

Land at Woodend, Netherley Road

Design & Access Statements

Revision *

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architects

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1.0 ASSESSMENT

1.1 Introduction

This statement has been prepared on behalf of the applicant in support of a Full planning application for the proposed residential development of 10no. dwellings on the land at Woodend, with associated access, landscaping, parking and services.

The aim of this document is to demonstrate understanding and appreciation of the existing site, provide an overview of the design process and highlight the positive impact that the new development will have on the surrounding area.

At a previous planning appeal, the officer noted that *'The appeal site lies in the Green Belt. The main parties agree that the proposal would not be inappropriate development in the Green Belt'*.

This document is to be read in conjunction with the drawn information and supplementary information submitted in support of the full application.



Figure 01
Site Location Plan Source: CLA/OS Maps, Not to Scale

1.2 Other Supporting Information

In support of this application, please also see the following information:

19-112-10	Existing Location Plan
19-112-11	Existing Topographical Survey
19-112-13	Existing Building Plans & Elevations
19-112-20	Proposed Site Plan
19-112-30	Outbuildings Plans & Elevations
19-112-40	Proposed Street Scene
19-112-50	The Coach House Plans & Elevations
19-112-51A	The Barns Plans & Elevations
19-112-52A	Farmstead East Plans & Elevations
19-112-53	Farmstead North Plans & Elevations
19-112-54A	The Farm House Plans & Elevations
19-112-55	The Stables Plans & Elevations

1.3 Site Context

The site is designated as a 'Primarily Residential Area' in the Council's Adopted Local Plan.

The application site is parcel of industrial land measuring approximately 837.4m², set within Green belt land. It is roughly 'L' shaped and bounded by residential properties, industrial land and woodland/overgrown land. The surrounding context varies greatly in both scale and massing, and the site is in need of re-development and improvement.

The application site is currently hard surfaced, with a number of large adjoining industrial buildings occupying the eastern side. It is largely contained by dense vegetation along its east and western boundaries, with mature trees also being present along some of its frontage along Netherley Road. The site is immediately adjacent to a residential detached dwelling to the west and a riding school and mineral processing facility (MPF) to the east. To the south is Netherley Road and open countryside and Tarbock village hall on the opposite side of Netherley Road.

The prevailing character of the area is rural, with a loose collection of buildings seen in the context of open agricultural fields and countryside. These provide the surrounding area with a general sense of spaciousness. With the area being home to such a varied residential style and size, it is a sought after place to live, and often a place where people stay as residents for many years.

The brownfield site has had varied uses prior to its current state, it was formerly a petrol station, and then was later developed into a working print factory/warehouse facility. Since the business occupier of the site has re-located the majority of their business workings to a new development, less employees have been in attendance at site, and instead it is used for the storage of goods and materials. The land has become overgrown and is also in a fairly poor condition, having become under-managed and prone to fly tipping.



Figure 02
Google Earth aerial view of application site.
Red Line: Extent of application site

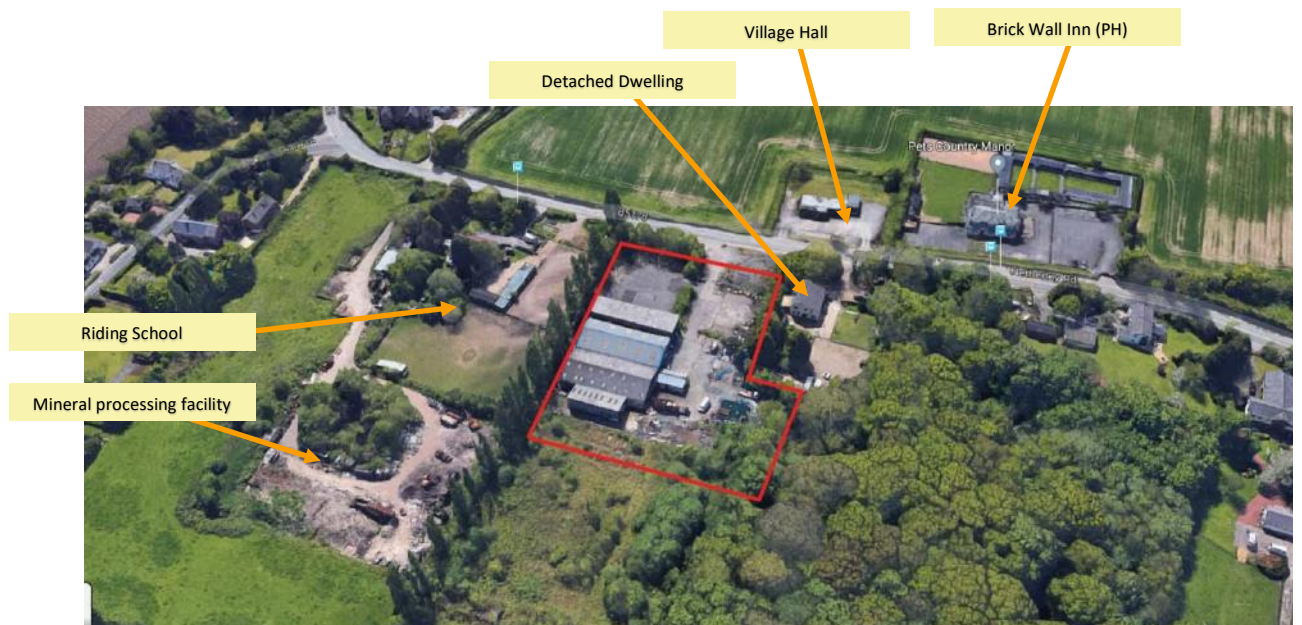


Figure 03
Google Earth aerial view of application site with context.
Red Line: Extent of application site

1.3 Site Context

Site Levels

The application site has a very subtle incline from the road to the back of the site and therefore should not cause any disturbance or issues with the levels/access to the properties or the site. Refer to the Topographical Survey produced by Barry Lowe Surveys Ltd for detailed level information.

Flood Risk & Drainage

The site has been designated within Flood Risk Zone 1 — Low risk of flooding. Planning Policy CS24 states that drainage on new developments shall be designed to reduce surface water run off rates to those associated with a green field site. Alongside this application we have submitted a Flood Risk Assessment (FRA) and Drainage Strategy as well as a completed 'SuDS Pro-Forma 1' document.

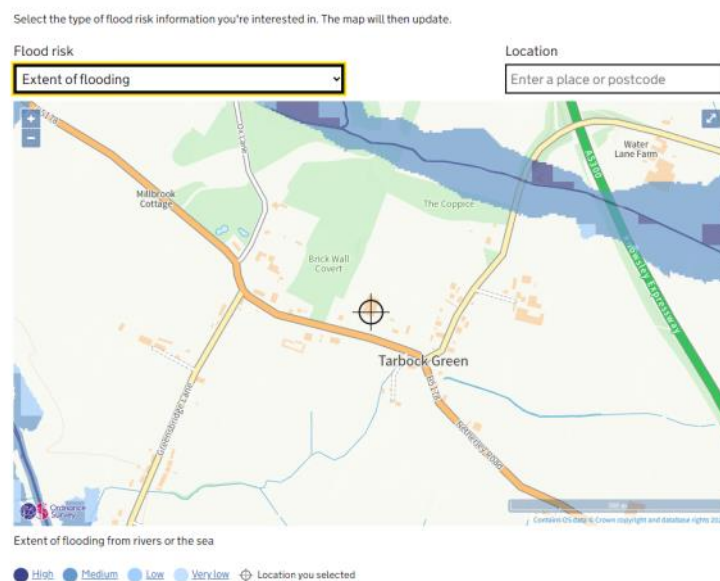


Figure 04
Gov.uk flood risk service map.
Marker locates the application site

1.4 Site Photographs



Figures 05 & 06
Photograph of the proposed development site.
(Photo taken 24/09/2019)

1.4 Site Photographs



Figures 07 & 08
Photograph of the proposed development site.
(Photo taken 24/09/2019)

1.4 Site Photographs



Figures 09 & 10
Photograph of the proposed development site.
(Photo taken 24/09/2019)

1.5 Wider Context

The site is located adjacent to two conservation areas, Tarbock Green and Tarbock Village. The two conservation areas are located close by to each other with the main thorough fare of Netherley Road running through them and directly adjacent to the application site.

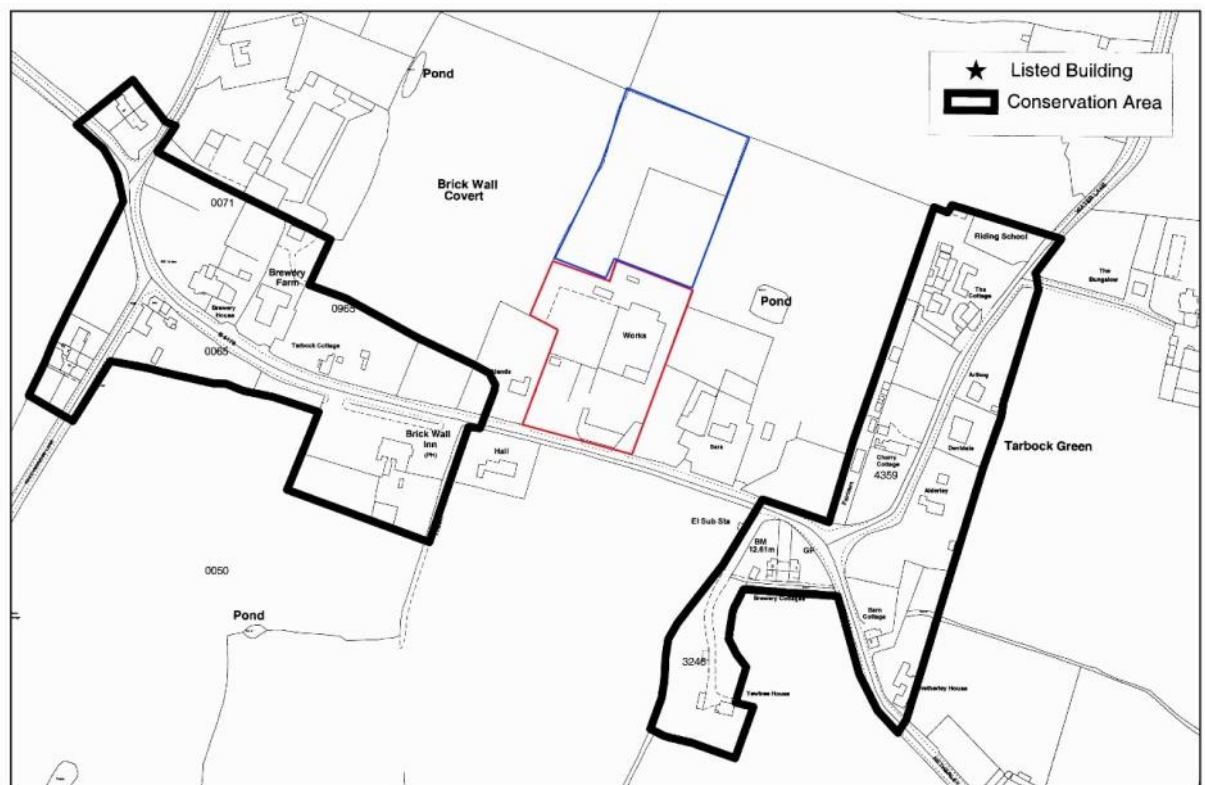
The local area is mainly rural in its character with traditional dwellings set back from the road, with large gardens and mature tree / hedgerow lined frontages.

The local area was primarily farm land up until the late nineteenth century, when there was a small, phased development in the area, which saw a post office and smithy constructed in approximately 1884.

This was later followed by the sale of a large, private estate which measured approximately 2300 acres, in 1926, which sold over 20 farms and 50 houses and cottages. This allowed for the village to gain more of a community and settlement.

The character of the local area is mainly domestic/ farmhouse styled, two storey brick or rendered properties, with some key properties that provide a sense of place. The roads within the area, currently have limited street lighting, other than at junctions which helps to retain the rural feel to the area.

This site is in an accessible location with good connections to public transport, infrastructure and local services which are favourable factors in support of the application to develop the site as a sustainable future residential use. Transport links in the area are bus routes, with a bus stop located outside the Brickwall Inn, (opposite the application site), pedestrian routes and key vehicular routes. The nearest train station is Halewood or Hough Green.



"Crown Copyright © Knowsley MBC 100017655"
January 2005

Figure 11

Map showing the 2no. Conservation areas. Sourced from the 2005 Knowsley Conservation area appraisal.

1.5 Wider Context

The Noli Plan

This Local Noli plan helps reflect the built form and local patterns in the plot sizes and different buildings. There are small clusters of buildings across the immediate context of the site. Generally the plots are detached houses with gardens to the rear and the side, and some more traditional style semi-detached farm houses, linked to the history of the local area.

There is a natural hierarchy to the area when viewed as a noli plan; with the larger traditional detached dwellings, and the smaller semi-detached farm houses being clear. The private and semi-private spaces become evident and it highlights places where the layouts could be improved to encourage places for social interaction and community.

The current large warehouse structure on the site stands out on the Noli plan as an anomaly for the area. It would be better placed as a series of smaller buildings/footprints, which would then show as a smaller massing when viewed as a Noli Plan.



Figure 12
Noli plan of the existing local area.

Accessibility and local community

There are 7 schools within a 3 mile radius around the site with the nearest being St Gregory's Primary School at approx. 1.5 miles away.

The nearest Pharmacy is approximately 1.8 miles from the site with 8 further GPs and 3 dental surgeries within a 3 mile radius.

There is a supermarket approximately 1.7 miles to the East of the site within Netherley alongside other local shops located nearby in the surrounding areas.

2.0 DESIGN

2.1 Proposal

The proposed scheme seeks to provide a residential development of 10no. 3, 4 & 5 bedroom semi-detached and detached houses, with associated access, landscaping, parking and services. The site is located in a 'Primarily Residential Area' which has been unoccupied and is in a state of disrepair.

This scheme seeks to provide much needed accommodation in a form that will enhance and encourage sustainable communities to form and grow.

The scheme comprises of:

- 5no. 3 bed 6 person dwellings
- 2no. 4 bed 7 person dwellings
- 2no. 4 bed 8 person dwellings
- 1no. 5 bed 9 person dwellings

The proposal would provide economic, environmental and social benefits to the local area. It would generate economic activity during the construction of the housing, with employment opportunities and through Council Tax and New Homes Bonus once the houses are complete. There would also be some environmental benefits to biodiversity through the provision of the pockets of open grassland, new planting and landscaping.



Figure 13
Condry & Lofthouse Architects CGI illustrating the proposal

2.2 Layout

When designing the site, we have extensively researched and referenced various published documents to influence the design and layouts. English Heritage and Historic England both offer advice and guidance on schemes that link to rural communities and conservation areas. Although the site is not directly set within a conservation area, we feel that using the traditional principles of design can assist with the layout knitting back into its surroundings successfully.

Layout Design principles

Rural key buildings and design elements that have been considered to influence the layout of the scheme:

- Farmstead - *a place where the farm house and the working farms are located*
Farmsteads within the UK vary greatly in their design and layouts, however the traditions and national influences have meant that often they are built in a single phase for the functionality of the farm and constructed using local materials.
- A Coach House - *a building similar to a cart shed used for storing a coach or pony trap*
These buildings are often brick built with a pitched roof and have large openings with a door
- Farm House
- Courtyards
- Barns / Longhouse - *a building often with a shared entrance for cattle and humans with a stepped down roof.*
The shared entrance was often sited below a chimney stack and the accommodation side having a stepped roof down to the cattle area. These buildings were often used to influence the later design of farmhouses. This type of building was often grouped together in farming hamlets.
- Stables - *A building for housing working horses and tackle storage*
Usually two storey in height, brick or stone buildings with ground floor windows, pitched roofs and haylofts with ventilation. Often distinguishable between cattle barns as the doors are taller and narrower.

When considering Historic England's 'National Farmsteads character statement', the significance of the UK's farmsteads is that of :

"A traditional farmstead or farm building will have significance if it makes a positive contribution to the local character and distinctiveness, whether it is designated as a heritage asset or not".

Courtyard plans are very common within farmstead layouts, as the working buildings are located around one or more yards. The layout of the buildings are either loose/dispersed or linear. For the proposal, we have chosen a dispersed plan layout.

Once again, Historic England's 'National Farmsteads character statement', describes a loose plan as:

"loose courtyard farmsteads have detached buildings loosely arranged around one or more sides of a courtyard."

Historic England's 'National Farmsteads character statement', also gives examples of key features of a farmstead:

- Hard surfaces such as cobbles, stone flags or bricks
- Distinctive doors and windows
- Industrial fittings
- Drainage channels
- Plank and ledged doors with heavy frames
- Horizontal sliding doors

2.2 Layout

Precedent layouts

Through the design research, we have sought inspiration from UK farmstead arrangements, both historic and more recent, keeping in mind the 'loose courtyard' style layout.



Figures 14-22

Google images of farmstead style dwellings.

Openness

In a previous application, it was noted that the principle of development and the lack of impact on the openness of the Green Belt was accepted by the Local Council. The reuse of a brownfield site would prevent the need to develop other greenfield sites elsewhere.

The proposed development seeks to enhance the street scene by introducing glimpses of interest set back behind an open and foliage lined frontage onto Netherley Road. This request for an open frontage was set out in previous planning applications, as it creates a more pedestrian friendly and open environment which rectifies the current poor outlook and frontage to the brownfield site.

Amenity space

Policy CS19 in the Core Strategy seeks to ensure that new developments maintain a good standard of amenity for all existing and future occupiers of land and buildings.

This strategy has been followed when designing the site layout alongside research into amenity and the wellbeing of a community.

Each dwelling has a private amenity space of between approx. 200m² and 830m² per dwelling; which doesn't include all of the semi private and communal amenity space that is available on the proposed site plan.

2.2 Layout

The Approach from the main road

On approach from Netherley Road, the design proposes 2no. Dwellings significantly setback and semi-concealed and screened from the main road.

On the right of the main entrance, a grass verge behind the post and rail timber fencing is proposed leading to a planted collection of new trees, or orchard. This has been proposed as an attractive, natural feature in-keeping with the context of heavy wooded areas whilst screening the development in part. This tree lined frontage is echoed as a potential improvement to the area in the 2005 Knowsley conservation area appraisal.

The existing frontage of the site is relatively open and large areas of hardstanding are apparent. The new development seeks to re-establish a significant planted hedge along the frontage with an estate timber post and rail fenceline, in order to respond positively to the characteristic of the area.



Figure 23
Proposed site plan (not to scale)

2.2 Layout

To the rear of the site is proposed as the 'Farm House' and the 'Farmstead Yard' style buildings. Arranged around a typical courtyard, with a gravel hard standing and shared front aspect. Proposed planted planters and raised beds have been designed to break up the space into public and semi-private. They are also used to define pedestrian areas and protect inhabitants from car head lights when parking in the courtyard.

The private amenity to the dwellings is designed in line with rural or village amenity, some propose planted courtyards, some walled gardens.

Estate style brick walls at approximately 2000mm high with brick piers are proposed as part of the 'coach house' property. This dwelling is proposed to benefit from a private walled garden to its rear. This dwelling footprint proposes to occupy approximately 1/10th of its plot.

Key:

- Estate Fencing —
- Acoustic Fencing —
- Post & Rail Fencing —
- Estate Brick wall —



Figure 24
Site Plan of proposed land boundaries.

2.2 Layout

Noise and Acoustics

Private rear amenity is proposed to all the dwellings, delineated with simple plot dividing fences, allowing open aspect across and out to the rear. 2.1m high acoustic fencing is proposed between the site and its adjacent commercial MPF neighbour. To the rear of the site a 1m high bund, with increased tree foliage and a 2.4m high acoustic fence is also proposed.

The proximity of the site to the MPF neighbour is such that a Noise assessment report is submitted alongside this application. The Report summarises that an acoustic fence, grassed bund, and trees have been provided to certain boundaries, alongside triple glazed windows will assist to control noise levels to the MPF.

Interfaces and privacy

The proposed layout complies with the Local Council's minimum interface distances as set out in Appendix 4 of the New Residential Development SPD. The closest dwelling to the site is Oaklands to the west of the site. The gable wall of this dwelling is 4.5m from the site boundary at its closest point and just under 8m from plot 1. Given that the gable wall of Oaklands does not have any main habitable room windows there would be no adverse impact on the occupiers of this dwelling. To the east of the site is another residential dwelling, Sara. This dwelling is 41m from the site boundary and at least 50 from the nearest main elevation; therefore, this separation distance far exceed the Council's minimum interface distances and as such there would be no adverse impact on the amenity of the occupiers of this dwelling.

Highways

The highways layout has been designed and considered based on traffic management and flow as a functional requirement, and also the aesthetics, in order to form routeways and courtyards rather than a sub-urban cul-de-sac style development.

Pedestrians and vehicles have been considered and the proposed development alongside the existing Netherley Road has the capacity to take the additional vehicular traffic from 10no. new dwellings.

The parking provisions for the dwellings allow for 2no. cars per dwelling, and some dwellings with garage provisions for additional parking. The parking spaces are 2.4m x 4.8m minimum. Each property also has space available for cycle parking within the curtilage of the property, in a shed, or in a garage. The proposal is considered to comply with the requirements of highway safety and would be in compliance with Local Plan policies CS7 and CS19.

Movement – Accessible and easy to move around

A key principle for the scheme is to allow safe and easy access and this is achieved through Part M compliance. The buildings can be accessed via step free level thresholds from the street and the rear gardens, with the upper floors being accessible stairs and a ground floor WC being provided. The dwellings have been designed to Category M4(1) visitable dwellings.

Security and Secure by Design

There is an abundance of natural observation to all public areas / spaces and with the adoption of the Secure By Design principles and Approved document Part Q, creating a safe environment for families to live.

2.3 Scale

Plot ratios

As previously mentioned in the site context, the existing settlements adjacent to the site mainly consist of domestic scaled two storey brick rendered properties. The existing dwellings are arranged as a loose collection of buildings lining the roads. A mixture of semi-detached and terraced dwellings occupy on average 1/6th of their plots, with larger detached houses set in expansive and well screened private grounds, often with a few outbuildings.

The proposed building to plot ratios are proposed at 1/6th, 1/7th, 1/8th, 1/9th, 1/10th, 1/14th and a 1/16th to mimic the neighbouring ratios and allow the new development to 'blend' back into the noli plan of the area.



Figure 25
Site Plan of proposed plot allocation.

2.3 Scale

Scale of the façades

The scale of the new built form allows for the façades to be broken up through the use of projecting gables, feature windows, oversized openings and doorways; all of which echo the style of farmstead buildings and rural settings. This helps knit the development back into the area, whilst also creating a distinct and memorable appearance.

Pattern and Massing

A characteristic of the area is a residential setting grouped in a farmstead pattern. The image below dictates the various allocations of land across the site; private, semi-private and public intervals of space.

Key:
 Private Amenity
 Semi-Private Amenity
 Public Amenity



Figure 26
 Site Plan with proposed various spatial allocation.

Impact on Neighbours & The Street Scene

As the scale of the proposed buildings will be two storeys in height (or rooms in the roofspaces), it is not considered that they will generate any overlooking or privacy issues. The proposals also will meet and exceed the minimum interface distances, thereby ensuring privacy is maintained and a sense of low density.

2.3 Scale

Volume and Footprint

In terms of volume, the existing warehouse buildings on site measure approximately 8,000m³ whereas the proposed dwellings would have a volume of around 4,770m³. The proposed development would therefore lead to a reduction of around 40% in the overall volume of buildings on site.

Some of the proposed dwellings would be up to 1m taller than the existing building (8m rather than 7m), however this is not be considered to have a significant effect on openness.

The existing footprint of the warehouse building is approximately 1400m², whereas the proposed buildings would have a footprint of 1040m². Once again, the proposed development would therefore lead to a reduction of around 25% in the overall footprint of built form site.

Visually the built form of the proposed development be spread over more of the site than the existing buildings which are currently concentrated in the east of the site. However, the lawful industrial use currently doesn't have any controls to prevent open storage; of which there is historic evidence that this occurred on the existing hard standings to the west of the buildings.

Should the current use or an alternative industrial use re-commence on the site, then it is likely that this would happen again, potentially increasing the current built form. As we are therefore proposing to reduce the overall volume and footprint of built form on the site, it is not considered that the proposed development would have a greater impact on the openness of the Green Belt.



Figures 27-32
CGI images of proposed farmstead style dwellings.

2.4 Appearance

Upon entering the site off Netherley Road, the first half of the site benefits from access around a central green, flanked by hedging and preceded by estate fencing. The green allows for openness centrally to the site, allowing larger interface and outlook for the building frontages.

A tree lined rural track road is proposed once past the 'Coach House' into the site around the central Yard. A mix of hedging and trees are proposed here, leaving the estate fencing to the front portion of the site.

The positioning of the proposed dwellings is intended to preserve the existing openness of the greenbelt yet enhance the area and a sense of place. The buildings are presented as farmstead arrangement or rural village structures which are perceived to have been converted over time, forming a small village community.

The design of the proposed dwellings have been carefully considered following on from the planning officers previous comments and advice. Instead of creating a development that mimics detailing and architectural styles from existing dwellings in the surrounding area; it would instead use traditional styles, architectural details and context to form 10no. New Individual properties that have their own character.

The scheme does not have 'house types', but instead building 'clusters' set out in a farmstead layout to encourage a rural feel. Each house/building would use the same building materials which are also seen in the local area to encourage contextual cohesion.

As the existing wider areas / conservation areas do not have any street lighting and little traffic signage, this development would propose the same to be in-keeping and once again echo the 2005 conservation area appraisal, which seeks to minimise street 'clutter'.

A wooded area behind an earth bund is proposed to the garden of plot 6 to limit interference from the local potential MPF neighbour. It is also proposed as an added natural feature to enhance ecological interest.



Figure 33
CGI illustrating the proposal

2.4 Appearance

Materials

The surrounding properties are similar in style and rural character suggesting that any proposed development could incorporate elements of the local properties, whilst forming its own sense of place.

Houses in the area draw from a similar palette of materials and styles, consisting of:

- Red brick
- Pitched Roofs
- Slate roof coverings
- Brick chimney stacks
- Farmhouse / worker houses
- Rough render
- Timber / UPVC windows
- Stone walls and timber fences with hedgerows

In response to the local context, the new dwellings have been set back from the street allowing for increased privacy distances while also affording space for a well considered planting scheme to be introduced. This helps to create a significantly more attractive street scene.

The use red brickwork and locally sourced stone on the façades in various areas around the buildings will help to break the building's mass into distinctive sections, while giving a coherent and distinctive design language. Brick detailing and features around the building help to add another layer of visual interest, creating a traditionally inspired development, reflecting the character of the area.



Figures 34-42

Photographs of buildings and materials in the local area, along Netherley Road
(Photo taken 24/09/2019)

2.4 Appearance

The dwellings are proposed to be staggered in plan, and stepped in ridge as well as building line, to give the impression of adapted slow growth development, in a rural village setting, added over time.

To the side of the routeway/track, adjacent to the middle green, is a proposed 'Shelter' with covered seating. This is designed for use of the residents to shelter when walking and meeting neighbours. There is an unsympathetic bus stop local to site, but this meeting shelter would be designed to be in keeping, providing a village aesthetic.

The 'coach house' formal front elevation presenting to the main road, is preceded by open garden, defined on its front boundary by hedge planting and estate fencing.

The 'Barns' architecture style is proposed as a semi-detached pair, long and linear in plan, un-complex with stepped gables. One of the plots is proposed to utilise an 'Outbuilding' as a garage.



Figure 34
CGI illustrating the proposal

Sustainability and Good Design

The adoption of robust materials in the main envelope of the buildings will result in the end-user benefiting from materials with good warranties and a quality build. Areas of the building which are more accessible (such as rainwater pipes, fascias and gutters) can be specified to a high quality product, but also so as they are easily maintained and replaced where necessary. This will encourage the end users to retain original features as designed yet keep maintenance costs to a minimum.

Adopting a fabric first approach along with ensuring compliance with Approved document Part L will provide a series of efficient and high performance buildings, reducing the cost to heat the homes for the end user.

Refuse

Bins are to be provided to all dwellings in the rear gardens for security. 1 day in every 2 weeks, to coincide with the local authority's bin collection routine, the bins will be picked up from the proposed 'Shelter' with adjacent to the middle green.

2.4 Appearance

Design and Guidance

When considering the design of each of the new dwellings we consulted the National Design Guide. This document offers advice and information regarding good design practices and encourages the best quality spaces, places and buildings.

Natural Light

The introduction of larger windows that are designed to improve the internal spaces, light quality, and ventilation have been carefully thought out in both plan and elevation so as to provide rhythm and balance to the building whilst offering the user a home that will aim to improve wellbeing. Natural light, ventilation and views is something that is mentioned a lot within policy, guidance and good design practice as it has been proven to offer people health benefits.

The National Design Guide offers a modern approach to design and proposes that:

‘Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them. We enjoy them, as occupants or users but also as passers-by and visitors. They can lift our spirits by making us feel at home, giving us a buzz of excitement or creating a sense of delight. They have been shown to affect our health and well-being, our feelings of safety, security, inclusion and belonging, and our sense of community cohesion.’

This statement is one that many designers, space planners and architects work towards and understand; in that how a building is designed and constructed can allow users and onlookers to experience emotions.



Figure 35
National Design Guide'd diagram on 'The ten characteristics of well-designed places'

3.1 External access

The proposals seek to comply with Approved Document M1 2020 (Access to and use of building) and be considerate of the ethos of the Equality Act 2010.

There are a number of doctor's surgery within the local area. The site is situated within walking distance of public transport links located on Netherley Road, with good access to other transport networks. Therefore the site lies within an accessible location in compliance with the NPPF.

There is no proposed increase in the highway network, with the site utilising existing access point off Granby Street. Car parking is provided for within designated car parking bays, driveways and garages, and is designed to be as close to the principal entrance as practical. External gradients will have crossfalls no greater than 1 in 40.

Where possible, private footpaths have been designed to be a minimum width of 1200mm. At no point will private footpaths be less than 900mm wide. There are level changes across the site, although the proposed scheme will have level access at the principal entrance. If ramps are required, they will comply with AD Part M of the building regulations. The design of the accessible threshold will also satisfy the requirements of Part C2: 'Dangerous and offensive substances' and Part C4: 'Resistance to weather and ground moisture'.

The car parking layout has been designed to incorporate 20no. parking spaces for the dwellings. A turning head provision for both car, and delivery vehicles has been provided on the courtyard space to the rear of the site.

3.2 Internal access

All internal doors within the dwellings will be of a suitable width to facilitate wheelchair manoeuvre, (min. 910mm structural opening making it possible to achieve 775mm clear opening). Leading edges of all internal doors, where possible will be a minimum of 300mm.

A wider door to the principal entrance has been proposed to enable easier turning for a wheelchair. Additionally on the ground level there are no internal level changes, to facilitate movement of wheelchairs.

All switches and sockets within the proposed dwellings to be in accordance with diagram 1.5 of the Approved Document M.

WC provision within the proposed dwellings is within the entrance storey. Each individual design will be in accordance with diagrams 1.4A & 1.4B of the Approved Document M.

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