



20 apartments
Moorfield, Tower Hill, Kirkby
Design & Access Statement

12th July 2023

Introduction



Overview of Proposed Development

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Purpose and Format of the Statement

This Design and Access Statement meets the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2010 and Circular 1/2006 from the Department for Communities and Local Government (DCLG).

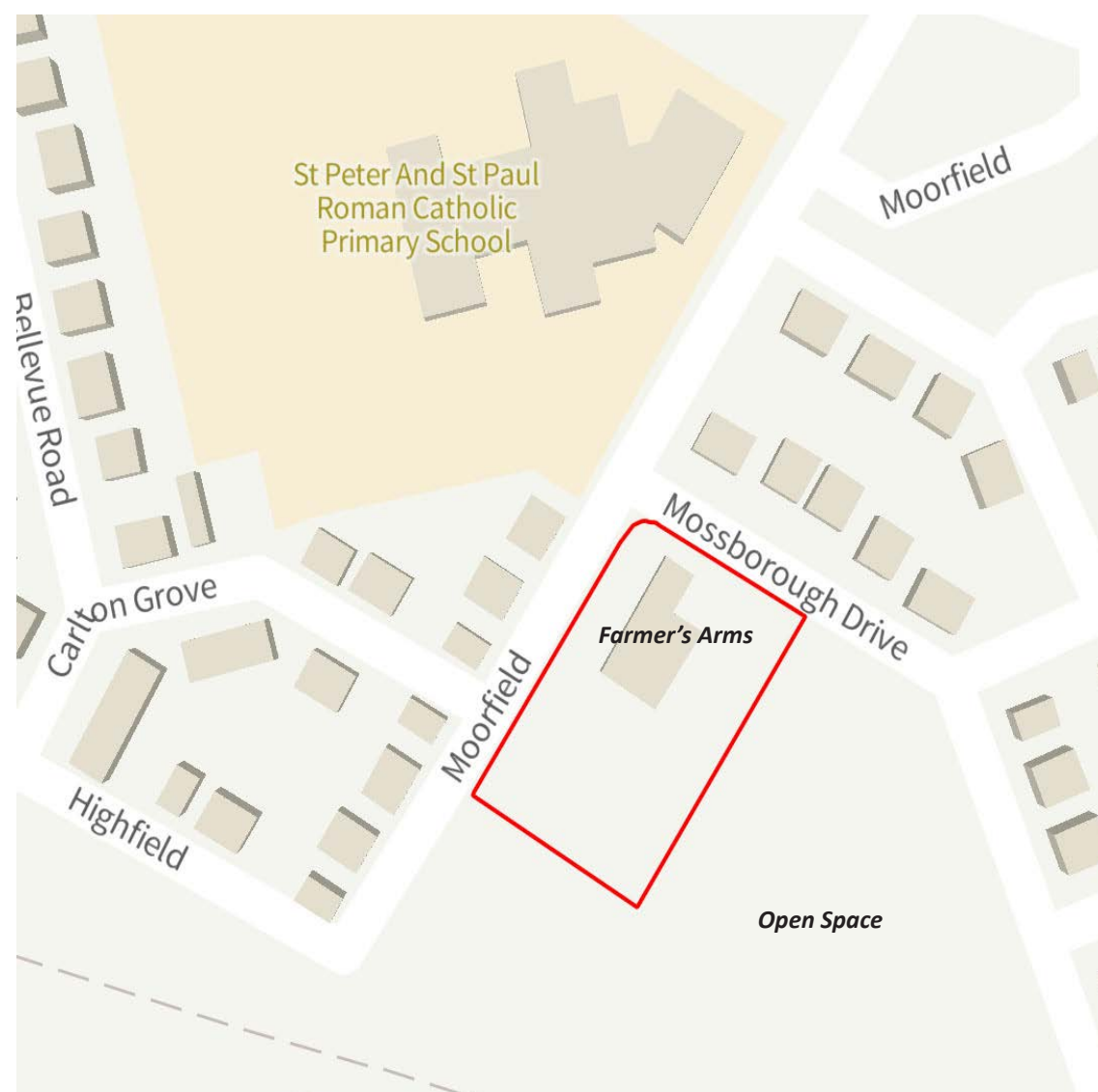
These state that planning applications, with some exceptions, are to be accompanied by a Design and Access Statement that explains the design principles that have been applied to the development and illustrates how issues of access have been dealt with. The structure and content of this statement has been informed by 'Design and Access Statements: How to Write, Read and Use Them. (CABE 2006).

This statement has been prepared by Level 2 Architects on behalf of Built Group Ltd in support of a full planning application for 20no. new dwellings comprised of 1 and 2 bed cottage style apartments spread over 2-storeys aimed at the affordable rent market, the proposals include in-curtilage parking spaces and generously proportioned shared amenity for residents. These proposals will replace a disused/ vacant plot of land allocated for residential use, the main goal is to provide good quality secure homes to make better use of a site located in a residential area.

This statement should be read in conjunction with the application drawings and supporting documentation.

1.1 Site Location

Current Status



Site Location



Aerial Photo

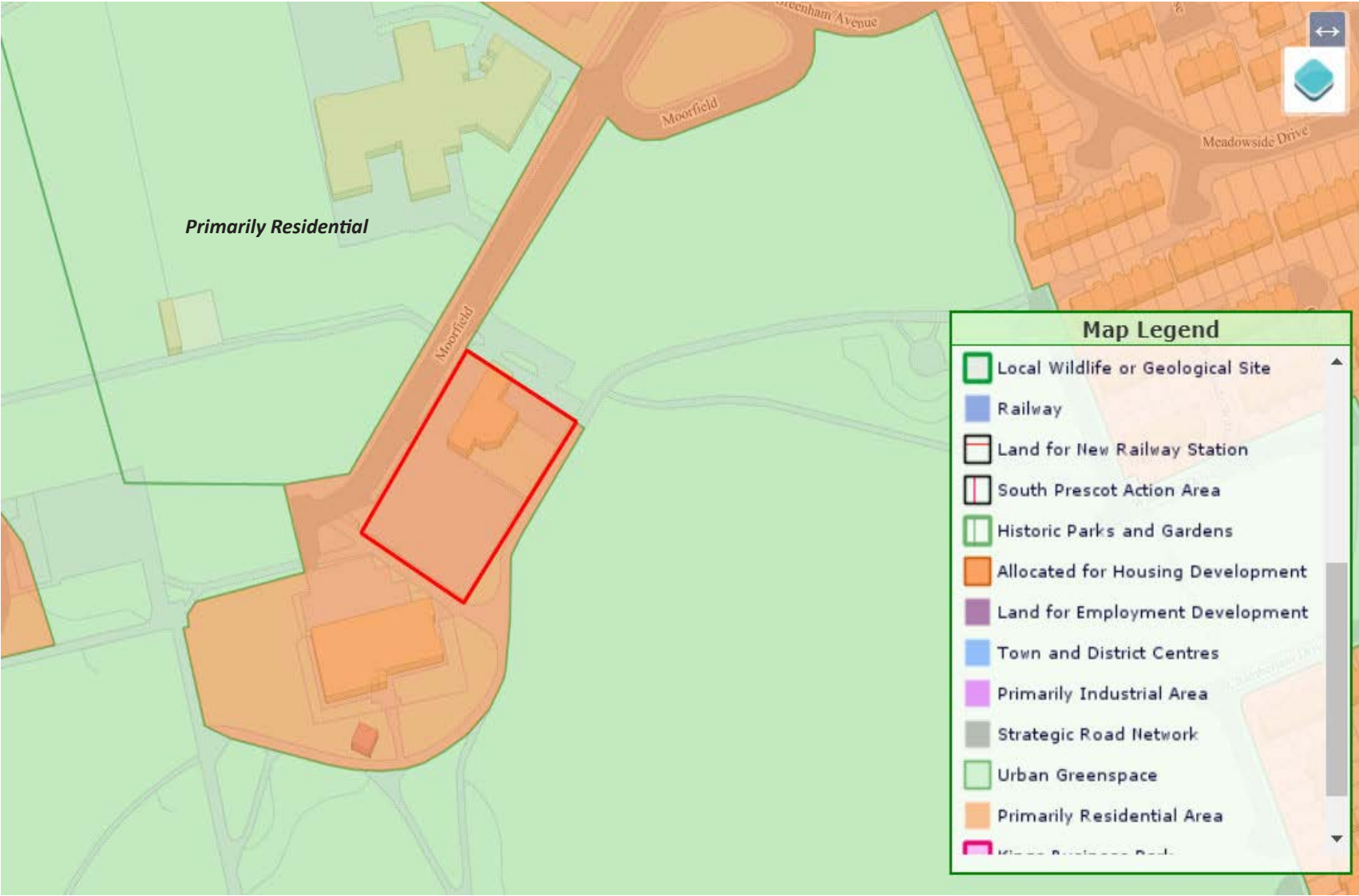
The development site, highlighted above in red, is 0.27Ha and currently accommodates a former public house, its car parking and recreational gardens. The site is surrounded by a recent redevelopment of 2 and 2.5 storey residential properties, a network of new roads and footpaths, and a large public open space to the rear. The land is currently not secured at the perimeter, and the pub has been subjected to fire damage. There is a public footpath that wraps around the rear of the site which connects to other footpaths in the public open space.

A recent application (October 2022) to re-purpose the public house as a convenience store was refused on the grounds of noise and disturbance to neighbouring residential properties and concerns about crime and anti-social behaviour. We understand Knowsley Council would support residential use for this land, and apartments would be preferred due to the increased natural surveillance it provides over the public open space.

Level 2 Architects have engaged in a pre-application process with KMBC planners to establish the principles for residential development - this centred around the preferred type of residential development to deal with the site issues and what numbers can realistically be achieved within the confines of the site. This application has therefore been developed in conversation with KMBC planners to move forward with an appropriate type of residential development at an appropriate scale.

1.2 Site Analysis

Planning Position



Extract from Knowsley MBC Proposals Map



Current Site conditions

The land is located within a primarily residential area, close to a local primary school as well as the recently built Countryside homes. The land is therefore well connected, adjacent to local facilities, new infrastructure and prime for repurposing for residential use. The pub, which has now been closed for a few years, has been unoccupied and subject to fire damage in August 2022, this has caused a building which already looked out of place against the new homes to become an eyesore for all local residents.

The remainder of the land is open car parking which has had to be cleared and cleaned by the site owners on several occasions. Redevelopment of this site provides an opportunity to massively improve the visual outlook for local residents and provide added natural surveillance across to the public open space.

1.3 Contextual Analysis

Constraints & Opportunities



Aerial Photo overlooking the existing public house



Photo of rear over the public open space

The existing building occupies roughly half of the site and the other half is an open unmarked car park. The existing access position for vehicles is halfway down Moorfield but there is informal car parking also located off Mossborough Drive. The footpath that borders the rear of the site connects to crossing points on both Moorfield and Mossborough Drive, these crossing points will need to be retained in the new proposals.

We note that the footprint of the pub is 'T' shaped and most of the windows to the building look out over the front and rear (West and East) meaning there is little to no overlooking of the car park from the building itself. A small garden is still visible on the East side of the building which is enclosed in concrete block fencing which is not particularly attractive nor concealed.

There are no trees or shrubs on the land so there is no ecological impact on development, only a positive/ improved ecological benefit in that new maintained gardens with enhanced landscaping will come with residential use.

2.1 Layout

The Development



Response to Constraints

Our assessment of the land constraints is shown in this diagram, where a linear form of building wrapped around the perimeter of the site can create a central communal garden which naturally should be positioned on the rear (East) adjacent to the public open space. This linear building will need to be positioned to respect privacy distances to existing homes but also provide a positive outlook for new residents for this development.

The creation of a large communal garden would also provide the opportunity for multiple resident units to overlook the rear of the site from different angles - this is critical in improving the natural surveillance of the public open space. The gardens could then be secured at the boundary using visually permeable fences which maintain views to the rear.

Parking would be positioned around the perimeter which would be visible by new and existing residents and would be in keeping with the houses parking arrangements nearby.



Proposed Layout

Further development of this blueprint is shown in the diagram above. In order to achieve adequate parking numbers we will need to position some car parking within the central communal garden which then creates a courtyard. This means the building footprint needs to be split into two blocks to allow access for vehicles to this courtyard.

Nevertheless there is sufficient space to provide good sized communal gardens to the edges of the blocks so there is a constant positive outlook from the apartments rather than seeing car parking hard up against the building edge.

This diagram also shows the improved overlooking the shape of the blocks provides by using 'L' shaped footprints that are equal in size and mirrored to address the site edges.

2.2 Amount The Development



Existing aerial view looking East



Aerial view over the development

This before and after aerial view over the site shows the proposed form and amount of residential development is appropriate for the size of the site. Currently the car park side of the site is underutilised and not secure, this residential development will tackle security concerns and will be in keeping with the area.

The 'L' shape of the proposed buildings is clearly visible from above but will not be apparent from street level, this arrangement helps to maximise views to the rear of the site, to secure the communal gardens and to respect privacy distances.

2.3 Scale

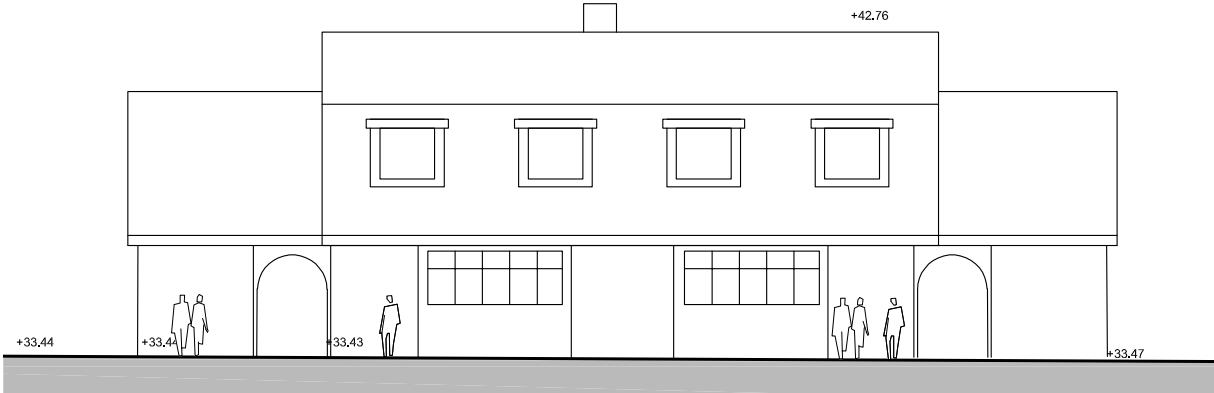
The Development



Proposed visualisation of the cottage flats from Moorfield

The existing pub shown in the elevation below is around 2.5 storeys in height and similar in scale to the local houses with a bedroom in the roofspace. We have discussed with KMBC planners the possibility of 2.5 storeys for this site but have put forward a proposal for 2-storeys due to the nature of cottage style apartments where first floor apartments have their own front door at street level.

A full contextual elevation shows a scale of appropriate proportions, with duo pitched roofs and hipped roofs consistent with other properties in the street. The split between the two blocks helps to visually break up the roofline and offer views through to the public open space beyond.



Full contextual elevation facing Moorfield

2.4 Appearance



Semi-detached houses across from the site



General appearance of Countryside properties in the street

Our intention with the appearance for the new cottage style apartments is to reference but not directly reproduce the external look of the Countryside properties across the road. These houses include a red and buff brick, feature band coursing, brick window heads and cills, and red and grey concrete roof tiles. The houses are largely traditional flat facades with gabled walls and hipped roofs.

We have reused the feature brick course at first floor level to split out two different bricks on the ground and first floors. The front porches bring some relief and separation for flat entrances and accommodate incoming service meters. The regular window pattern has been lined up across levels and includes brick headers in a square (straight) formation rather than arched.

The 35 degree roof pitch used on the cottage style apartments matches the Countryside housetypes that are present in the local area opposite the site, however we have chosen to include dark coloured fascias and soffits and black rainwater goods for a more modern appearance.



Visualisation showing the gap between blocks



Visualisation from Mossborough Drive

2.5 Landscaping



Concept Landscaping proposals showing the extent of gardens

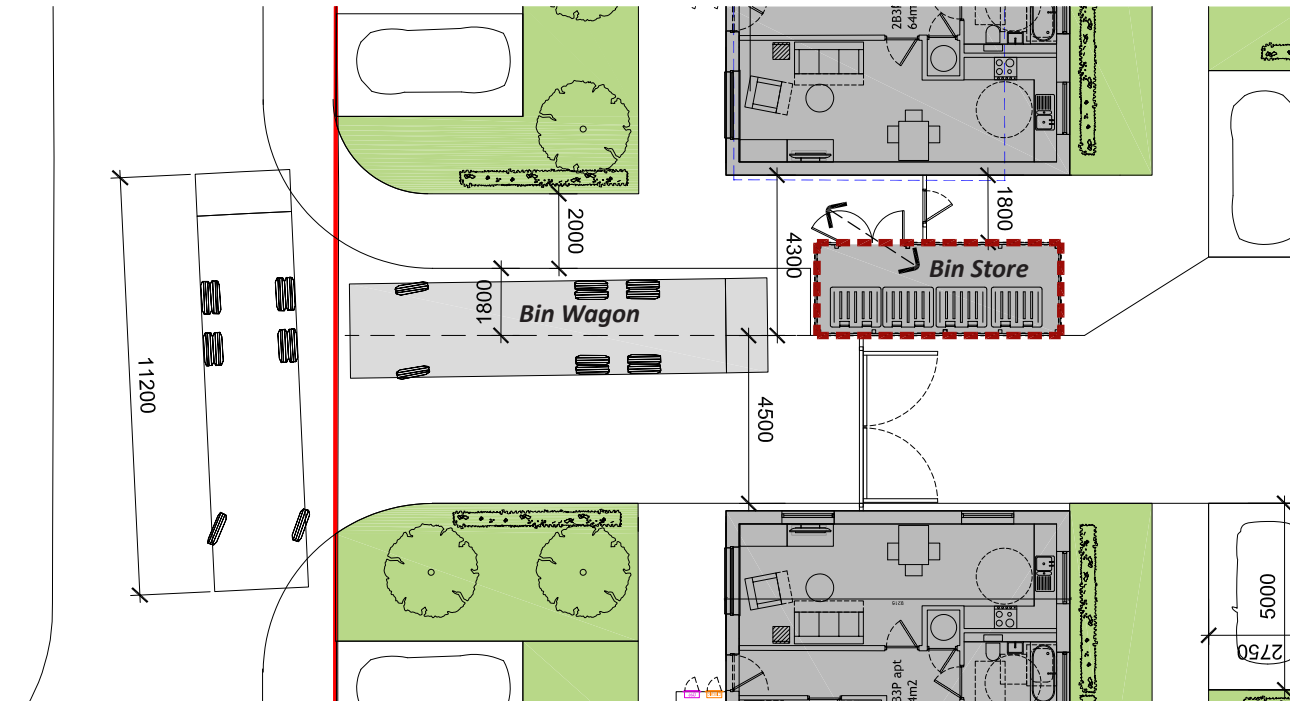
As described in the analysis above we have ensured there is generous quantities of communal landscaping and amenity that is positioned adjacent to the building footprint for the enjoyment and positive outlook for residents.

The majority of the gardens are positioned to the rear (East) of the buildings to soften the edges and create a transition into the public open space. There are however slices of soft landscaping positioned around the perimeter of the front of the buildings and on the corner which is clearly visible on approaching the site. This soft landscaping divides the front of the apartments from the car parking areas which are deliberately distributed across the whole site rather than concentrated into one zone.

The existing vehicular access position on Moorfield has been re-used to provide residents with access to the central courtyard which will be behind gates and secured on the rear with railings. This courtyard provide a good secure location for cycle storage as well as more soft landscaping at the edges.

Footpaths have been minimised and positioned to highlight / align with entrance doors for the apartments, the footpaths however all connect around the perimeter of the blocks which will link front doors. It is envisaged that a locked gate will be provided for residents to enter the rear courtyard from the footpath on the public open space.

The bin storage is positioned centrally between the two blocks at the junction with the secure fencing that encloses the rear courtyard, this is separated from the main building for fire safety and accessibility. The vehicular entrance (bellmouth) is wide enough to accommodate a bin wagon for waste collection at this point, or the wagon can stop in the access road within the site boundary.



Central bin store location

2.6 Access Inclusive Design

Inclusive design is a key objective for the proposals for this development, all access routes will connect to the existing footpath which meets adoptable standards; all footpaths will be smooth surfaces limited to 1:15 and 1:20 cross falls to ensure that the surfaces can be readily navigated by all user groups. The adoptable footpaths lead straight to front doors for the apartments on ground and first floors.

Existing cross falls and levels on the site are already gentle so these will be largely retained to provide level access to achieve building regulations compliance.

Compliance

The proposed apartments comply with M4(2) (Category 2: Accessible and Adaptable Dwellings) of approved document M. Ground floor apartments can be adapted to M4(3) dwellings.

Parking

The proposed site plan shows 30 vehicle parking spaces which will provide 150% parking for the development to meet planning policy. Car park bay dimensions comply with local requirements being 5000mm long and 2750mm wide. Ground levels will be adapted to achieve a level access from car parking to front doors, whilst meeting the requirements of Part C. Surface finishes will be firm, no loose laid material is anticipated to be used in pedestrian walkways.

Access

Pedestrian access will be a consistent visual tone using 600mm square paving slabs, all paths leading from the adopted highway to front doors. The minimum 900mm wide approach is provided throughout. These paths will be fully accessible with gradients no greater than 1 in 20 and will be contrasting in colour to surrounding hard landscaping to clearly define the routes. Level access will be provided to the principal entrance, ramp gradients are not expected to be required. Level landings to gentle slopes will be at least 1200mm long.

Entrance

External doors to front doors for all apartments will have a level threshold, existing levels will be adapted to achieve this. The principal entrance has a canopy achieving the minimum 900mm width and 1200mm depth. The entrance door will provide at least 850mm clear opening and will open inwards away from the highway.

Circulation

Front doors provide level access, due to the stacked 2-storey apartment design only apartments on the ground for have rooms on the entrance storey which are step free. Corridor widths achieve the minimum 900mm unobstructed width and unobstructed areas of 1100 x 800mm are provided throughout.

Bedrooms

The main double bed (2x1.5m) has 750mm clear zones to both sides and foot of the bed, other bedrooms with single beds (1.9x0.9m) have 750mm clear zones to one side and 500mm to the foot of the bed. These bedrooms to have clear access routes of 750mm from windows and doors.

Bathrooms

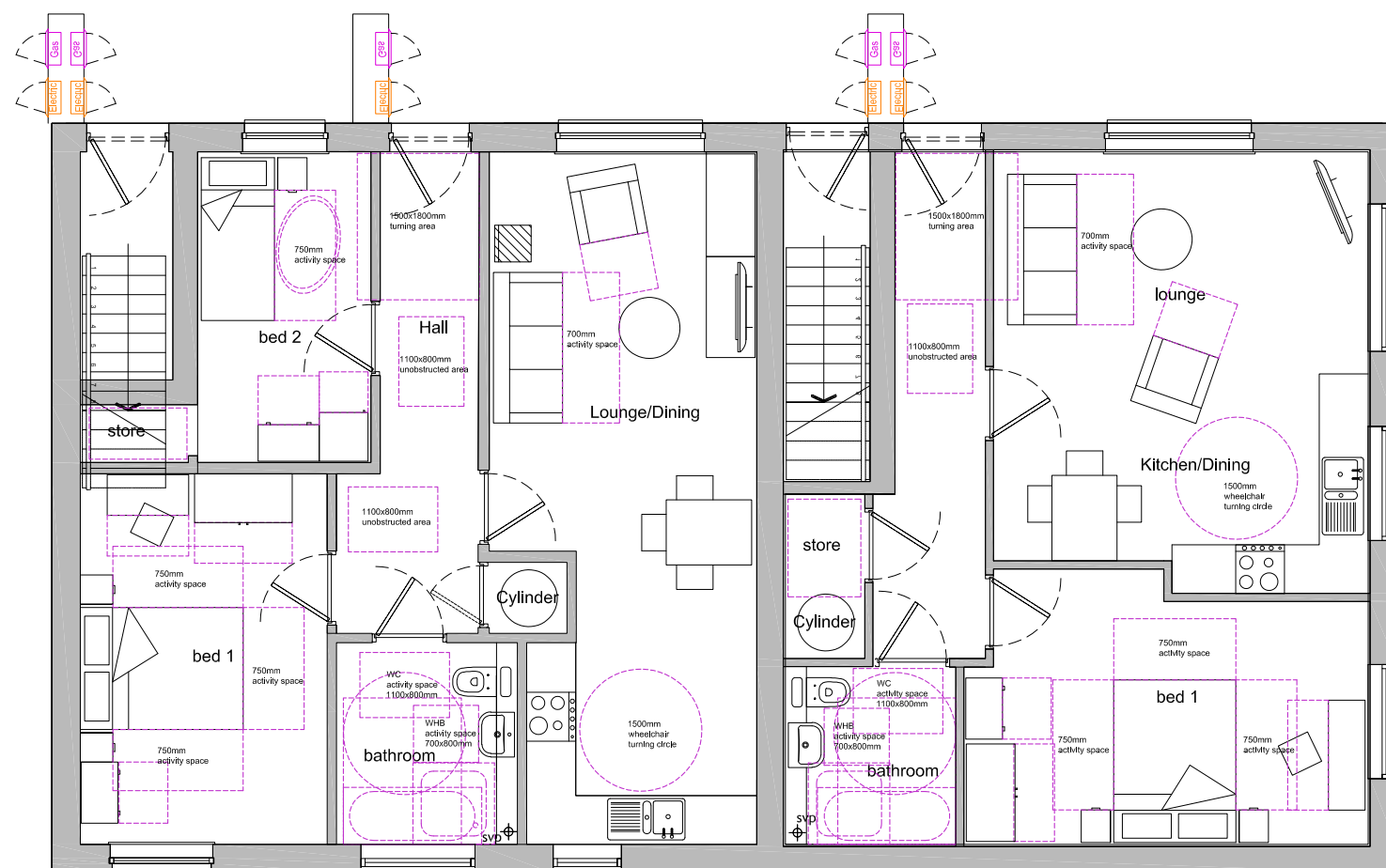
Each apartment has a shared family bathroom including WC, basin and bath on the same floor as the main double bedroom. 1.1x0.7m clear access zones are provided in front of the WC and to the side of the bath, 0.7x0.8m clear access is provided to the wash hand basin. There is provision to replace the bath for a level access shower within the bathrooms at ground level.

Sanitary facilities

In the WC within the entrance storey on the ground floor is capable of taking a future level access shower: the WC meets the desired 1.45 x 1.8m room size to achieve the requirements of Part M. This also allows for 1.1m in front of the WC and 0.7x0.8m in front of the sink. The WC door can open outwards as shown on the plans.

Fixtures and Fittings

The construction is anticipated to be traditional load bearing masonry allowing for walls around the WC and bathrooms to be capable of supporting 1.5kN/m² for additional ambulant fittings and fixtures. Consumer units will be mounted at 1.4m above floor level. Handles for manually operated windows will be located 1.4m above floor level.



Typical ground floor apartments