new dwelling houses.

BACKGROUND INFORMATION

Site Location

Site of Former Penny Black Public House,
Lickers Lane, Whiston, L35 3SR

Development

Full planning application for the proposed construction of 4no. semi-detached two storey dwellings and 4no. detached two storey dwellings, all with dedicated parking areas, landscaping and associated works.

Date prepared

July 2021

Applicant

TJ Thomas Estates

1 Derby Buildings
Wavertree Road
Liverpool, L7 3ES

Agent

SNOW architects Ltd.

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Structural Engineers

SUTCLIFFE

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Telephone 0151 227 3155

Traffic Management / Highways

Eddisons

340 Deansgate
Manchester M3 4LY

LOCATION AND SITE PLAN

Site Details

The application site comprises the former Penny Black public house and car park, situated on the junction of Lickers Lane and Sherwood Drive. Vehicular access is off Sherwood Drive.

Topography - contours on the site

Following a topographical survey we have ascertained that the site is approximately level across Lickers Lane whilst having a minimal gradient to Sherwood Drive.

Surrounding buildings

The surrounding area is predominately residential in character and whilst the properties are all two storey with gable roofs there is some variation in the age and style of the properties. The properties in the vicinity are generally two storey houses, of red brick construction with either grey or red concrete tiled pitched roofs. The proposed houses are to be constructed using traditional construction techniques and will comprise of facing brick elevations, with feature string soldier coursing, render panels, uPVC windows and doors, beneath a tiled pitched roof. The construction of the proposed houses will therefore complement the mix of property types and size in the immediate vicinity. A traditional styled development that will sit comfortably within its surroundings.

Site Area

The application site area is approx 2152m².

Adjacent land uses, and relevant planning proposals

The site is primarily located in a C3 residential area. The classification of use within the scheme will be

- C3 Dwelling Houses.



Examples of similar developments in the adjacent area at Manor Wood Drive and Croftwood Grove.



Suggested Layout after discussion with Planning Officer



Layout for Application 21/00080/FUL

PLANNING HISTORY

A prior application for the erection of 8no. bungalows (C3 Dwelling Houses) had been submitted for the site, but has subsequently been withdrawn:-

11/00683/ FUL	DEMOLITION OF FORMER BETTING OFFICE, PARTIAL DEMOLITION, EXTERNAL ALTERATIONS, EXTENSION TO AND CONVERSION OF EXISTING PUBLIC HOUSE INTO 5 NO. DWELLINGS TOGETHER WITH ERECTION OF 5 NO. DWELLINGS AND ASSOCIATED CAR PARKING.	Withdrawn
13/00239/ FUL	DEMOLITION OF FORMER BETTING OFFICE AND OUTBUILDING, PARTIAL DEMOLITION, EXTERNAL ALTERATIONS, EXTENSION TO AND CONVERSION OF EXISTING PUBLIC HOUSE INTO 3 NO. DWELLINGS TOGETHER WITH ERECTION OF 6 NO. DWELLINGS AND ASSOCIATED CAR PARKING AND ACCESS FROM SHERWOOD DRIVE	Approved
21/00080/ FUL	ERECTION OF 8 NO. BUNGALOWS TOGETHER WITH REVISED VEHICULAR ACCESS TO SHERWOOD DRIVE, PARKING, LANDSCAPING AND OTHER ASSOCIATED WORKS	Withdrawn

It is understood from the above application that the principle of a residential use development in this location is acceptable, and previous applications facing the site have established the maximum scale and massing of development appropriate for the area.

It will be shown through the accompanying reports and drawings that there is nothing in either the statutory development plan or national planning policy that either prevents the proposed development from coming forward or would argue it offends any particular policy to the extent that on a balanced judgement of all the relevant issues it suggests that planning permission should be resisted. Furthermore, having regard to the NPPF presumption for development in favour of sustainable development which causes no overriding conflict with development plan policy or other harm, the development is considered to be in keeping with relevant planning policies.

PROGRAMME

The Client has indicated the development is ready to progress if approval is granted.

DESIGN SOLUTION

Design Objectives

The planning policies and guidance documents that have informed the design process and against which the proposals will be appraised include:

- NPPF 'seek to secure high quality design' (paragraph 17)
- UDP Policy DQ1: 'Design'
- UDP Policy DQ3: 'Trees and Development'
- UDP Policy DQ4: 'Public Greenspace and Development'
- Design requirements for New Housing
- New Housing Supplementary Planning Guidance
- Secure by Design Guidelines
- BS 8300:2001 Design of Buildings and their Approaches
- Department of Transport - Design Manual For Streets

To meet the needs of Disabled People

- BS 5588 Part 8 1999 Fire Precautions in the Design, Construction and use of Buildings, Code of Practice for means of Escape for Disabled People
- Approved Document M / B / A / L1 to the Buildings Regulations 2000

The site is situated within an area identified on the Knowsley Unitary Development Plan as within a primary residential area. Policy H5 of the adopted plan deals with development within primarily residential areas and confirms that new development will be permitted subject to it not having an unacceptable impact upon the immediate neighbouring occupiers and not adversely affecting the character of the street scene of the area.

The proposed layout has been designed in a way, which achieves the most acceptable interface distances between the properties and adjacent buildings. Also the layout gives an adequate number of car parking spaces in accordance with the Development Plan policies.

A number of site factors have influenced the layout:

- The relationship of the site to the surrounding properties and the site boundary.
- Existing and proposed pedestrian and vehicular access along Lickers Lane and Sherwood Drive..
- The scale and mass of existing residential properties along Sherwood Drive and Croftwood Grove.

The design principles used to inform the proposed layout include:

- Properties fronting all routes including roads, footpaths, and open spaces
- Appropriate space around dwellings providing adequate garden space and frontage landscaping
- Examples of similar developments in the adjacent area at Manor Wood Drive and Croftwood Grove.

The position of the proposed dwellings has been designed to meet the required separation distances required by the Planning authority.

The position of the buildings has also been considered, so that there is adequate access to each plot for car parking and bin storage and there will be adequate recreational space for their own personal use at the rear of the dwellings.

The provision of principal windows to habitable rooms has been considered in relation to the layout of the buildings and surrounding properties and to maximise the views from the dwellings, these principal windows have been kept at the front and rear of the proposed dwellings.

Landscaping

New tree planting will be located along Lickers Lane in order to replace the existing trees that are to be removed in order to facilitate the re-development.

It is the intention to replace these trees with heavy standard, container grown trees, secured with tree stakes and ties and protected with a 1.8 metre high mesh guard. All trees will be clear stemmed to 2 metres height.

The individual housing plots will generally include front lawns. The rear gardens will include turf and small areas of paving.



Examples of the house types previously constructed by the Design Team in Sherwood Drive

Pedestrian / Vehicular movement

It is intended that the development site can be accessed by pedestrians and vehicles from Sherwood Drive through the formation of a new vehicular entrance that meets the requirements of the Highways department. Since the private 2.75m wide driveway is effectively a shared surface access, an entrance feature (contrasting surface strip or ramp) at the tangent point leading into the access road will be constructed to the approval of the Highways department.

Refuse

The drawings indicate refuse stores located within the curtilage of each property. It is also intended that a central bin storage collection point, will be constructed to allow for ease of collection from Sherwood Drive.

Fire Brigade Access

The drawings indicate Fire Brigade Access with ease of access from the main highway in compliance with Approved Document B5 of the Building Regulations. Water supplies / Fire Hydrants will be risk assessed and provided in liaison with Merseyside Fire and Building Control once detailed design of the scheme have been finalised.

The project will also comply with Section 55 of the County of Merseyside act 1980 and will provide adequate means of access for Fire Brigade to the building. The development will not render inadequate existing means of access for Fire Brigade to a neighbouring building.

Access for Fire Tenders

6.150 Under Building Regulation B5, access for fire tenders is required to a point not further than 45m from all parts of the ground-floor of any residential building. Any street or private drive forming part of such a fire access way must be no less than 3.7m wide between kerbs (though this may reduce to 3.1m for a gateway or similar short narrowing) and should have a minimum centreline bend radius of 6.55m (or 7.75m if enclosed by walls) and headroom of 3.7m.

6.151 The access way including manholes should be capable of carrying a 12.5-tonne vehicle, though structures such as bridges should have a minimum carrying capacity of 17 tonnes. A cul-de-sac that is more than 20m in length must have a turning head of at least size 3. Where there are flats of more than four storeys there are additional access requirements; for more information, refer to the Building Regulations and/or the local Building Control Authority. Fire access will normally be to the front of dwellings, but rear access is acceptable provided it is clearly signed and the dwellings are also numbered from that side.

SUSTAINABILITY / ENERGY EFFICIENCY

The brief for the site is summarised as follows:

- Sustainable clean technologies in renewable energy, water re-use.
- Design and specification for low energy/super insulation, 25% higher insulation over and above the current Building regulations standards.
- Where possible the use of natural ventilation is used to the maximum, excluding kitchen /wc's /server which would require mechanical ventilation.
- Consideration and incorporation of sustainable construction issues and construction methods. These will be coupled to high standards for air tightness, in comparison to the Building Regulations.

The development creates an opportunity to regenerate an a vacant site for residential purposes incorporating the modern energy standards and the greening up of a site with extensive landscaping.

The development proposes well - screened, generous sized rear gardens to all of the properties to ensure private external amenity space is provided for the well - being of the occupants of every house.

Sustainable principles will be incorporated as follows:

- Provision of compost bins.
- Provision of secure sheds for storage of garden tools and cycles.
- Dedicated hard - standings for collection in separate bins for recycling purposes.
- Provision of washing lines to enable natural drying in secure, private rear gardens.
- High efficiency boilers.
- Energy labelled white goods.
- Low energy external security lighting activated by PIR sensors.
- Consideration to be given to other renewable energy sources such as solar panels, PV panels, air/ground source heat pumps.
- Fabric First' approach to the building elements ensures very high levels of insulation built - in to the building.
- High performance windows with Low E glass. Windows to provide good levels of day lighting.
- Low energy light fittings.
- Smart meters fitted to electrical supply.

- Electric vehicle charging points to be fitted to each dwelling.

Contractors considerations:

- Use of local labour and materials - monitoring of suppliers and deliveries to reduce journeys and vehicle movements.

RECYCLING AND RECLAMATION

As design is developed, opportunities to utilise reclaimed materials will be monitored and included where practicable. Incorporation of reclaimed materials will be market dependent, and is hence wholly subject to the successful sourcing and availability of quality and quantity within the overall budget and programme parameters.

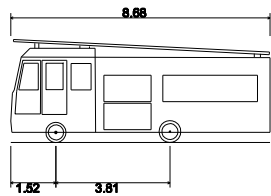
Water Recycling

The proposed project specification will provide

- Water butts for re - use of collected rainwater on gardens.
- Fitting of water restrictors to showers and taps.
- Twin flushing cisterns to WC. With max. 6 litre flushing, to limit the amount of water use.

Drainage to driveways and pathways will be provided using a Sustainable Drainage Systems (SUDS) system and permeable paving to control flooding and pollution.

We understand the site is located in an area with a low probability of flooding in preliminary consultation with the Environment Agency.



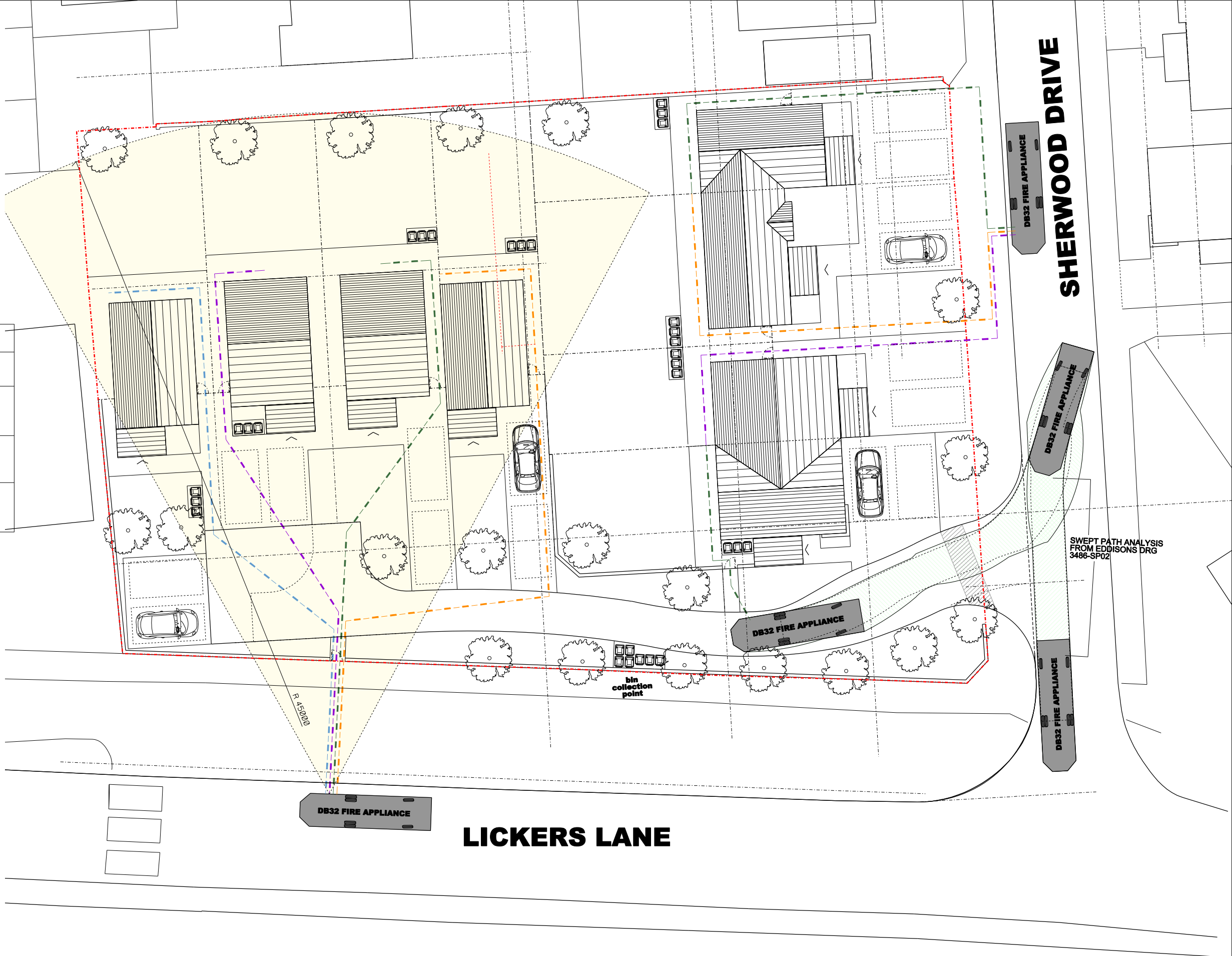
DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m



FIRE TENDER HIGHWAY DESIGN CHECKLIST - BUILDING REGS PART B

DESIGN FEATURE	DESIGN REQUIREMENTS	NOTES
TURNING FACILITIES	FIRE SERVICE VEHICLES SHOULD NOT HAVE TO REVERSE MORE THAN 20m FROM THE END OF AN ACCESS ROAD.	Complies
ACCESS ROUTE	MINIMUM WIDTH OF ROAD BETWEEN KERBS - 3.7m	Complies
ACCESS TO BUILDINGS	THERE SHOULD BE VEHICULAR ACCESS FOR A PUMP APPLIANCE TO SMALL BUILDINGS TO EITHER: A) 15% OF THE PERIMETER; OR B) WITHIN 45m OF EVERY POINT ON THE PROJECTED PLAN AREA (OR FOOTPRINT) OF THE BUILDING	Complies



LICKERS LANE

SHERWOOD DRIVE

DB32 FIRE APPLIANCE

DB32 FIRE APPLIANCE

DB32 FIRE APPLIANCE

DB32 FIRE APPLIANCE

DB32 FIRE APPLIANCE

bin collection point

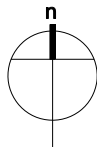
R 45000

SWEPT PATH ANALYSIS
FROM EDDISONS DRG
3486-SP02

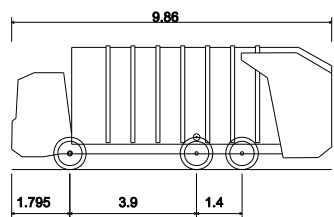
NOTE: ALL PROPOSALS ARE INDICATIVE AND SUBJECT TO A DETAILED DIGITAL TOPOGRAPHICAL SURVEY

RIBA 
Chartered Practice

SNOW architects Ltd, Suite 8 Church House, Hanover Street, Liverpool, L1 3DN tel 0151 703 0500 www.snowarchitects.co.uk
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All dimensions to be checked on site prior to commencement of the works.



PROJECT Former Penny Black PH, Lickers Lane Whiston	DATE July 2021
DRAWING TITLE SITE PLAN FIRE APPLIANCE ACCESS	DRAWN KS
PURPOSE PLANNING	SCALE 1:250
PROJECT NO. 279_050_021	SHEET SIZE A3
DRG NO & REVISION 203	



Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Large Refuse Vehicle (3 axle)

Manual for Streets Section 6.8.7 states :-

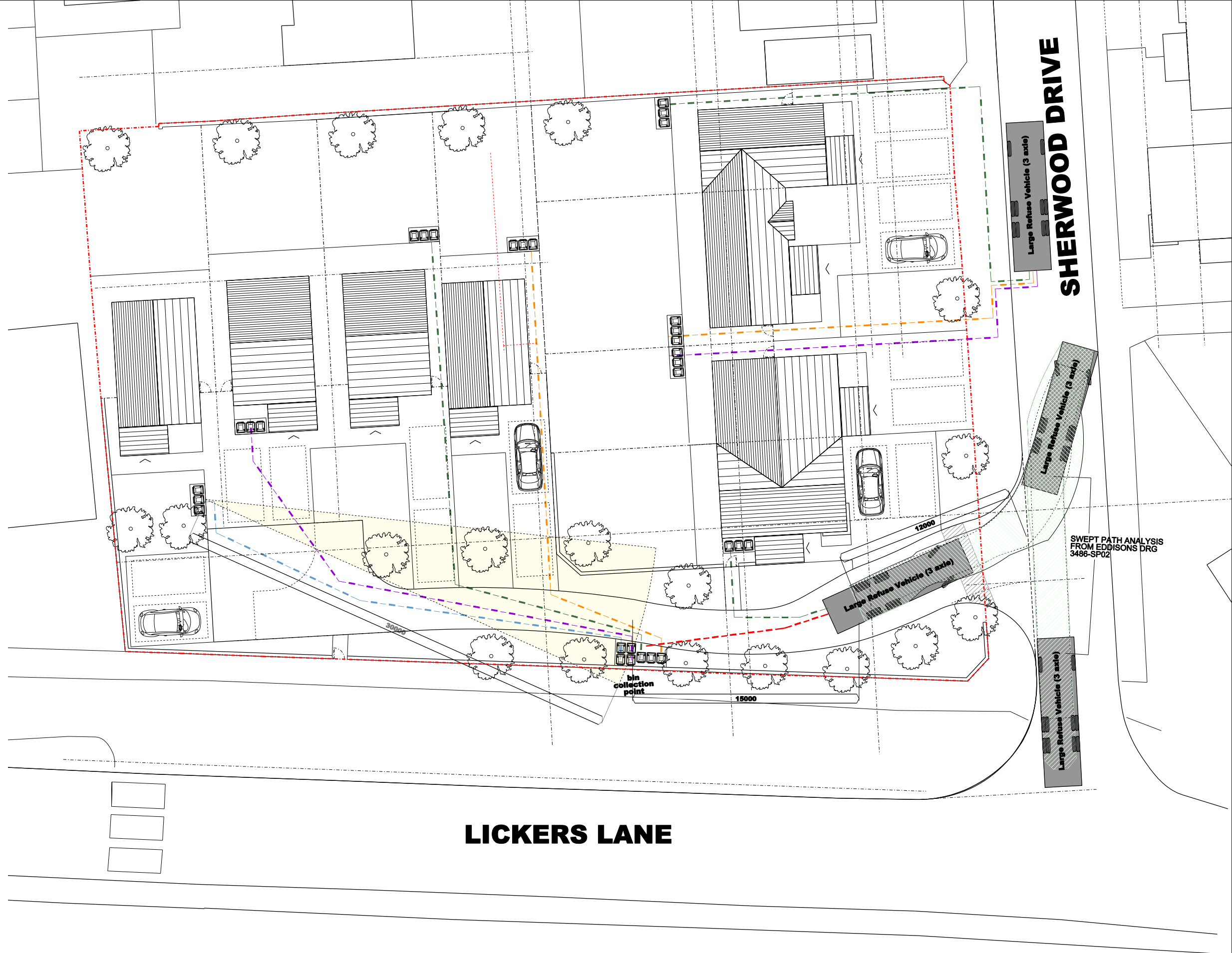
Waste collection vehicles fitted with rear-mounted compaction units (Fig .6.20) are about the largest vehicles that might require regular access to residential areas. BS 5906: 200516 notes that the largest waste vehicles currently in use are around 11.6 m long, with a turning circle of 20.3 m. It recommends a minimum street width of 5 m, but smaller widths are acceptable where on-street parking is discouraged. Swept-path analysis can be used to assess layouts for accessibility. Where achieving these standards would undermine quality of place, alternative vehicle sizes and/or collection methods should be considered.

Manual for Streets Section 6.8.8 states :-

Reversing causes a disproportionately large number of moving vehicle accidents in the waste/recycling industry. Injuries to collection workers or members of the public by moving collection vehicles are invariably severe or fatal. BS 5906: 2005 recommends a maximum reversing distance of 12 m. Longer distances can be considered, but any reversing routes should be straight and free from obstacles or visual obstructions.

Manual for Streets Section 6.8.11 states :-

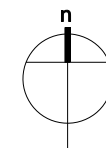
BS 5906: 2005 provides guidance and recommendations on good practice. The standard advises on dealing with typical weekly waste and recommends that the distance over which containers are transported by collectors should not normally exceed 15 m for two-wheeled containers



RIBA 
Chartered Practice

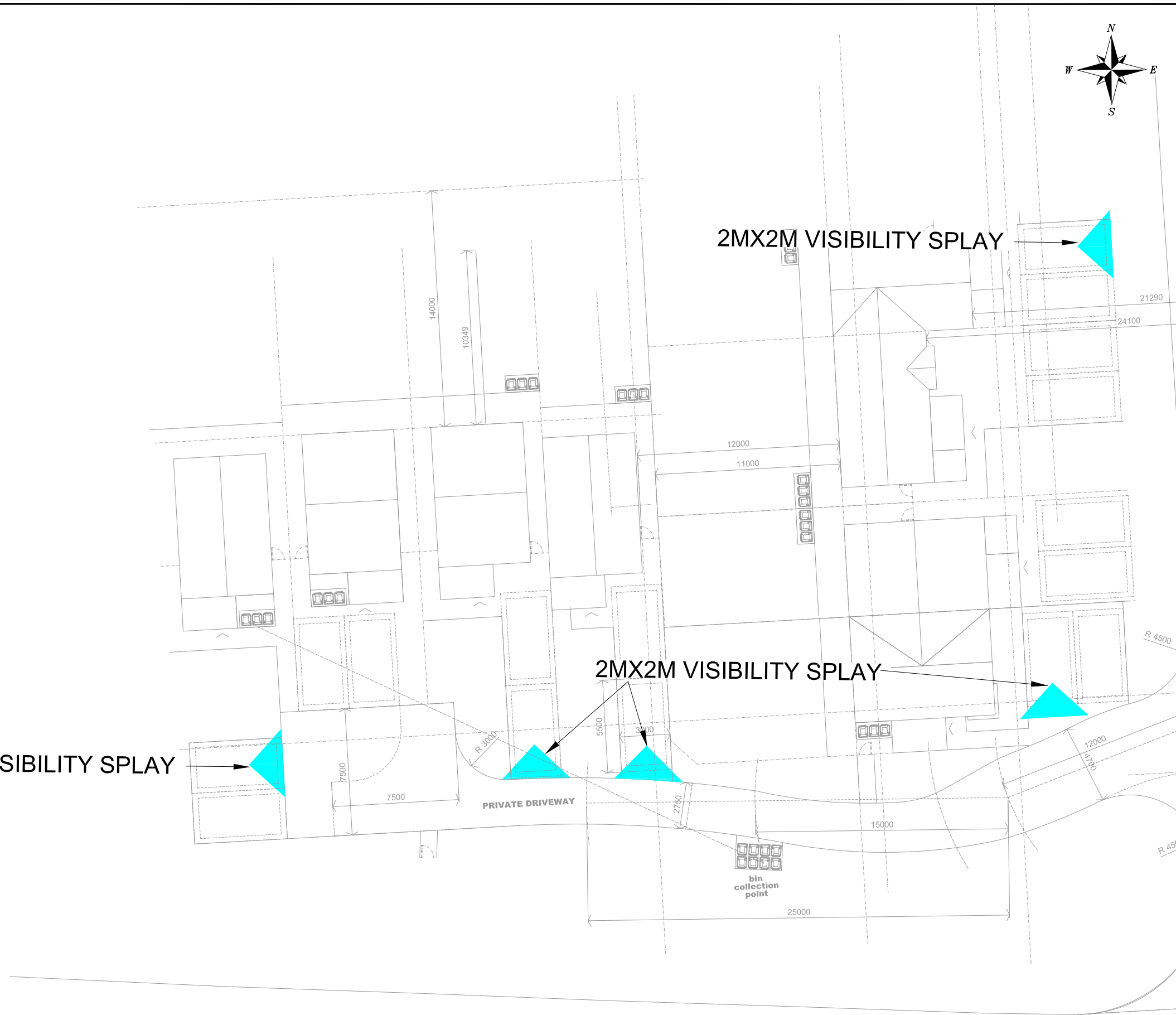
SNOW architects Ltd, Suite 8 Church House, Hanover Street, Liverpool, L1 3DN tel 0151 703 0500 www.snowarchitects.co.uk
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All dimensions to be checked on site prior to commencement of the works.

NOTE: ALL PROPOSALS ARE INDICATIVE AND SUBJECT TO A DETAILED DIGITAL TOPOGRAPHICAL SURVEY



		PROJECT Former Penny Black PH, Lickers Lane Whiston	DATE July 2021
DRAWING TITLE SITE PLAN BIN LORRY ACCESS		DRAWN KS	SHEET SIZE A3
PURPOSE PLANNING		PROJECT NO. 279_090_021	DRG NO & REVISION 204

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NOTES

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
SNOW ARCHITECTS

PROJECT:
LICKERS LANE, WHISTON

DRAWING TITLE:
DRIVEWAY VISIBILITY PLAN

SCALES:	1:250 @ A3		
DRAWN:	GM	CHECKED:	TSB
DATE:	AUG 21		

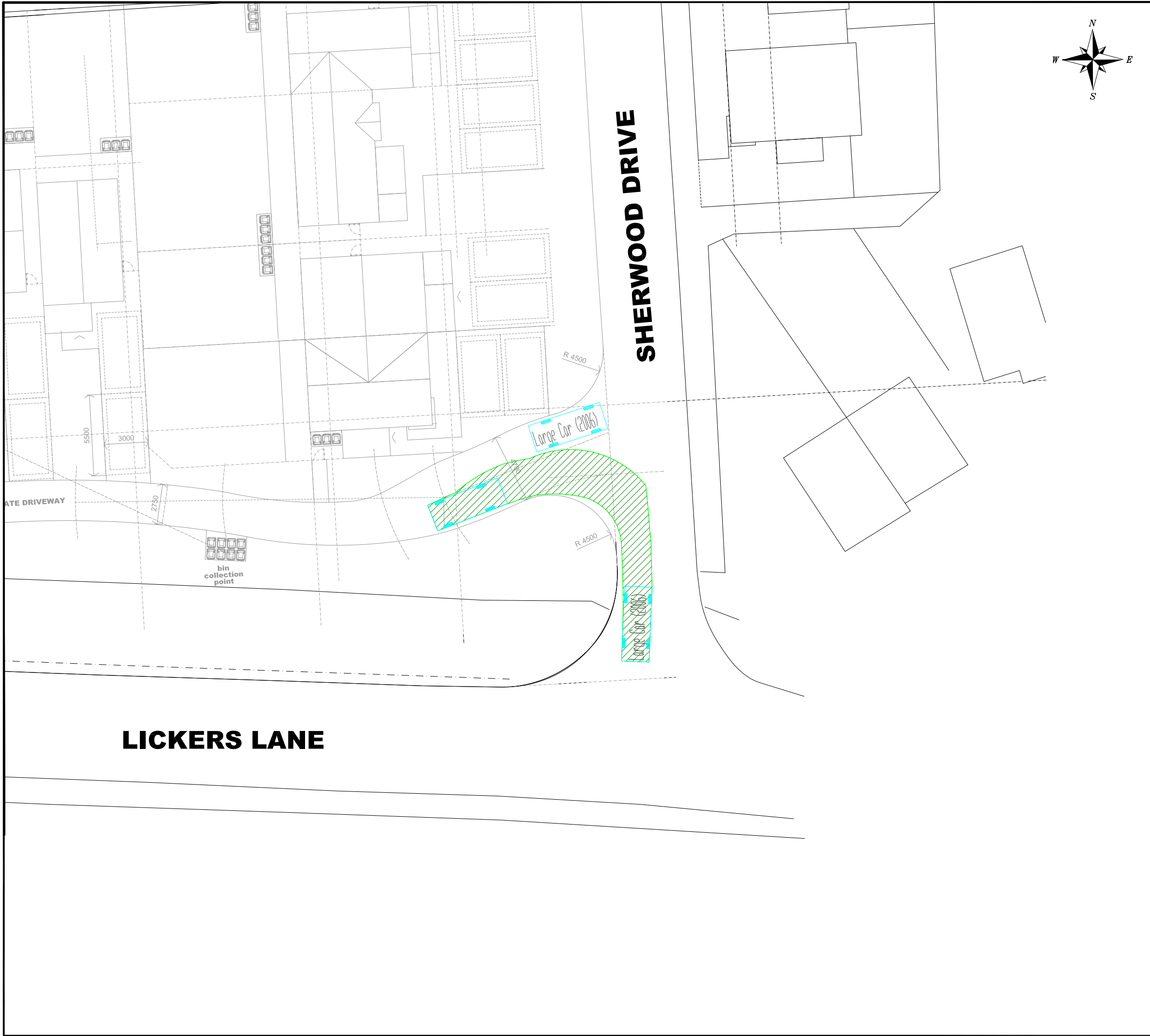
Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

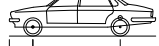
DRAWING NUMBER:	3486-F02	REVISION:	-
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NOTES



5.079
1.872
1.525
0.310
1.831
4.00s
5.900m

Large Car (2006)

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

Large Car (2006)

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

-	-	-	-	-
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

SNOW ARCHITECTS

PROJECT:

LICKERS LANE, WHISTON

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:500 @ A3

DRAWN:	GM	CHECKED:	TSB	DATE:	JUL 21
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340 Deansgate
Manchester
M3 4LY

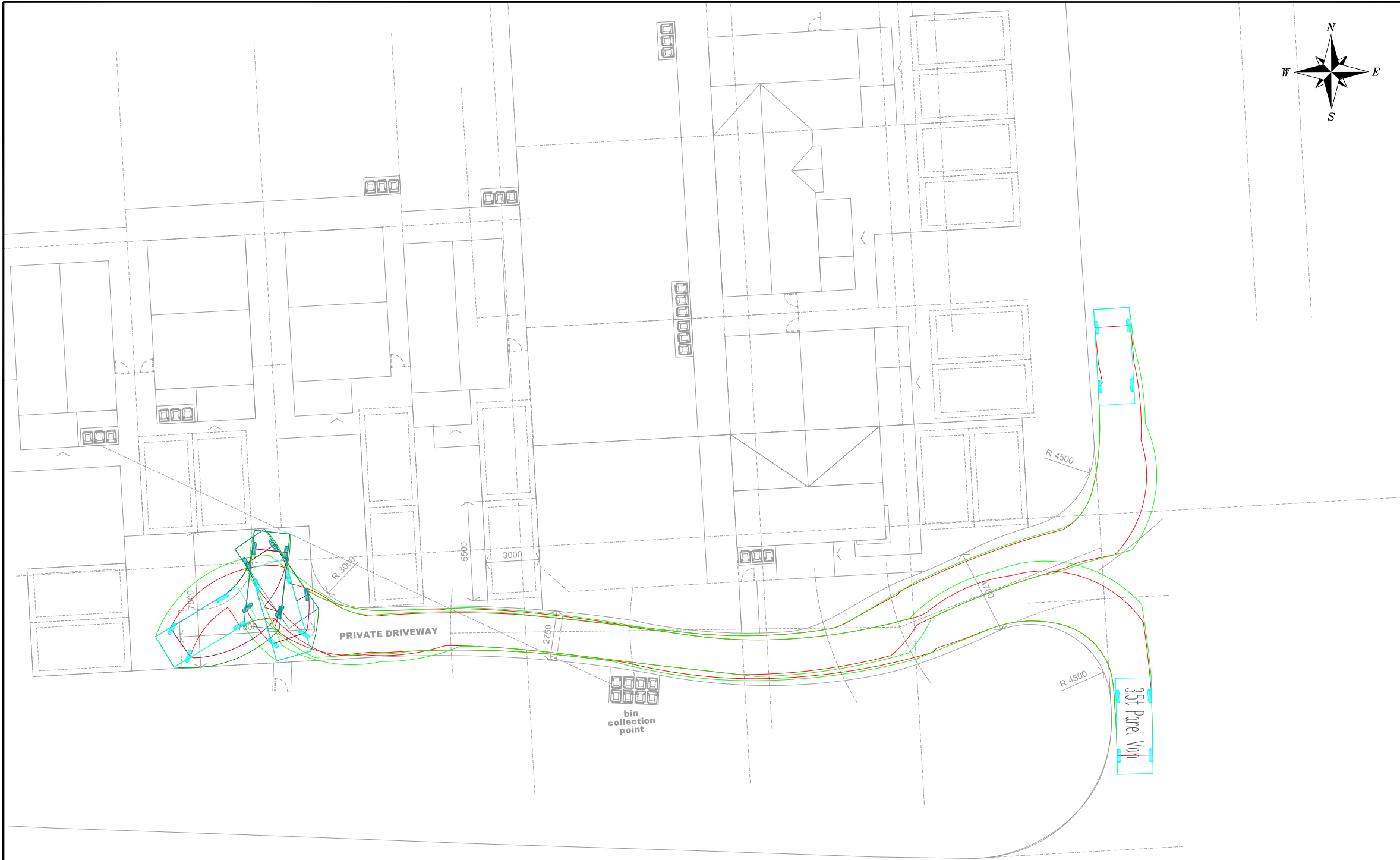
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3486-SP01	REVISION:	-
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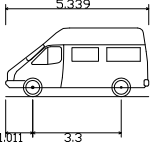
Eddisons

Incorporating
Croft

Z:\projects\3486 Penny Black, Whiston\CAD\Croft Drawings\3486-SP03.dwg



NOTES



3.5t Panel Van

Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m



3.5t Panel Van

-	-	-	-	-
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

SNOW ARCHITECTS

PROJECT:

LICKERS LANE, WHISTON

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:250 @ A3

DRAWN:	GM	CHECKED:	TSB	DATE:	AUG 21
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Tel: 0161 837 7380
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DRAWING NUMBER:	3486-SP03	REVISION:	-
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Incorporating
Croft



ACCESSIBILITY – ACCESS STATEMENT

Ensuring this development is accessible to all has influenced the design approach to meet a minimum of Part M of the building regulations and to comply with appropriate DDA regulations.

Approach

New vehicular access is to be constructed off Sherwood Drive onto a new Shared Private Road. The design and layout of the shared private road is consistent with Knowsley Borough Councils' development guide where use of shared surfaces (para 6.4) is cited as exemplar. Similarly, Manual for Streets discourages the building of streets primarily designed to meet motor traffic needs, and the proposed development aims to reflect a less engineered approach.

Car Parking

The intention of the proposed development is to provide the required off street parking allocation per dwelling within the curtilage of the site.

Entrances

New entrances to the ground floor level of the properties are to have a level threshold. The intention is to give free access to the buildings for both disabled and ambulant disabled persons.

Internal Doors

The provision of all internal doors to all floors will be such that they will allow the passage of wheelchairs, the New Approved Document and the British Standard gives an effective clear opening width of 800mm.

Internal Ramps

There is no provision for internal ramps within the scheme as these have been designed out.

WCs / Bathrooms - General Provision

Disabled WC's and Bathrooms to all accessible studios are designed in accordance with Part M and BS8300:2001 paragraph 10.3 item C and diagram 31. Consideration will be given to colour and contrast of fittings within the WC accommodation together with adequate provision of grab rails and wash hand basins. In all cases, it must be realised that these are clear dimensions and should not be restricted by the provision of radiators, cupboards and waste and refuse bins. Consideration should be given to these items at an early stage.

Wayfinding

Signage should be provided as recommended in British Standard 8300:2001.

References

- BS 8300:2001 Design of Buildings and their Approaches to meet the needs of Disabled People
- BS 5588 Part 8 1999 Fire Precautions in the Design, Construction and use of Buildings, Code of Practice for means of Escape for Disabled People
- Approved Document M to the Buildings Regulations 2000

SAFETY AND SECURITY

As the design develops, it is key to a successful project and the intention of the design team to have constant contact with Secure by Design Team to ensure a safe crime free environment.

Secured by Design

In relation to Secure by Design the proposed scheme has considered the following points and has / will be included within the development:

Lighting

Lighting will be carefully co-ordinated, so that potential areas of risk are adequately covered. A good lighting scheme will help to deter intruders and reduce the fear of crime. All lighting will be switched automatically, e.g.

- Photo electric cell
- Time Switch
- Passive infrared

The lighting will be designed to illuminate all external doors and vulnerable areas, and will be controlled by photo electric cells, a time switch or passive infra-red detector. We propose the use of low consumption lamps with the units positioned to reduce glare, light pollution and possible attack.

Main Entrance Door

- All front doors to individual houses will have fire and security standard doors with door viewers.
- All entrances for the development will have either PIR activated lights adjacent to doors.
- All windows and exterior doors on the development will be least double glazed standard.
- External security lighting will be provided to the rear of all properties.
- Secured by Design
- ACPO CPI June 2004 2

Natural surveillance is the cornerstone in the achievement of community safety. The proposed development will ensure that the proposed private front door, footpath route to the main threshold and the car parking areas are open to view from adjoining occupied properties. The location of windows and doors will seek to limit the blank facade, so that the dwellings face onto the access road, where entry and exit can be clearly monitored.

Alarms

It is the intention to provide a security alarm to the properties.

Boundary treatment

The existing site boundary to the North of the site is to be retained and made good, whilst the boundary to the West of the site that adjoins the existing Newsagents will receive a 2100mm high fence construction.

The fencing separating the properties at the rear and sides of each property are to be at least 1800mm high to prevent intruders gaining access.

It is also proposed to construct a 900mm high facing brickwork feature wall to the site boundary on Lickers Lane, up to the point of the vehicular site entrance on Sherwood Drive.

Any new bin stores will be of a construction to be agreed at a later date with the local authority / Merseyside Police Architectural Liaison Officer.

CONCLUSION

In summary, the above information and drawing provided as part of this application we hope illustrates that the proposed design would greatly enhance and maintain the character and appearance of the area and the existing buildings.

The proposal has been informed by the setting and context of its surrounding, and with the views / issues previously raised by the Planning Department.

The design and scale of the proposed alterations can also be considered to be appropriate and in keeping with the existing area, thus not adversely affecting the character and appearance of the building or of the surrounding area. No residential amenity issues are raised due to the existing nature of the building and the distance to neighbouring properties outside of the site.

PROPOSALS

The proposals for the site are enclosed on the following pages.