

DESIGN & ACCESS STATEMENT

Residential Development

Land off Carrs Terrace

Carrs Terrace, Whiston

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Rev B



PADDOCK
JOHNSON



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0.1 Executive Summary

This Design and Access Statement has been produced on behalf of Young Homes Ltd to support the full planning application for proposals to redevelop the Land in front of Carrs Terrace.

This document is to be read in conjunction with drawings prepared by Paddock Johnson, along with other reports which accompany this application submitted to Knowsley Council.

This statement has been prepared in accordance with the requirements set out in Planning Practice Guidance Paragraph: 031 (Reference ID: 14-031- 20140306) and paragraph 16 of the National Design Guide (NDG), Planning practice guidance for beautiful, enduring, and successful places.

This document details the choices made during the design process that have contributed towards achieving the ten characteristics set out in the NDG (right) and explains how the proposed development is a suitable response to the site and its setting.

0.2 Description of Proposals

The application seeks approval for the creation of 1 new block of affordable apartments. The proposed 3 storey block comprises of 18 units. The block contains 1 bed 2 person, 2 bed 3 person and 2 bed 4 person apartments. This scheme also includes associated hard and soft landscaping.

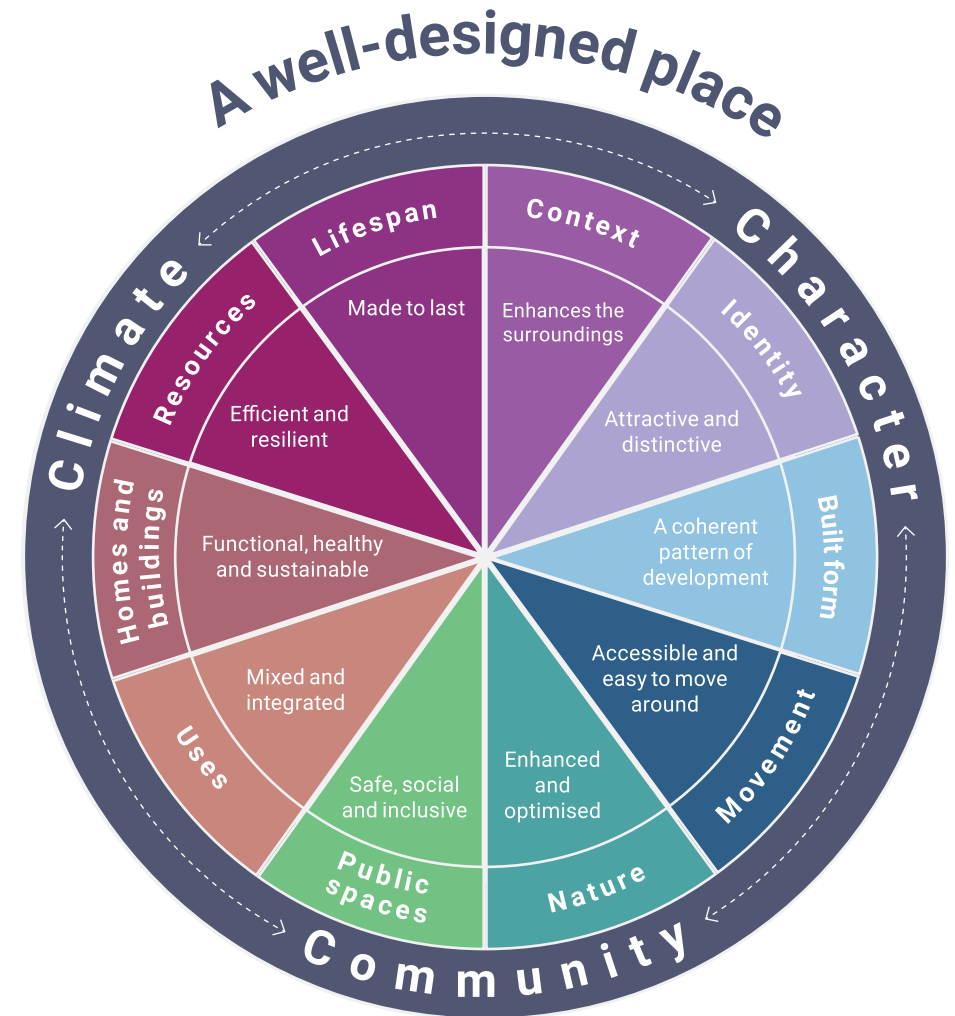


Fig.1 The ten characteristics of well-designed places - Credit - UK Government

Introduction

Knowsley Council adopted their Local Plan in January 2016. This has been used along with the National Planning Policy Framework (NPPF) to guide the decisions made in designing this scheme where relevant.

1.1 Local Policy

Primarily Residential Area (Policy H7)

As we can see from the Local Plan Policies Map (right) the site sits within a Primarily Residential Area. Policy H7 applies to this site which states *“there will be a general presumption in favour of residential development within PRA’s, in these areas this policy ensures that the residential character and the living conditions of residents is protected.”* We have ensured the new development fits within the existing character and scale of the surrounding residential properties along Carrs Terrace, whilst ensuring we have minimal impact on the living conditions of existing and future residents within the surrounding area.

1.2 National Policy

The latest National Planning Policy Framework (NPPF) was published in July 2021. It is a key part of Government reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

Planning Law requires that applications for Planning Permission must be determined in accordance with the decision-making framework set out in the Planning Act 2008, this must be considered a material consideration in decisions on Planning Applications.

The heart of the NPPF is a presumption in favour of sustainable development i.e. approving development proposals that accord with the development plan

proposals – “this should be seen as a golden thread running through both plan-making and decision-taking”. As a result, the opening chapter sets out the Government’s priorities in terms of development – Achieving Sustainable Development is a statement which forms the over-riding principle of which all the subsequent Policies seek to deliver. Those which are relevant to this proposal have been highlighted at the beginning of each NDG chapter in the remainder of this document.

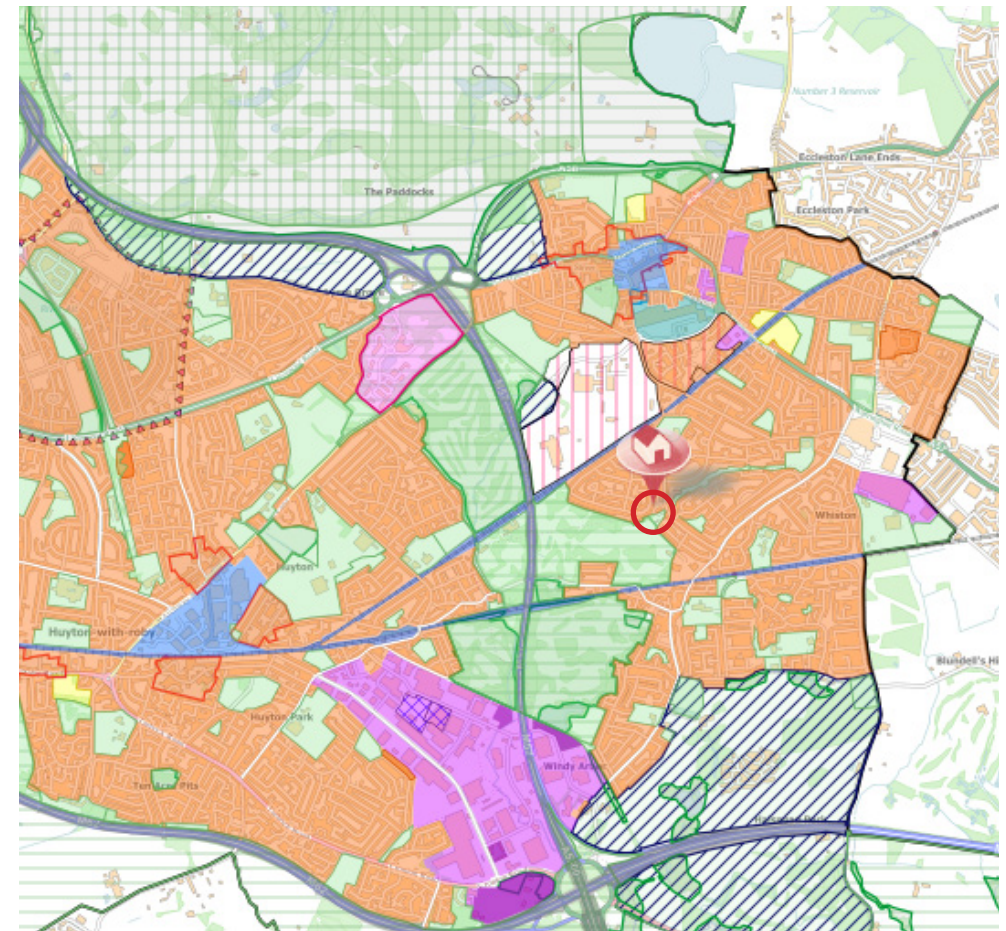


Fig.2 Extract from Local Plan Policies Map - Credit KC

C1 Understand and relate well to the site, its local and wider context

The site sits within a Primarily Residential Area (Fig.2) and is located off Carrs Terrace. The surrounding properties are 2 storey terraced dwellings. Adjacent to the site to the east is vacant open space, and to the immediate west is a Stadt Moers public park.

The surrounding buildings are traditional in appearance, and are predominantly brick, of varying shades from buff to dark brown, and render.

The surrounding houses and streets are laid out in a traditional back-to-back grid pattern. The properties fronting Carrs Terrace and Cross Lane have typical front private amenity spaces, creating privacy, personalisation and ownership from the street.

Although the typology of the proposed scheme is 3 storey apartment block, it has been designed to respectfully align with the local context. Direct ground floor apartment access, private amenity spaces and carefully considered car parking are all aspects that relate well to the context.

The scale proportions and materials of the proposed block has been designed keeping in mind the surrounding properties.

C2 Value heritage, local history and culture

The proposed site is vacant and there is no history of development on the site. The surrounding properties on Cross Lane and Carrs Terrace were built in the 1930s, and are typical of this period.

The site fronts Carrs Terrace to the south. On the northern side sits a single block of six terraced houses. The western end of Carrs Terrace leads to a pedestrian access route into the park. Despite the low number of residential properties on Carrs Terrace, the road is well used for accessing the park, so careful consideration of adequate car parking and privacy is an important consideration.



Fig.3 Carrs Terrace - Credit Google



Fig.4 85 Cross Lane - Credit Google



Fig.5 Site Analysis - Credit Paddock Johnson

II Respond to existing local character and identity

The immediate local vernacular is predominately terrace block houses, which is also typical of the wider context of Whiston. Further along Cross Lane, the properties are predominantly two storey semi-detached and some terraces. Typical inter-war housing can be identified, such as large windows, tiled bays, pitched roofs and gable roof features. With the exception of projecting porch extensions, the elevations are largely flat, and featureless.

Whilst it is important for the new block of apartments to respectfully and comfortably sit amongst the existing properties, it is also considered an opportunity for design improvements to be made. Feature brickwork detailing, stepping in / out of the building line, and feature cladding all create depth and interest to the elevational design.

12 Well-designed, high quality and attractive places and buildings

We aim to create a contemporary building that is a desirable place to live. The apartment block has been designed with a flat roof, keeping the overall height of the building closer to the surrounding two-story buildings. The proposed materials chosen will blend cohesively with the existing built fabric.

We propose using high-quality, durable materials such as red facing bricks and cement-based cladding panels, both of which require minimal maintenance.

13 Create character and identity

The block strives to create its own sense of character and identity through contemporary detailing while clearly linking to the existing context around it through materials and scale. The proposed location is at the corner of Stadt Moers Park, slightly away from the existing houses, providing the opportunity for the building to be viewed in isolation within a semi-natural setting.

To prevent car parking from becoming the dominant feature in the streetscene,

we have positioned it behind the proposed block. This allows the ground-floor apartments to have their own amenity space with storage. This gives residents a sense of ownership and connection at street level. It also provides an opportunity for connections to be made with the wider public.



Fig.6 Semi detached houses located on Cross Lane - Credit Google



Fig.7 The pitched element in roof on the terraces on Cross Lane - Credit Google



Fig.8 Proposed three storey unit

B1 Compact form of development

The site sits on the edge of a developed residential grain, following a pattern of terraced and semi-detached houses, with private front and rear gardens.

B2 Appropriate building types and forms

The proposal is a 3 storey single block. Although it differs from the immediate typologies, we believe it is of an appropriate scale and density for the site, being set away from the existing road and surrounding properties. The block has four active frontages, enhancing passive surveillance around the site and car parking area. The proposal takes into consideration the opportunities and constraints provided on the site. The building footprint and positioning is influenced by street context, separation distances and the existing public sewer that runs through the middle of the site east-west.

B3 Destinations

The site is very close to Cedar Road and Old Colliery Road which are both well served with many important local amenities, including convenience stores, hairdressers, pharmacy, and Health Centre.

Several supermarkets and schools are located within a 20-30 minute walking distance. the site is also approximately 1 mile from the nearest motorway junction, leading to Liverpool, Speke, Warrington and Manchester.

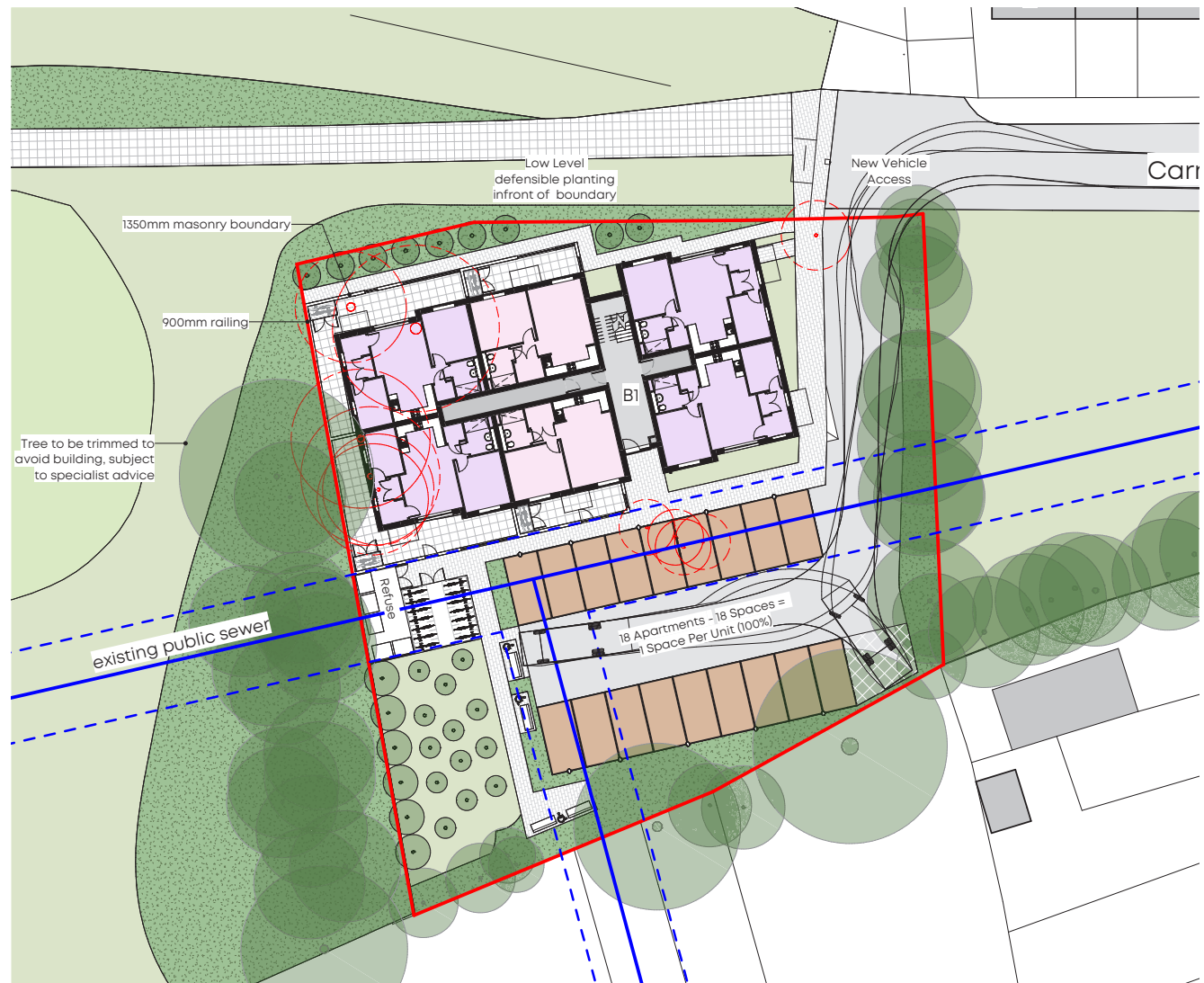


Fig.9 Proposed site plan and surrounding context

M1 A connected network of routes for all modes of transport

Along Cross Lane there are excellent transport links via the bus network. Whiston train station is approximately 10 minute walk from the site, providing good national rail connections.

Cycling as a regular mode of transport is well served within the immediate and wider area. The adjacent and surrounding parks offer excellent walking and cycling opportunities.

The above lowers residents reliance on cars, and the proposed level of car parking for the site can be justified by the excellent provision of public transport options available. This allows an opportunity to keep parking to one space per unit, to save parking dominating the streetscene and development.

M2 Well-considered parking, servicing and utilities infrastructure for all users

Parking for 18 no. cars is provided within the site, and is to be accessed directly off Carrs Terrace. One access point for all cars provides a safer environment and ensures the street isn't car dominated.

EVC points will be provided to all car parking spaces.

The bin and cycle stores are positioned next to the car park, making it easy for residents to navigate and convenient for the refuse collection service provider.

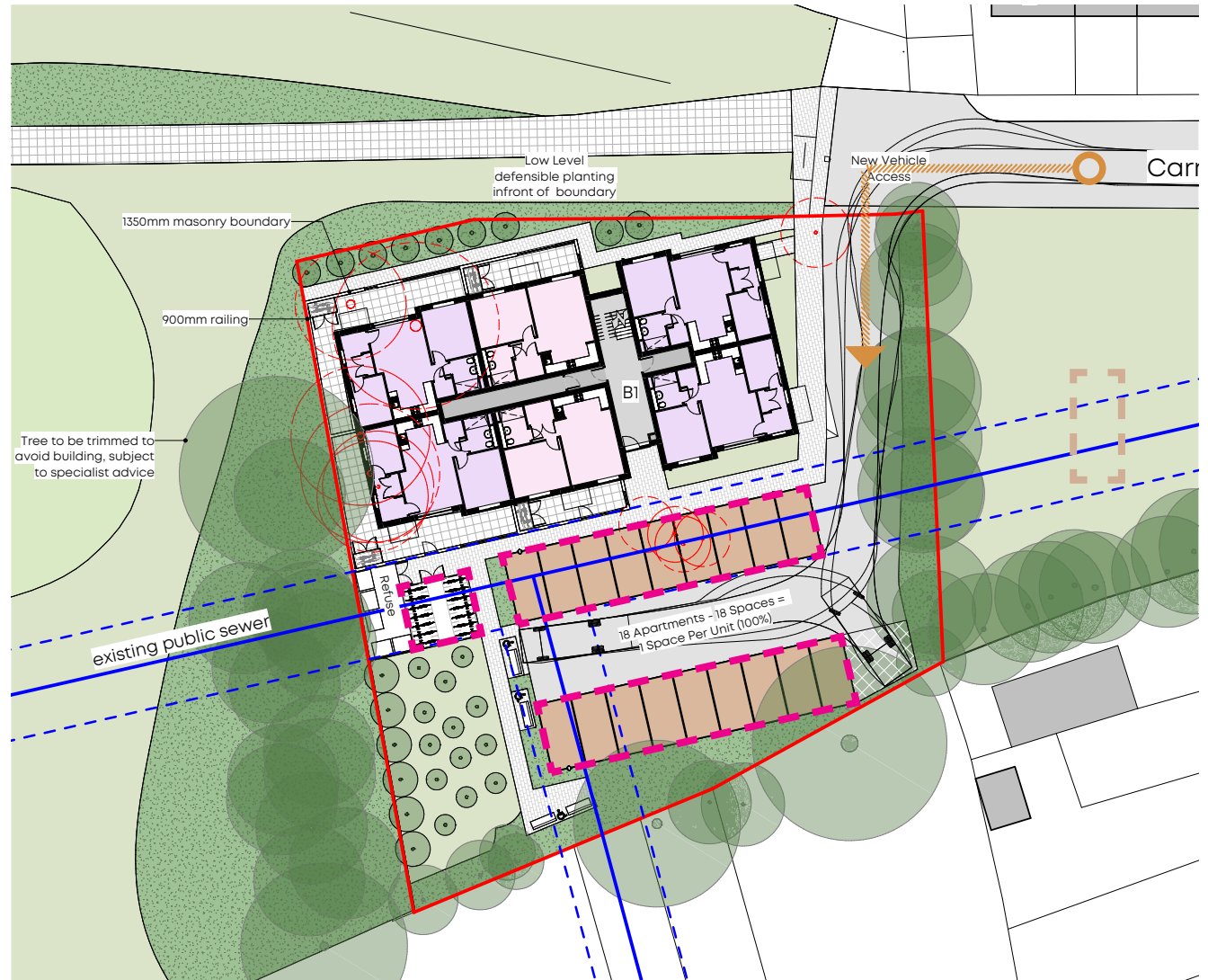


Fig.10 Proposed site plan showing parking arrangements and turning facilities

N1 Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play

The entrance into Stadt Moers Park is adjacent to the development (Fig.11). The public park provides a mix of large green open spaces, lakes, playing fields and children's play areas (Fig.13).

We would encourage visiting the park either by foot or cycle due to its close proximity.

N2 Improve and enhance water management

Surface water attenuation tanks will be installed to slow the release of rain water into the drainage system, reducing the risk of flooding further down the system.

N3 Support rich and varied biodiversity

We are looking to retain as many of the trees and existing vegetation as possible. These provide a valuable habitat for many native species.

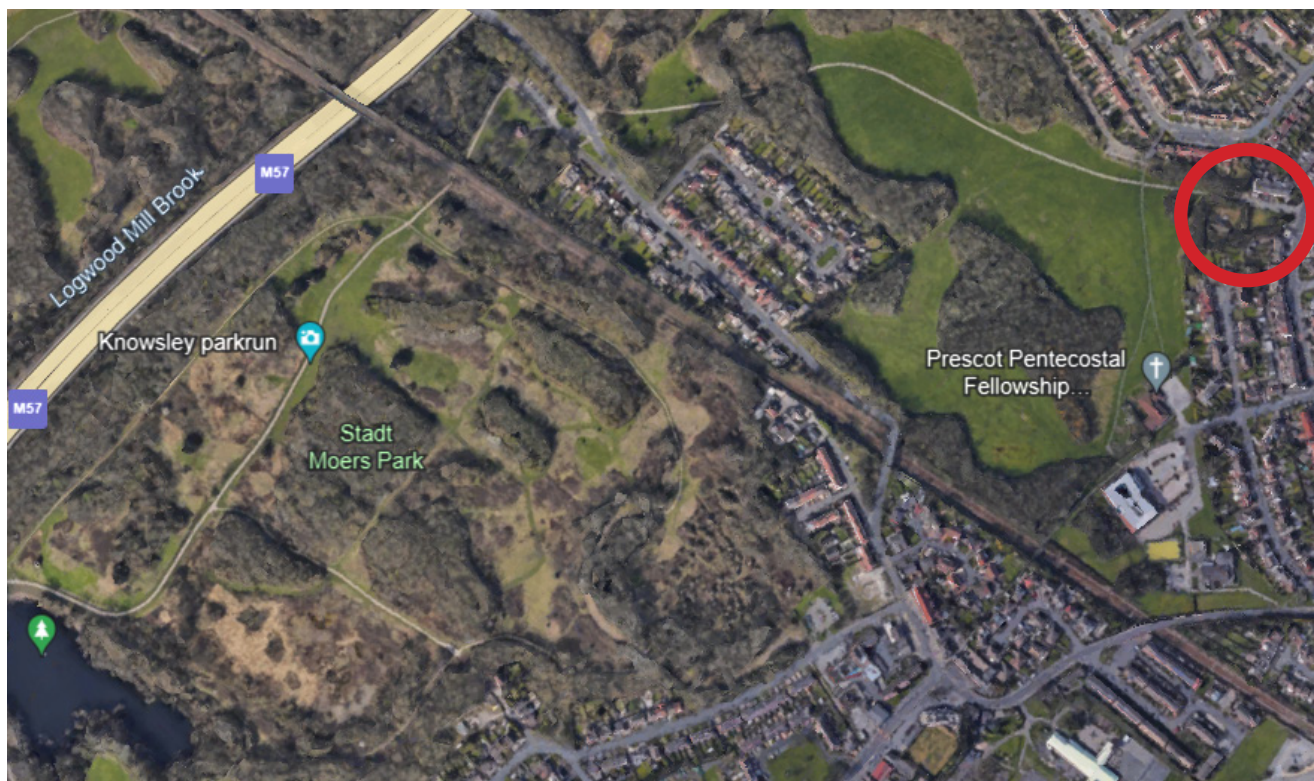


Fig.11 Aerial view showing site in relation to Stadt Moers Park, amongst the tight urban grain of Whiston



Fig.12 Stadt Moers Park Entrance - Credit Google



Fig.13 Stadt Moers Lake - Credit Google

P1 Create well-located, high quality and attractive public spaces

The communal car park at the back of the block will provide residents an opportunity to interact with their neighbours.

The car parking and amenity spaces are broken up with a series of planting strips and grass to stop the space becoming hardstanding dominant.

It is intended that the entrance into Stadt Moers park will be emphasised through improvements.

P2 Provide well-designed spaces that are safe

The car park is overlooked by multiple apartments, providing passive security for both residents and their vehicles. The individual front areas also provide a buffer to properties, again increasing security and safety.

P3 Make sure public spaces support social interaction

The apartments create active frontages to all four elevations; towards Carrs Terrace, the park and car park. This allows residents the opportunity to interact with passers and neighbours.

As mentioned the communal car park (Fig.15) provides a catalyst for interaction as residents move between their vehicles and dwellings.



Fig.14 Facing towards Carrs Terraces from Stadt Moers Park



Fig.15 Overlooking entrance from Carrs Terrace

U1 A mix of uses

Whilst this development only includes residential properties, it is perfectly positioned in amongst a multitude of uses including, schools, shops and recreation.

U2 A mix of home tenures, types and sizes

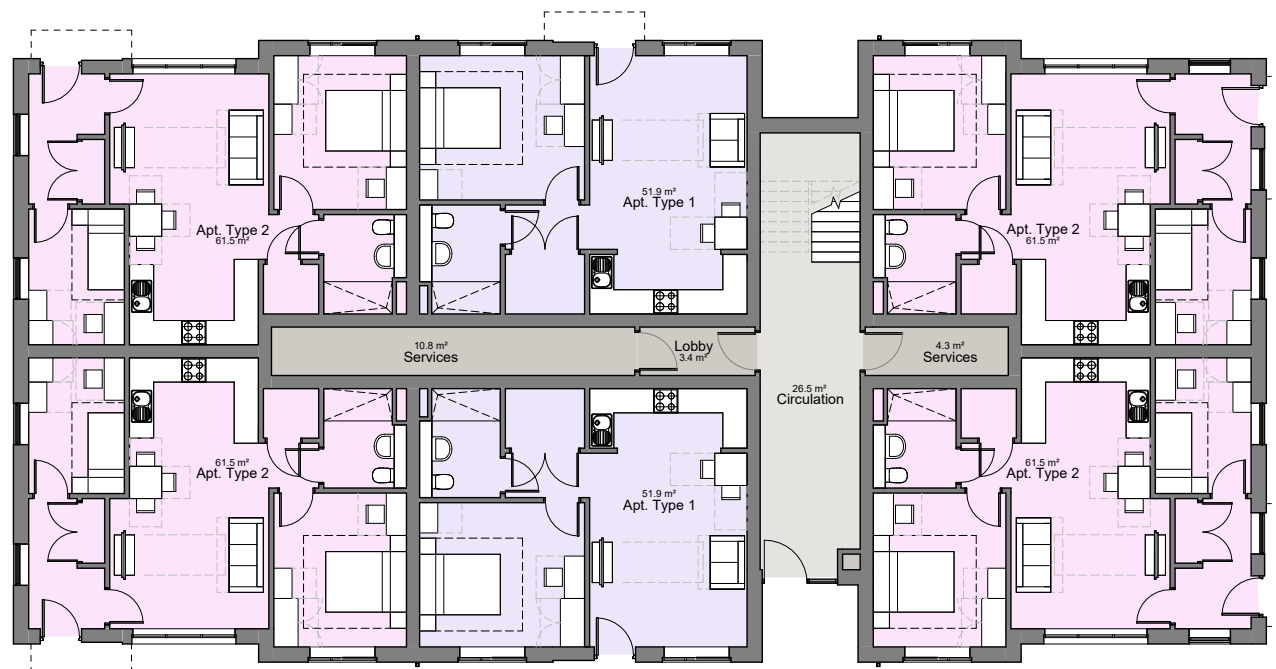
The scheme will be owned by Young Homes. The tenure will be 100% affordable rent. The units will be a mix of 1 bed 2 person and 2 bed 3 person (Fig.16).

Whilst the SHMA recommends a range of varying unit sizes between 1 bed and 4 bed +, this was deemed unsuitable by Young Homes, with a preference for the current mix of 1 (~10%) and 2 (~90%) bed, due to the number of 3 bed+ houses within the area.

U3 Socially inclusive

We have laid out the site so that the units maximise social interaction within the surrounding neighbourhood.

The units will be designed and built to the highest quality regardless of tenure to ensure all residents have the best possible living environments and Onward have minimal ongoing maintenance costs.



Schedule of Accommodation
 3 storey of 18 units
 4no. 1 Bed 2 Person Apartments
 14no. 2 Bed 3 Person Apartments

Fig.16 Ground floor showing 1 & 2 bed apartments

H1 Healthy, comfortable and safe internal and external environment

All living accommodation is contained on a single floor within each dwelling, which creates a very functional layout. The buildings have been designed with efficiency in mind, ensuring all rooms have adequate natural lighting and ventilation, whilst minimising any risk of over heating.

The buildings will be designed to comply with the 2022 update to Approved Document Part L, which will ensure a thermally comfortable dwelling with low utility bills.

H2 Well-related to external amenity and public spaces

The car park is well overlooked, providing passive security for both residents and their vehicles. The soft landscaping provide a buffer to properties, again increasing security and safety.

H3 Attention to detail: storage, waste, servicing and utilities

Cycle storage is provided at the rear of the block, close to the car park and bin store. Their position makes them less visible to the public, providing extra security while still being convenient for daily use.



Fig.17 View of the car park where the bin & cycle store is accessed, hidden towards the back

R1 Follow the energy hierarchy

We have taken a fabric first approach to reducing energy usage for each dwelling. The walls will be masonry fully filled with insulation to achieve consistent thermal comfort year round.

R2 Careful selection of materials and construction techniques

The main internal structure will be a masonry frame from recycled aggregates. This is highly energy efficient and has low life-cycle cost. Externally will be a mix of brick to fit with the surrounding area and cladding. The cladding will be used in 'unsupported' areas where the face of the building does not go down to the ground i.e. above roofs. This avoids the need for energy intensive steel frames throughout.

R3 Maximise resilience

Surface water attenuation tanks will be installed to slow the release of rain water into the drainage system, reducing the risk of flooding further down the system.

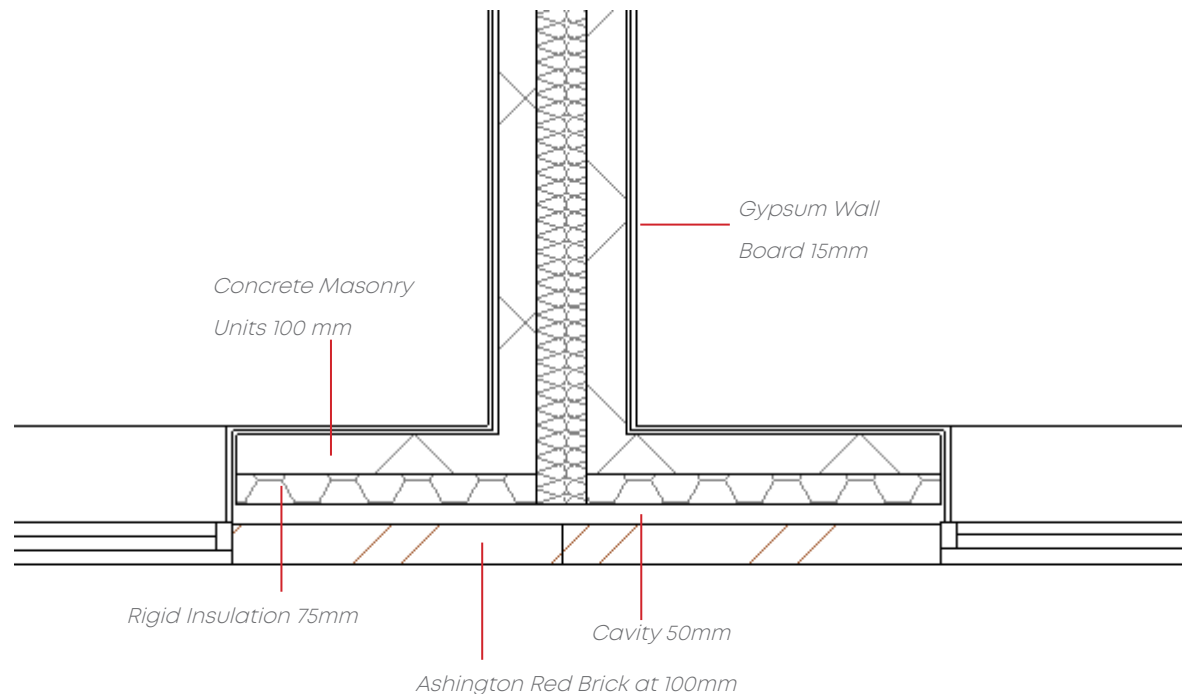


Fig.18 Robust materials have been used throughout to reduce any maintenance.

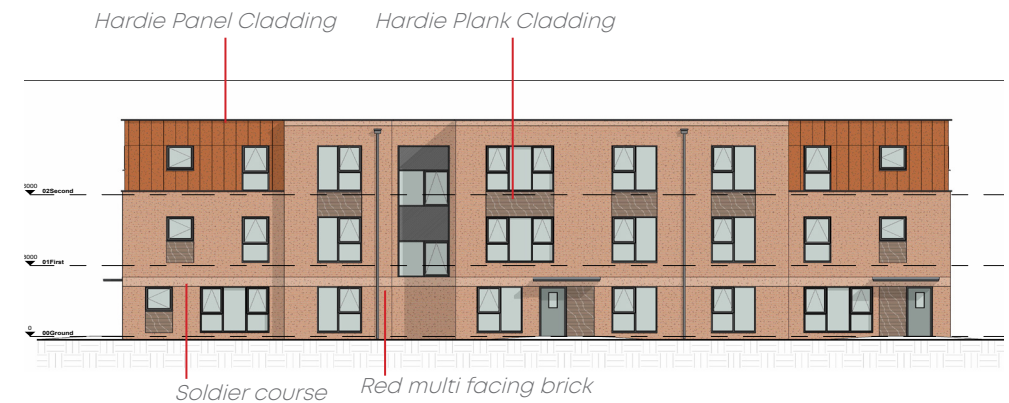


Fig.19 Elevation with material notes

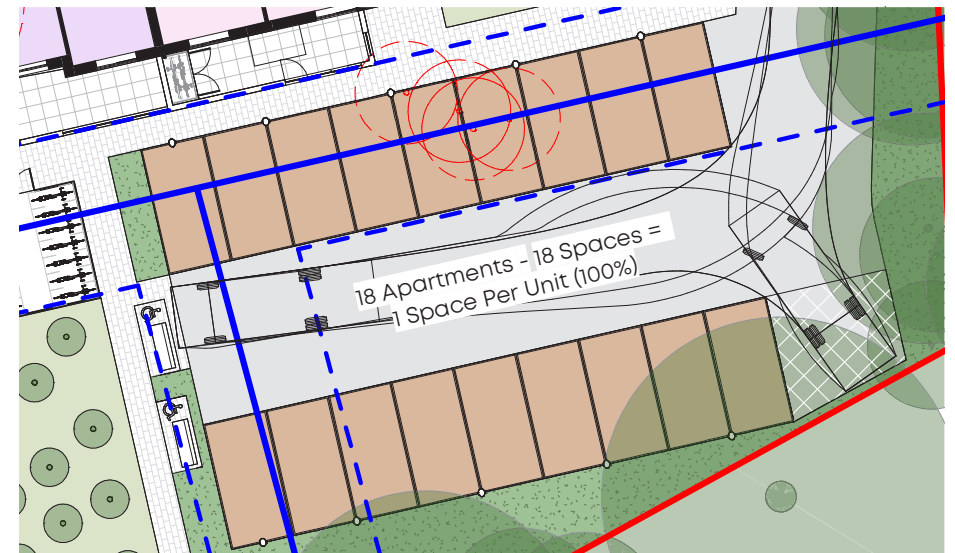


Fig.20 Extract from site plan showing the electric car parking spaces

