



DESIGN & ACCESS STATEMENT – SITE AT FORMER ST MARKS CHURCH, BROOK HEY
DRIVE, KIRBY, LIVERPOOL



1

Wroot Design Ltd

Atlantic House
143 Sefton Street
Liverpool
L8 5SN

Tel: 0151 332 0120
Email fiona@wrootdesign.co.uk

Wroot Design Ltd
Registered in England No: 4872116

0.0	CONTENTS	1
1.0	INTRODUCTION	2
2.0	HISTORY	4
3.0	USE	6
4.0	AMOUNT	7
5.0	LAYOUT	8
6.0	SCALE	12
7.0	LANDSCAPING	13
8.0	APPEARANCE	14
9.0	ACCESS	17
10.0	DESIGNING OUT CRIME	19

1.0 INTRODUCTION

- 1.1 The Design and Access Statement has been prepared in support of the application for Full Planning Approval – New Building Works for 90 high-quality affordable residential units across 4 low-rise development blocks, comprising of a mixture of 1&2 bed, fully M4(3) accessible apartments off Brook Hey Drive, Liverpool. The statement is intended to demonstrate that the proposals are in accordance with relevant National planning Policy Guidance and Development Plans, and to show that the proposals take account of the principles of good design as set out in the Councils Urban Design Guidelines.
- 1.2 The Statement reviews the planning considerations that are relevant to determining the application and identifies important matters which support the proposals including the approach to the design of the development and accessibility.
- 1.3 The images accompanying the text are a combination of photographs and exploratory drawings completed during the design stage.
- 1.4 The accompanying design solution is illustrative of the development proposals for the regeneration of this area. The Statement has been written to reflect the content and form of the document published by CABE 'Design and Access Statement: How to write, read and use them' (2006) and adhered to the advised structure:

Design

- Use -What buildings and spaces will be used for.
- Amount – How much will be built on the site.
- Layout - How buildings and public and private spaces will be arranged on the site, and the relationship between them and the buildings and spaces around the site.
- Scale – How big the buildings and space will be.
- Landscaping – How open spaces will be treated to enhance and protect the character of place.
- Appearance – What the buildings and spaces will look like, for example, building materials and architectural details.
- Access – How everyone can use the place comfortably, safely & easily.

In addition, a statement on designing out crime is provided.



1.0 INTRODUCTION

1.5 Identity

The site is set in and amongst a residential landscape, with the surrounding context that of a bustling community with good road/public network links. Situated North East of Liverpool city centre it resides on a piece of land adjacent to Brook Hey Drive and was formerly the site of St Marks church and a failed development of 10 houses. Brook Hey Drive connects onto Simonswood Lane which in turn connects to the A5208 and thence onto the local motorway network.

1.6 Urban Grain and Enclosure

The proposed development has been designed to take into account the relevant urban grain of the surrounding area, massing and use of materials. This proposed application is for 90 1 and 2bed apartments, spread across 4 low-rise development blocks of 3/4 storeys with parking provided on site. The arrangement and size of the surrounding buildings and their junctions influenced the final design outcome of this project. The main features of the proposal respects the arrangement of the locality and pays particular attention to the adjacent road's streetscapes (Brook Hey Drive, Gilescroft Avenue, Deycroft Walk and Deycroft Avenue). The scheme is designed to respond sensitively to the local context while addressing a clearly identified need for accessible and affordable housing in Knowsley. The development aims to create an urban form of enclosure in which the buildings do not dominate the site.

All 90 proposed apartments are fully M4(3) compliant.



Site Location Plan: Not to scale

2.0 HISTORY

2.1 Background

The proposed development is located on the site of the former St Marks church which has been demolished and the adjacent site that was formerly semi developed with 10 houses (2019). Prior to this the land was vacant for at least 25 years. The previous development stalled and was left unfinished for several years leading to many instances of vandalism and anti-social behaviour and leaving a blot on the urban landscape.

This proposal seeks to fill the site with 90 1 and 2 bed affordable units, all of which are M4(3) compliant whilst using landscaping to create a new public open park area and introduce new vegetation to the existing street scene, therefore enhancing the existing street and its surrounds and removing the eyesore that has been left from previous developments.

The proposal includes 79 parking spaces all located within the site along with 90 cycle spaces. The access into the site for vehicles will be from Deyscroft Walk and Gilescroft Avenue, thereby reducing any negative impact on Brook Hey Drive. The proposal also seeks to upgrade the road surface and landscaping of Deyscroft Walk which is currently in poor condition.



2000



2005



2021



2022

2.0 HISTORY

2.4 Site Context

The site can currently be accessed via Gilescroft Avenue and Deycroft Avenue. The front elevation faces onto Brook Hey Drive with new facades proposed facing both Gilescroft Avenue & Deycroft Avenue.

Although the site is in a predominantly residential area, more recent developments such as the Liverpool FC training facility based at the end of Brook Hey Drive has bought an injection of new focus for the area and we believe that the proposed development will continue this investment in the area.

Northwood Forest hills is a short walk to the North of the site (420m) and the John Leary Pavillion and playing fields are at the end of Brook Hey Drive (408m) and Tower Hill Park is to the West (500m)



5



View along Brook Hey Drive - East



View along Gilescroft Avenue



View along Deycroft Avenue



View along Brook Hey Drive - West

2.0 USE

2.1 The site lies approximately 1.2 km North of Kirby town Centre and is situated directly on Brook Hey Drive. The proposed development is located close to all main public transport routes to the city centre and has bus stops adjacent to its street front which are served by buses all going/leaving Liverpool and the surrounding areas. The proposal is within walking distance of shops, train station, schools, municipal parks and other community facilities.

2.2 The proposed residential development of 90 apartments will take advantage of the pre-existing condition of local shops and amenities space, whilst providing a living space within a short walk to the local amenities and schools. The proposed location of the development will encourage people to walk and cycle which in turn has benefits for the environment, road safety, and residential amenity and for health. The development is located on a comprehensive network of attractive and safe pedestrian and cycle routes.

2.3 Situated in a prime location for both bus and rail, car transportation is also of significant interest as it sits a short distance from the M57 & A580 providing a link in and out of the city and to further afield. These type of road connections maintain the site and provide it with multiple travel opportunities both local and non-local.

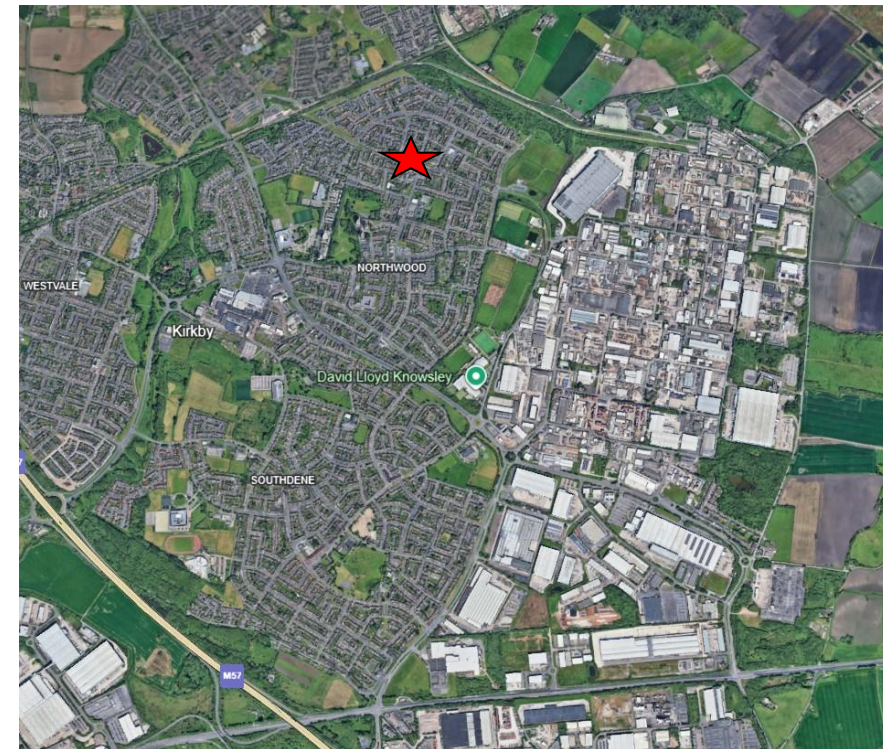
2.4 Local amenities in the area consist of schools, parks, pubs, shops, recreational facilities (i.e. gyms & leisure centres), all well situated next too main roads/on public access routes through to the city centre and further afield. How well a region is connected, both internally and externally, will play a large part in how successful, inclusive, safe and sustainable it is. The proposed development would include public transport accessibility, and connections between different modes of transport (rail & bus), to ensure that all people have access to and are not excluded from any facilities or opportunities due to a physical restriction. Well established connections between the new development and existing amenities ensures that they are available to more people, more of the time.

2.5 The development is within walking distance of:

- St Mary mother of God church (168m)
- St Marys primary school (206m)
- Northwood Community Primary School (496m)
- Northwood Forest Hills (480m)
- John O'Leary Pavilion (506m)
- David Lloyd (878m)
- Kirby train station (667m)



6



3.0 AMOUNT OF DEVELOPMENT

- 3.1 The development is made up of 4 blocks of 3 and 4 storeys located along the edges of the site. The blocks are arranged to give natural green breaks inbetween the blocks that will bring community green spaces into use and re-introduce nature to this developed street. A mix of 1 and 2 bedroom apartments (45 of each), they provide the qualities and economies of scale sought after by the National and Regional Planning Policies and Guidelines. The level of development seeks to ensure that the project is economically viable for the client despite complicated social and economic restraints and policies implemented in the area.
- 3.2 The residential units can cater for single occupants, couples and small families due to the types of apartments spread throughout the blocks. The linear composition of the scheme lends itself to be a sympathetic response to the site and its surroundings, ensuring that the vacant land is used whilst at the same time respecting the boundary line of existing dwellings. The density of the entire development aligns well with the existing suburban character of the area, ensuring a density that makes efficient use of the land and creates demand for local services
- 3.3 To achieve long term sustainability for the development and in turn the area, the planning application seeks to reflect a mixed community of varying age groups. Accordingly, the development includes a property type that can respond to the continued evolution of the area.
- 3.4 Affordability is an increasing problem across the area and a growing issue creating specific difficulties for the local population. The application supports the need for varying dwelling types to sustain population levels and to address the issues of urban density. The developer is in advanced discussion with the Local Authority in order to provide 90 high quality affordable homes for the people of this area.

- 3.5 The national Planning Guidance that is relevant to this site is provided in:

PPS1	Delivering Sustainable Developments
PPG3	Housing

The guidance in PPG3 accepts that the extent of the development will depend on the overall need for housing and the capacity for the existing urban area to accommodate additional housing. The proposal directly supports housing market renewal and would meet local needs or otherwise provide exceptional planning benefits, as well as supporting the renewal of housing markets and the creation of a sustainable community in this area.



Proposed Street View along Brook Hey Drive

4.0 LAYOUT

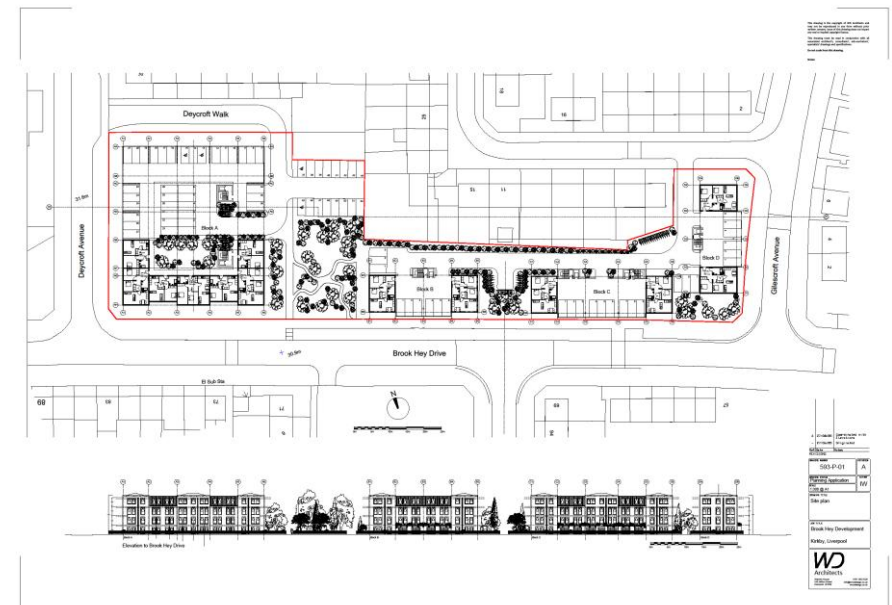
4.1 Brook hey Drive is a linear stretch of road. The sites frontage runs adjacent to the street edge and is to be separated by low level railings and gating to ensure open views into the site and therefore a connection with the existing street whilst maintaining security for residents. The long linear form of the design ties into the existing typology of terraced housing in the surrounding context. The proposed layout of the development seeks to build upon this quality to create a fully developed streetscape and build on the existing character so that all residents are within easy reach of local schools, shops, community facilities and recreation areas. The development is based on infilling a vacant plot of land to complete the void and define the street massing.

4.2 The main features of the proposal respect the arrangement of the locality. In general the street patterns are typically 2-storey terraced houses but they are in an elevated position from the street making the existing terraces appear almost 3 storey in height. The new development should create, preserve and enhance the enclosure to the street scene and create a cohesive urban space. The development aims to create an urban form of enclosure, addressing the multiple street edges. To create a more complete residential area is imperative, whilst being sensitive to the existing and not overdeveloping the land. The intention is to infill the vacant plot and in turn it will define the streetscape and add to the area.

4.3 Integrating the development into the already established street paths/roads has been considered carefully, ensuring the impact on the existing services are little too non-existent. The siting of the proposals allows for private parking to be accommodated for on site and accessed from the rear, reducing the overall impact on road usage i.e. on street parking/obstructions etc. The refuse storage will be incorporated into the rear of the site ensuring the streets are clear of the clutter associated with the storage and disposal of waste, combining access to a private amenity space and secure cycle storage. Within the site context, there are no trees protected by Tree Preservation Orders.

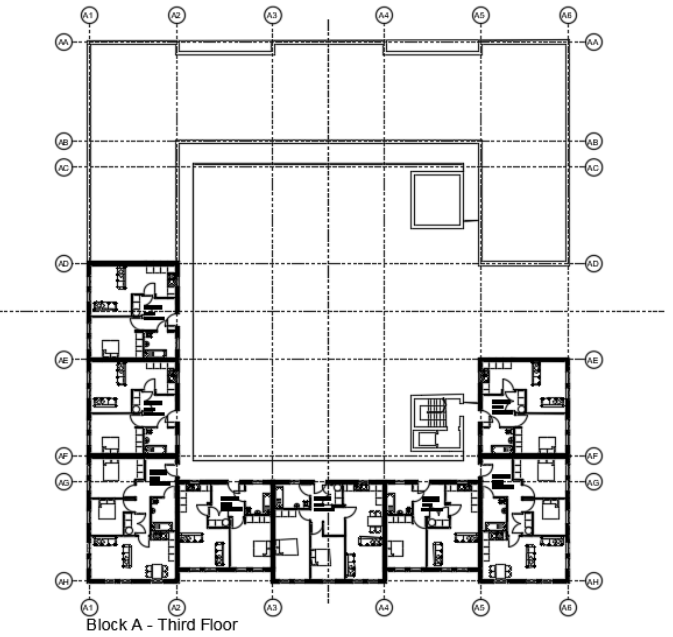
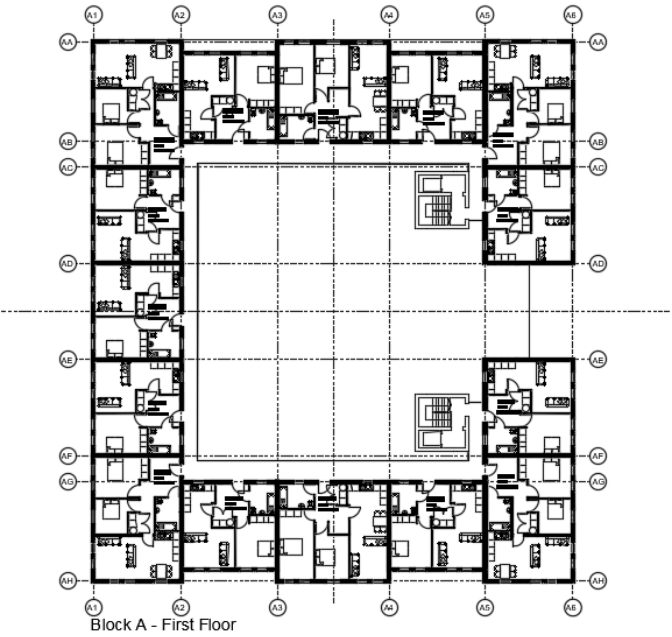
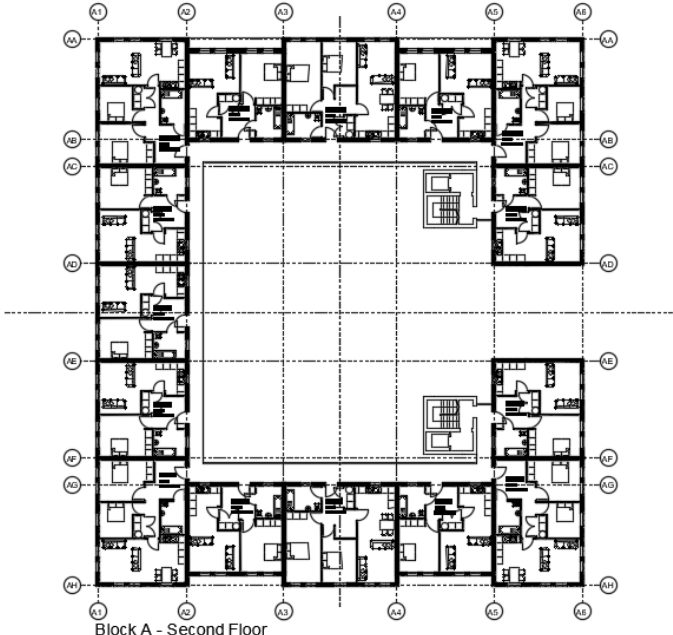
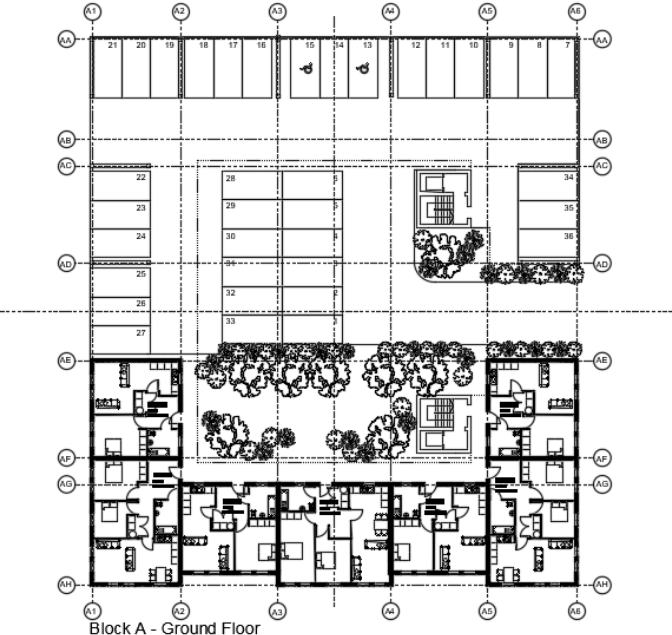


8

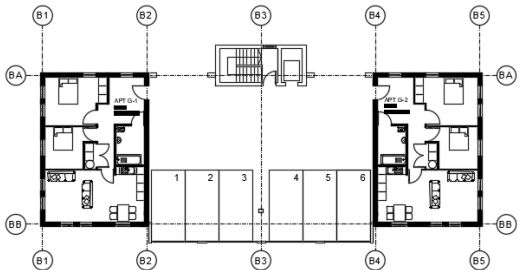


Proposed site plan & street elevations

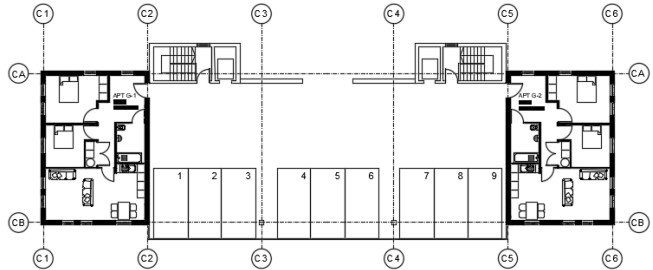
4.0 LAYOUT



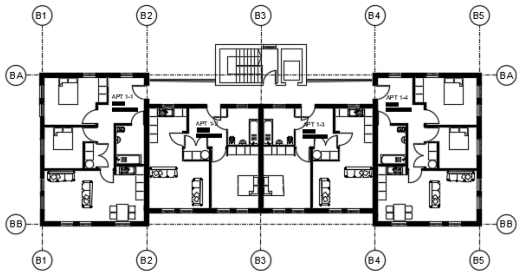
4.0 LAYOUT



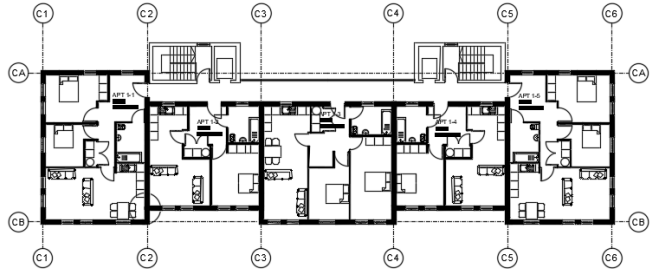
Block B - Ground Floor



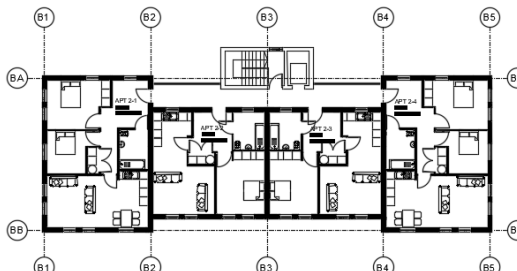
Block C - Ground Floor



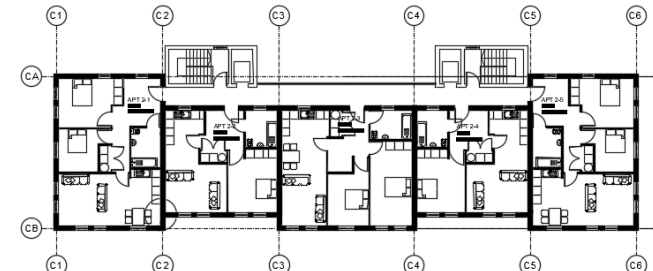
Block B - First Floor



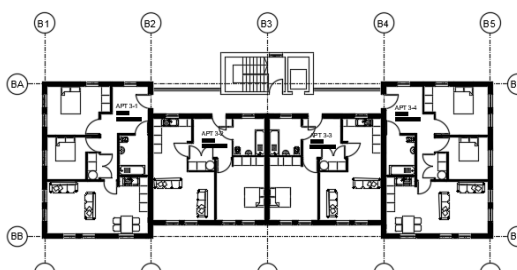
Block C - First Floor



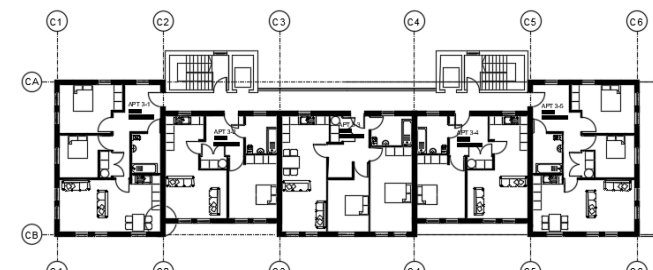
Block B - Second Floor



Block C - Second Floor



Block B - Third Floor



Block C - Third Floor

4.0 LAYOUT



5.0 SCALE

5.1 With a linear approach to the design, the scale of the proposal is uniform across its frontage and rear. With 4 storeys along the Brook Hey Drive frontage and dropping to 3 at the rear facing Deycroft walk. This height has allowed for a successful response to the existing albeit on a larger scale. The thin, linear approach has kept the design reserved and prevented it from becoming too overbearing on the site and its context and the use of materials along the upper floors reduce the perception of height. The spacing of the proposed blocks and the proposed landscaping help to soften the development along Brook Hey Drive.

5.2 In order to reduce the visual impact on the street edge the façade at the front has been significantly broken up by the change in elevation design. The use of differing materials to the 3rd floor gives the impression of a reduced height to the buildings and utilising the roof space to its full advantage. Combining this with the separation of the blocks has created a depth to the block, but also made it appear smaller in some areas than others.

5.3 The proposed development responds to the physical and social dynamic, character and setting of the local area. The new development aims to respect the form and urban grain of the locality, taking into account local distinctiveness such as materials and features, and creates a new and interesting public face to an existing vacant site. The housing development has been conceived as infilling a missing fragment of a well sought after area with high quality, contemporary design using well proportioned elevations, door and window openings that makes visual references to the local tradition.

5.4 The main aim of the design concept was to achieve a residential space with high standards of local character and distinctiveness and to integrate the development with the existing community. The use of local materials, continuity of architectural detail and an integrated landscaped areas ensure that the development relates positively to the existing townscape rather than becoming a disjointed add on.

5.5 Integrated into the design is new community accessible park area with landscaped areas and the introduction of trees. This has the benefit of reducing the impact its scale would otherwise have on the locality, providing a new facility for the wider community and therefore integrating the development with both its new residents and the existing community. The introduction of trees and planting on the street soften the development and re-introduce nature to this area where it is lacking at present. Trees and landscaping will also be introduced in-between each proposed block of apartments that will serve future residents but still be visible from the street and the wider community.



12



6.0 LANDSCAPING

6.1 Integrating the new development with the existing streetscape is imperative and during the process this will be given the utmost attention, aiming to achieve a harmony between old and new. It is important that the final design & appearance of landscaped areas blend with the existing to provide a harmonious relationship but also a unique element of the design.

6.2 Landscaping to a large extent can have a significant impact on the visual success or failure of the building, and its subsequent enjoyment by its occupants, owes much to the setting provided by soft and hard landscaping. The greening effect can also have a health impact, in so far as the trees absorb CO2 during the day. The proposed landscaping scheme is to provide a suitable and pleasant setting for the development to include:

- Small and large tree planting across the entire site
- Ground & shrub cover, hard surfacing and paving
- Adequate lighting without causing light pollution
- Boundary treatments comprised of materials which reduce the likelihood of graffiti.
- Creation of a public park/realm within the immediate remit of the site for all to use

6.3 The proposal is to give particular consideration to the design and height of the walling, railings and any appropriate planting that will be expected. It is generally recognised that surface water drainage and street run off management are assisted in the front planted areas that break up the street edge to the building front, to allow some interception and infiltration of rainwater. The rear landscaped area of parking and greenery will not generally have a great visual impact on the street, although there will be a considered approach to the proposed shrubbery and placing of trees and a sustainable drainage system through the road and parking permeable surfaces.

6.4 Areas of publicly visible landscaping will follow the existing streetscape use of low retaining walls with railings on top. This provides clear ownership demarcation, key level changes to ensure routes are as level as possible and also distinguishes the boundaries of public and private space without blocking any views into and out of the site, therefore enhancing the openness of the development.

6.5 There are no trees or shrubbery currently on the existing site.

6.6 Along this particular stretch of road the site is pretty expansive and forms a linear edge to the road, and at present is a public realm/pathways for the community. This scheme intends to redevelop this land in order to make it more of an amenity space for both the developments occupants and the local community. To the rear the access road, cycle storage and refuse collection areas will be integrated into the landscape scheme to create attractive and nature abundant spaces along with the front planted areas that span the entire block lengths and form a green boundary to Brook Hey Drive..



Landscape View

7.0 APPEARANCE

7.1 The proposed development has been specifically designed to define the street edge and make a statement. It has sought to replicate common architectural styles that are present within the surrounding context through a new design medium. Careful consideration was given to the existing character of the area with the proposed development offering a considered and rational approach.

7.2 The built form of the proposed development reflects the local characteristic and develops a local distinctiveness. By embedding the key principles of the brick built terraced architecture; window proportions, and verticality. Incorporated with present day design influx has formed a bespoke design with its own identity. The elevational treatments will be characterised by a balance of horizontal and vertical elements as well as the rhythm of the openings.

To accentuate the details of the elevation facades both at the front and rear, there will be a combination of three materials applied to the façade. These are as follows;

- Mellowed red sovereign stock - Weinberger– Main building facade
- Staffordshire smooth red - Weinberger– all projecting window surrounds
- Aluminium powder coated standing seam cladding to areas as shown on attached elevations in Dark Grey finish RAL 7016

The two brick types will be a combination of a smooth and a textured brick in order to cast different levels of shadows upon the face, this in turn will give a subtle change to the appearance of the building. The aluminium will be used for the upper storey of alternative units in order to create an animated elevation with differentiation in the perceived heights of the blocks.

The location of the windows and doors seeks to limit excessive blank facades and maximise the opportunity for the windows and door to create active street fronts. The building frontage is positioned to have a higher degree of visibility and so that the regular character of the street will be accentuated by a continued building line parallel to the street edge, albeit broken up into the four blocks with the landscaped areas in-between.

7.3 National Planning Guidance emphasise the importance of acknowledging and making a positive response to the context. In this regard the built environment adjoining the site provides some design context and it is also relevant to consider the character and distinctiveness of the wider locality. The architectural form of Brook Hey Drive and beyond is generally simple but bold, with rectilinear plan shapes combined with pitched roofs, without ornamental characters to the front elevations. This general simplicity creates a sense of uniformity and it is these design features and palette of materials that has informed the design solution of the proposed development.



Street Elevation

7.0 APPEARANCE

7.4 Due to its close proximity to the street edge, and the popularity of the road and its surrounding area it is important for the front elevation to make a visual impact. The design aims to achieve this through animating the façade in the following ways;

- Size & positioning of windows
- Recessed and projected features
- Change in material between the elevational conditions
- Verticality

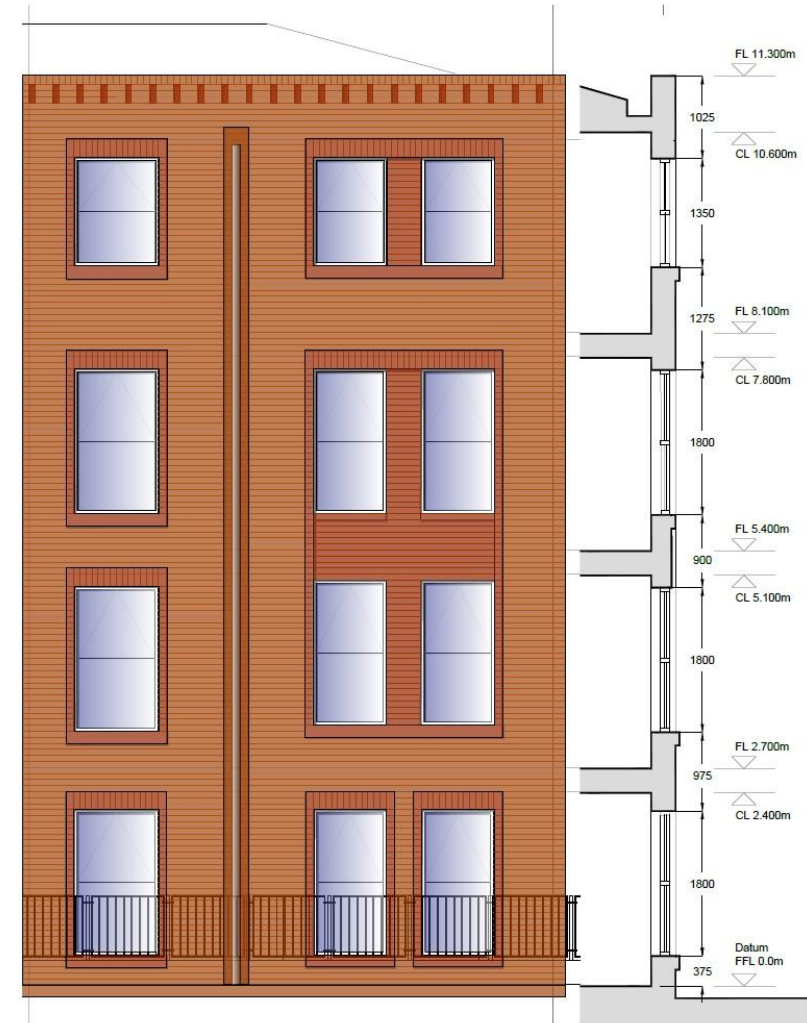
7.5 In the design of the building we have endeavoured to respect the historical context in the area. We have sought to accomplish this with the use of a sympathetic palette of building materials and external finishes and we are dedicated to refine this further in close collaboration with the Planning Officer. Finally we have sought to proportion the building to sit comfortably in a context of predominantly traditional building types whilst maintaining a contemporary design ethos.

7.6 The redevelopment of the existing land optimizes the use of the land available and as a result regenerates the small and isolated piece of land.

7.7 The proposed development reflects Knowsley Councils strategy and land use development based on three main themes:

- Equality and social inclusion
- Sustainable development
- Regeneration

The formal layout of the development provides a robust context for a contemporary architectural interpretation of proven development forms in the area.



7.0 APPEARANCE



16



Street View From Gilescroft Avenue Junction

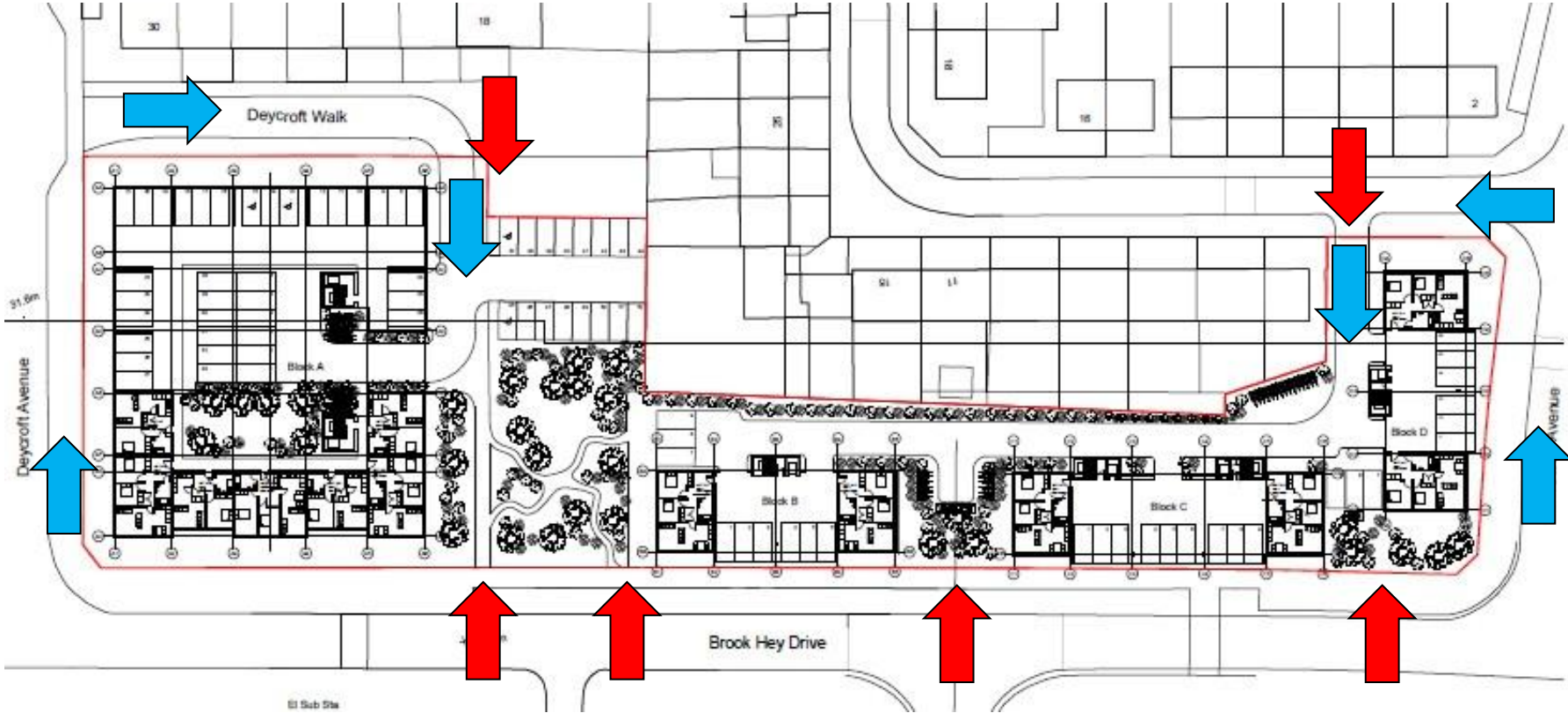


Street View From Deyscroft Avenue Junction

8.0 ACCESS

- 8.1 Wroot Design Ltd is committed to providing an inclusive development that allows access to everyone regardless of disability, age, ethnicity or social grouping. We are active in ensuring that any potential sources of discrimination are addressed in the physical characteristics of the scheme. The design has been developed to meet the latest legislation and good practice guidance on accessibility available at the design and construction stages. These will include for example the Building Regulations: Part M (Access to and use of buildings), the Office of the Deputy Prime Minister.
- 8.2 The apartments are defined along the edge of the site, completing the vacant streetscapes along Brook Hey Drive, Deycroft Avenue, Deycroft Walk and Gilescroft Avenue. Careful consideration of the changes in level across the sites has ensured that the properties will be able to meet the access standards required by both Part M and Liverpool City Councils Supplementary Planning Guidance Notes.
- 8.3 Pedestrian approach: The main approach to the apartments at both the front and rear have a slight slope approaching the thresholds, this access will be constructed from firm, durable and slip resistant material and will be well lit, designed and maintained to meet the standards laid down in BS 5489.
- 8.4 To make the design more inclusive of the locality and integrate it fully, all ground floor flats have direct access from the street level, there is also access to the communal stairwells from the street in order to include all occupants. Rear access is for both car and pedestrians with access to the stairwells also available.
- 8.5 Key fobs will be provided for all occupants as the proposed gates to the private areas of the development will be securely locked to maintain a safety aspect within the design.
- 8.6 The site and building have to actively take consideration of the disabled and to provide sufficient access for disabled users. The design has been developed in accordance with the BS 8300: 2001 and the DDA Act 1995 Parts 1-4. All 90 apartments are fully M4(3) compliant.
- 8.7 The application site is in a sustainable location close to several urban centres and to substantial employment areas. Bus services run past the site along Brook Hey Drive and allow access to a wide range of services without dependence on the car.
- 8.8 As part of our proposals for our residential development we propose a full crime prevention system to provide a 'safe as possible' route for residents and visitors to the site.
- 8.9 Entrances will be well lit and additional lighting will be provided through the use of motion sensitive lighting.
- 8.10 The site benefits from having a new short cul-de-sac which will have a relatively low traffic flow during most times of the day, 7 days a week.
- 8.11 On the site there are multiple areas which provide secure cycle storage for residents. Storage is present at the rear of the site, between apartment blocks and within apartment blocks.
- 8.12 The majority of bus services are located along Brook Hey Drive which are at an acceptable walking distance from the site.
- 8.13 Waste management and recycling has been incorporated into the scheme, ensuring that it complies with local planning policies. This will be a communal system that is emptied weekly and will form part of the maintenance strategy for the development.

8.0 ACCESS



- ↔ Pedestrian Access
- ↔ Vehicle Access

9.0 DESIGNING OUT CRIME

9.1 As with all new developments designed by Wroot Design Ltd, a heavy emphasis is placed upon providing safe and secure environments for all those who use them. The success of a development is often illustrated after construction has been completed whereupon the buildings are being used on a daily basis.

9.2 If a project can be seen to be resilient to crime years after its completion, the initial groundwork of applying crime fighting measures at the design stage can be shown to triumph. When developing apartments, we employ the principles of secure by design to our buildings. SBD is a scheme developed by the police and its requirements and recommendations ensure that the prime objective of providing safe and secure environments is met. To achieve this objective equal weight should be given to both environmental design and physical security.

9.3 Natural surveillance is the cornerstone in the achievement of community safety. The proposed development will ensure that the proposed front garden, footpaths and routes are open to view from adjoining occupied properties. Natural surveillance will principally be achieved by continuing the urban block, based on a composition of building frontages that frame and overlook adjacent streets. The location of windows and doors will seek to limit the blank facade.

9.4 Resident parking will be allocated within the boundaries of the site and provide 79 spaces, this keeps the existing road disturbances minimal. Local bus routes are plentiful with stops located next to the proposed site on Brook Hey Drive. This will reduce the reliance on privately owned cars and encourage the use of the available public transport.

9.5 The rear will be demarcated and secured by a minimum 1800mm high boundary wall and railings or similar which will help with the security risk to the existing properties that are adjacent to the proposed development whilst retaining the open feel to the site.

9.6 The property will be clearly named and numbered to assist residents, postal workers and the attendance of the emergency services.

9.7 All external lighting to comply with BS 5489. 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 detectors. We propose the use of low consumption lamps with the units positioned to reduce glare, light pollution and possible attack.



Park Birdseye View