

Land to Rear of 1-25 Hope Street, Prescott

DESIGN & ACCESS STATEMENT

SECTION

01

INTRODUCTION

SECTION 01

INTRODUCTION

This Design & Access Statement is to accompany the submitted Full Planning Application for the demolition of the existing buildings and the construction of a 6no. Terraced houses.

This Document should be read in conjunction with the following supporting drawings and reports.

- 00_Location Plan
- 01_Existing Site Plan
- 02_Existing Elevations
- 10_Proposed Site Plan
- 11_Proposed Plans and Elevations

02

SITE ANALYSIS

SECTION 02

SITE ANALYSIS

SITE LOCATION

The application site relates to a light industrial building used as a car repair garage, which is situated to the rear of nos. 1 – 25 Hope Street which runs off the north of High Street (A57) within the old Prescott Town Centre. Although the existing building is single storey, its massing is quite substantial with almost 100% site coverage and only a small service yard to the front. It is mainly brick built up to approximately 3 metres with the upper parts of the walls and roof comprising a combination of asbestos cladding and more recent profiled steel cladding.

The existing building is bounded on three sides by residential properties. Immediately to the east there is a terrace of two storey properties, nos. 1 -25 Hope Street, which are separated from the application site by a public adopted passageway that serves those dwellings; this now has secure gates at either end to prevent unauthorised access by non-residents. To the north, there is a modern residential scheme, Eaton Place, that comprises two storey terraced houses with steep roofs that allow additional accommodation within the roof space. The land to the west forms part of a modern nursing home complex, partly single and partly two storey, that is accessed from High Street. There is a small fall in ground level from south to north towards Eaton Place.

The existing premises are accessed via a short road off Hope Street which also serves another car repair garage at its western end. This is another substantial brick built structure that backs on to the nursing home. The short road also provides access to a car parking area situated at rear of the Tyrer's Mill apartments, a recent conversion of the former commercial and residential properties facing the High Street.

None of the buildings on the site is listed and the site is adjacent to but not within the boundary of the Prescott Town Centre Conservation Area. In the Replacement Unitary Development Plan adopted by Knowsley Council in 2006, the site is within an area allocated for primarily residential purposes.



Site Boundary ———

SECTION 02

SITE ANALYSIS



VIEW OF SITE ACCESS



PASSAGEWAY TO THE WEST OF THE APPLICATION SITE



GATED PASSAGEWAY SERVING DWELLINGS TO THE EAST



PASSAGEWAY TO EAST OF APPLICATION SITE

SECTION 02

SITE ANALYSIS



VIEW OF SITE ACCESS ROAD



WEST ELEVATION

03

DESIGN PROPOSAL

SECTION 03

DESIGN PROPOSAL

The proposal involves the demolition of the existing building and the construction of a 6no. terraced houses. The block will be situated towards the northern half of the site with the front area being laid out for car parking purposes; all access to the site will be obtained from the short service road off Hope Place. The existing boundaries will be respected and all boundary walls either being replaced where necessary or made good; the existing gated passageway to the rear of nos. 1 - 25 Hope Street will be maintained.

The houses will be for private sale or rent and will 3 bedroom dwellings, with a third being a guest bedroom/ study. The houses will be two storey high with a pitched roof. The window openings will be contained in the east and west facing elevations.



Proposed Site Plan

SECTION 03

DESIGN PROPOSAL

DEMOLITION OF EXISTING BUILDING

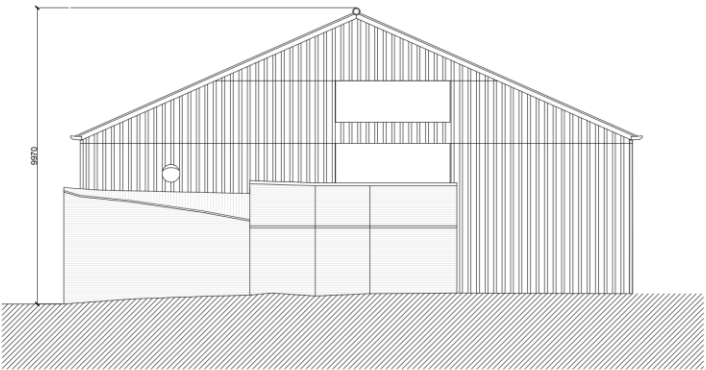
The property is situated within its own grounds within a mix of existing commercial business to the front and housing to the sides and rear of the site. The building footprint is to the extent of the site in some areas, but the site does have access to all sides with alleyways surrounding 3no. sides. Relevant permissions will be sought to site hoarding and scaffolding on adjacent land.

The larger warehouse building is made up of red brick with cladding above. The main building is a steel frame structure, and the roof is made up of sheeting panels. The small building to the front of the site consists of red brick with a flat timber roof with membrane covering. The internal walls are a mixture of blockwork and stud walls some of which are plastered. A full Asbestos Survey and report will be provided prior to any works commencing.

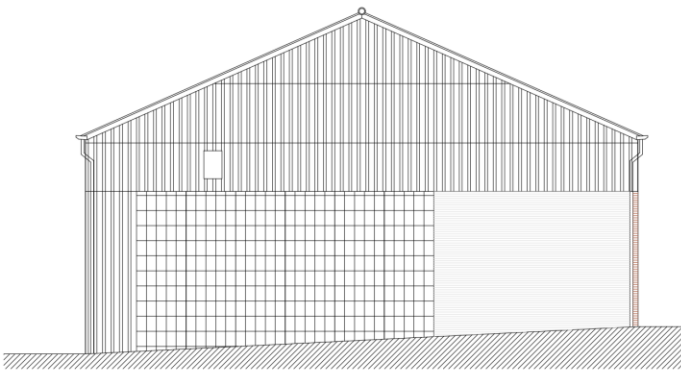
Manual strip out works will occur before demolition commences requires all waste materials to be removed from the building, this includes, carpets, wood fittings, doors, electrical appliances, bathrooms, kitchens, ceilings, and metals. Demolition will then commence involving mechanical demolition with the use of 360-degree excavator equipped with modern hydraulic attachments to minimise manual handling where possible. A Cherry picker to be used to remove roof and for the reducing the gable ends. Along with the cherry picker a small crane may be required for the dismantling of the steel superstructure. Handheld tools, such as Rip saws, Stihl saws, hammers and bars are also to be used during the full project.

The demolition works will fully reduce the building to ground level and remove foundations, footings and slab and backfill, the site will then be left level and tidy. The perimeter of the site will have a solid hoarding and lockable gates to the to ensure the site is left secure.

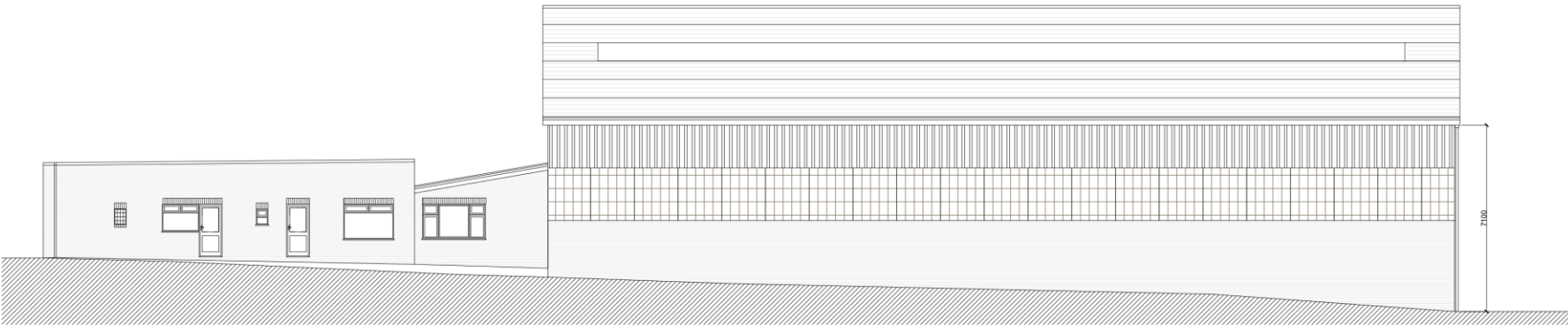
A detailed Risk Assessment and Method Statement will be provided as part of the Planning Condition within the Construction Management Plan by a suitably qualified Demolition Contractor.



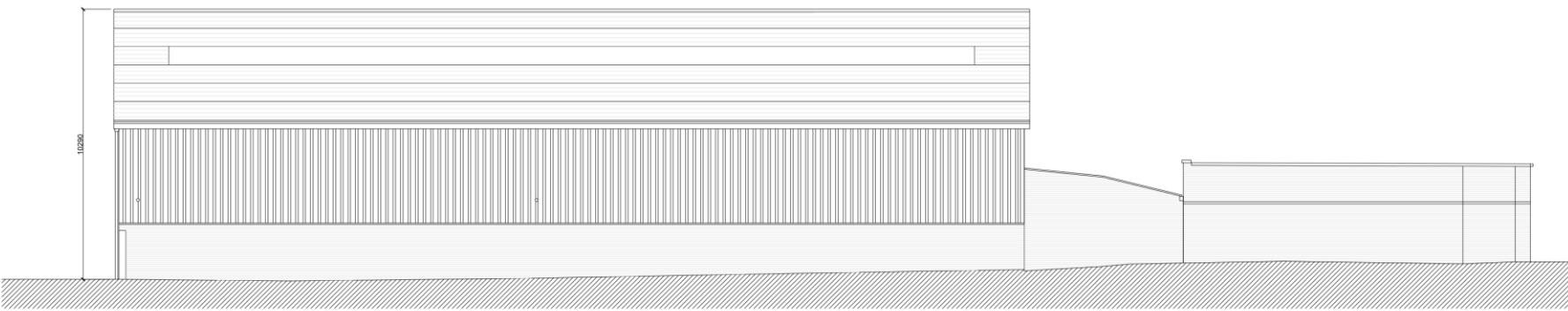
Existing Front Elevation
Scale 1:100



Existing Rear Elevation
Scale 1:100



Existing Side Elevation
Scale 1:100



Existing Side Elevation
Scale 1:100

Existing Building Elevations

SECTION 03

DESIGN PROPOSAL

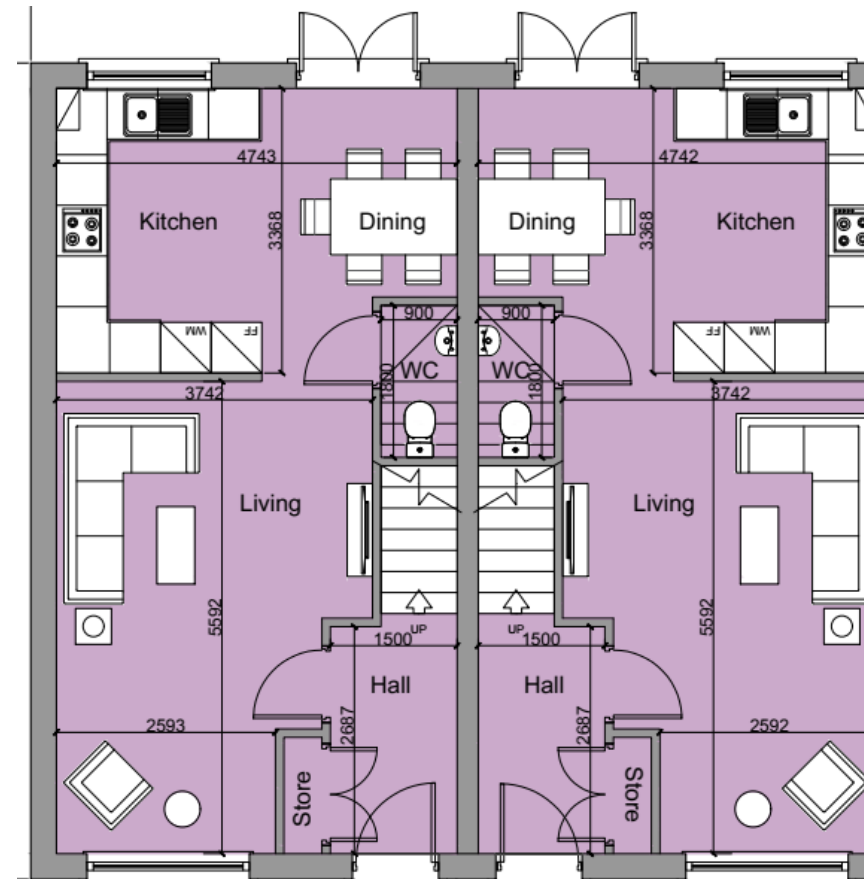
LAYOUT

The basic design principle behind the scheme is that the new development would maintain the same underlying elements of the existing, that is a new building in the rear northern part of the site with an open area for car parking at the southern end, next to the access road off Hope Street. In this way, the same fundamental pattern is maintained around which the other surrounding developments have occurred. This will also improve the aspect into the site as it will allow the maximum amount of sunlight to be received without resulting in any deterioration for the surrounding properties.

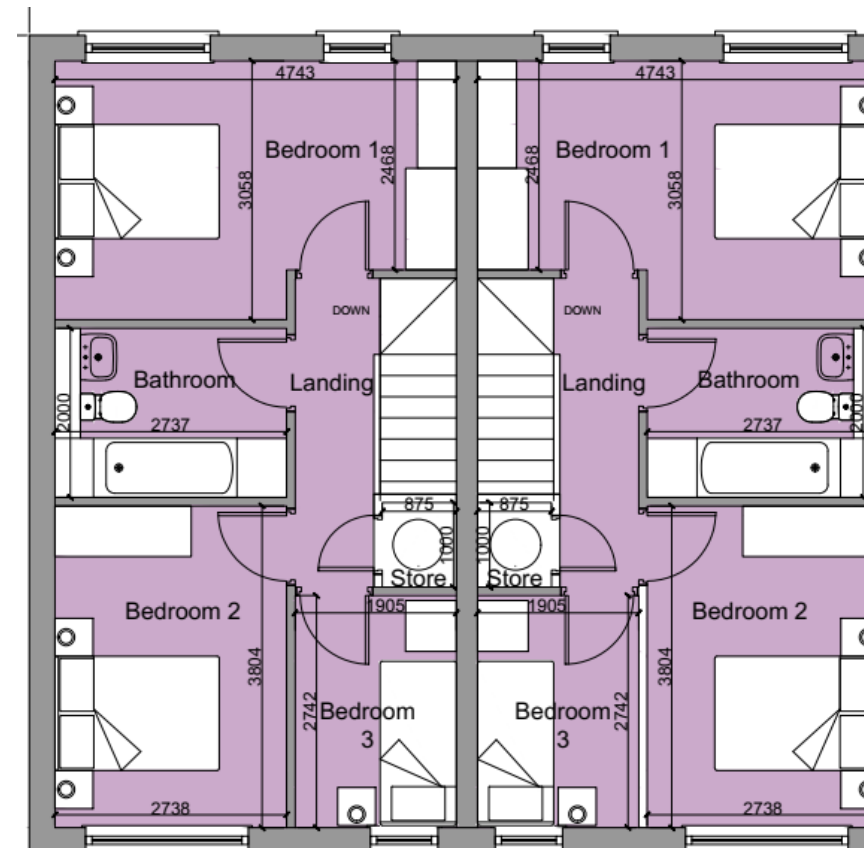
The modern scheme at Eaton Place is at right angles to Eaton Street with a blank gable facing the application site from which it is separated by a closed former common passageway. Furthermore, the proposal will not be any worse than the existing condition taking into account the height and position of the existing garage building. The new block will be of a similar overall height as the existing building but would be set further back from the common boundary resulting in no additional loss of daylight or direct sunlight even though the block is on the south side of Eaton Place.

The properties on Hope Street have their rear elevations facing the site with the existing garage being directly behind nos. 11 to 25. The proposed scheme presents a much reduced built element and a reduced overall height than the present. The layout of the proposed new houses respects the existing row of terrace houses on Hope Street, so the distance between the principal rear elevations of both is 21.5m. The effect on the existing amenity of those residents will be minimal in terms of loss of light but the overall development will represent an improved neighbor in terms of both use and visual aspect.

The parking area allows for most vehicles to turn although it would be possible for all heavy vehicles to do so; this situation is no different from the parking areas provided at Eaton Place and at the rear of the flats at Tyrer's Mill. Parking is provided at one space per unit but it is pointed out that the site is in a very accessible location, close to Prescott Town Centre with a good public transport service within easy walking distance.



Proposed Typical Upper Floor



Proposed First Floor

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DESIGN PROPOSAL

PROPOSED AMOUNT OF FLOOR SPACE

The proposal represents a reduction in the size of the built footprint on the site. The existing building has substantial site coverage with only a small entrance yard and forecourt on its southern elevation. The new building would represent more than a 50% reduction in building cover over the site with a consequent improvement in the sense of openness and reduction in the feeling of oppressiveness that would result for the adjoining residents.

The houses are laid out so they have individual ownerships, they have private front door access off the existing private road and private rear gardens. The residents parking will be shared but allocated so there is 2no. Spaces per Dwelling in line with the local Transport SPD ‘Ensuring a Choice of Travel’.

PROPOSED USE

The accommodation proposed is private residential accommodation which is considered appropriate in this location. The former use of the building represents a non-conforming use within an area that is predominantly residential. This site is hemmed in by traditional and modern residential schemes and, together with the other repair garage to the west, now constitutes an inappropriate use and built form which detracts from the residential amenity of the area, which is confirmed by its general zoning in the Council’s own approved Unitary Development Plan. It is concluded, therefore, that a residential scheme is acceptable in principle and will be welcomed by adjoining residents and the local planning authority.



SECTION 03

DESIGN PROPOSAL

A previous scheme for residential development in the form of a new private access road serving 5 two storey houses was refused planning permission on 14th September 2010. The reasons for refusal related to the form of the layout, principally the access road and its effect on surrounding public rights of way, as well as the provision of semi-detached and detached houses with substantial amenity areas which were considered to have an adverse impact on the character of the surrounding area. These reasons have been taken into account in the preparation of this scheme with the result that a single block of two storeys with its own off-street car parking area and contained within the site existing boundaries has evolved. It is considered that this would not have any detrimental effect on the amenity of adjoining residents but would reflect the built form in the surrounding area, which is a mixture of large structures and terraced houses thus overcoming the previous reasons for refusal.

LANDSCAPE

The proposed development would create individual rear gardens for each dwelling. This would be mainly grassed areas with low level domestic scale planting to delineate areas and provide visual relief to the residents. There will be some landscaping to the front of the properties such as low level shrubs to soften the hard landscaped areas. A detailed planting scheme has not yet been developed but the applicants are willing to discuss the matter fully with the local planning authority in order to achieve a scheme that will enhance the setting of the building itself as well as the remainder of the area



SECTION 03

DESIGN PROPOSAL

APPEARANCE AND MATERIALS

The design approach for the building is to be contemporary with a limited material palette in keeping with the local area and represents a modern take on the properties on Hope Street.

The elevation treatment will be a red/brown facing brick with a decorative banding detail and slate roof tiles which will sit well within its context.

All the openings to the residential accommodation are contained within the eastern and western elevations. The windows will be dark grey double Glazed UPVC with glazing bars. The front doors are to be dark green composite doors.

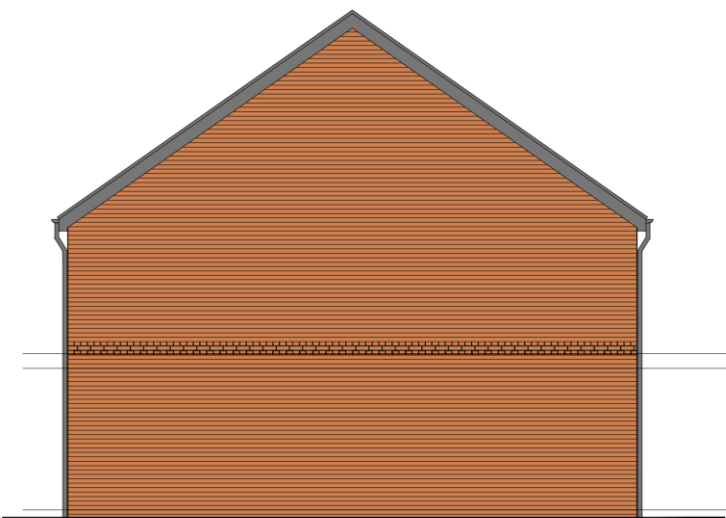
It is acknowledged that the building will not be readily visible from most of the surrounding public realm, but it is considered that it will improve the visual character of the area and the visual appearance of the immediately surrounding area.



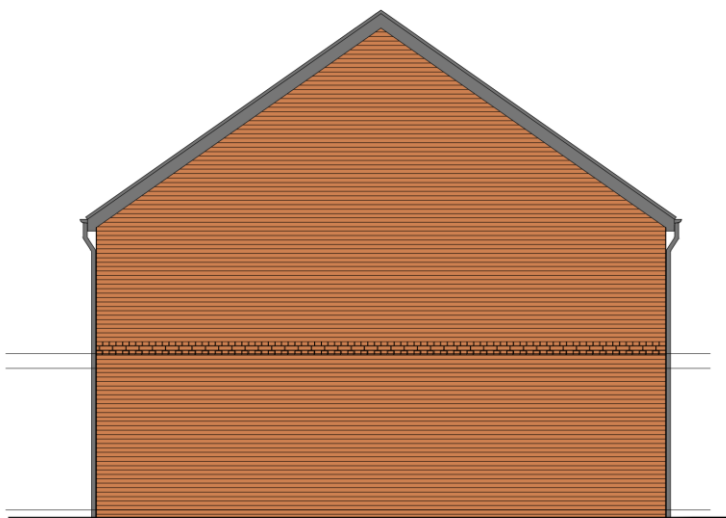
Proposed Front Elevation



Proposed Rear Elevation



Proposed Side Elevation



Proposed Side Elevation

04

ACCESS

SECTION 04

ACCESS

INCLUSIVE ACCESS

The applicant recognises the requirements of the Equality Act and the Council’s own standards to ensure that all new developments are accessible by all sectors of the community, irrespective of any disability.

Street, surfaces and curtilage will be legible and clear to best enable inclusive access. The new proposal has been design according with British Standards and Building Regulations approved document M to ensure level thresholds and accessible home environments.

All doors within the building will have a clear opening of at least 800mm wide. (Measured from face of door stop to face of door in 90 degree position).

SITE ACCESS

In general accessibility terms, the site is within an established area of residential properties and commercial uses on the edge of the old Prescott Town Centre. There is a choice of means of transport with road access from Hope Street and a number of historic public rights of way surrounding the site, including one to the High Street through a tunnel in the Tyrer’s Mill apartment scheme. A suitable secure off-street car parking facility is being provided as part of the scheme for the future occupiers. The easy access to the town centre and the range of facilities provided there, including retail, leisure and employment make this a sustainable location for an apartment scheme.



05

**SECURITY, REFUSE
AND RECYCLING.**

SECURITY, REFUSE AND RECYCLING

It is considered that the introduction of a new building and its use for residential purpose in this location will increase the level of natural surveillance in the immediate area due to its occupation at all times of the day and night. This will be to the benefit of crime reduction in the area and will increase the amenity of surrounding residents and other occupiers. The removal of the vacant building in itself will remove an eyesore as well as a possible target for unauthorised uses and acts of vandalism.

The scheme includes a common car parking space for the residents which will be controlled by electronically operated gates with a similar treatment to the linked pedestrian gate. The boundary proposals to the front of the houses are to be agreed along with the landscaping.

Waste bins will be kept within each dwelling curtilage and taken out on bin collection days via the public adopted passageway to the east of the site.

