

DESIGN & ACCESS STATEMENT

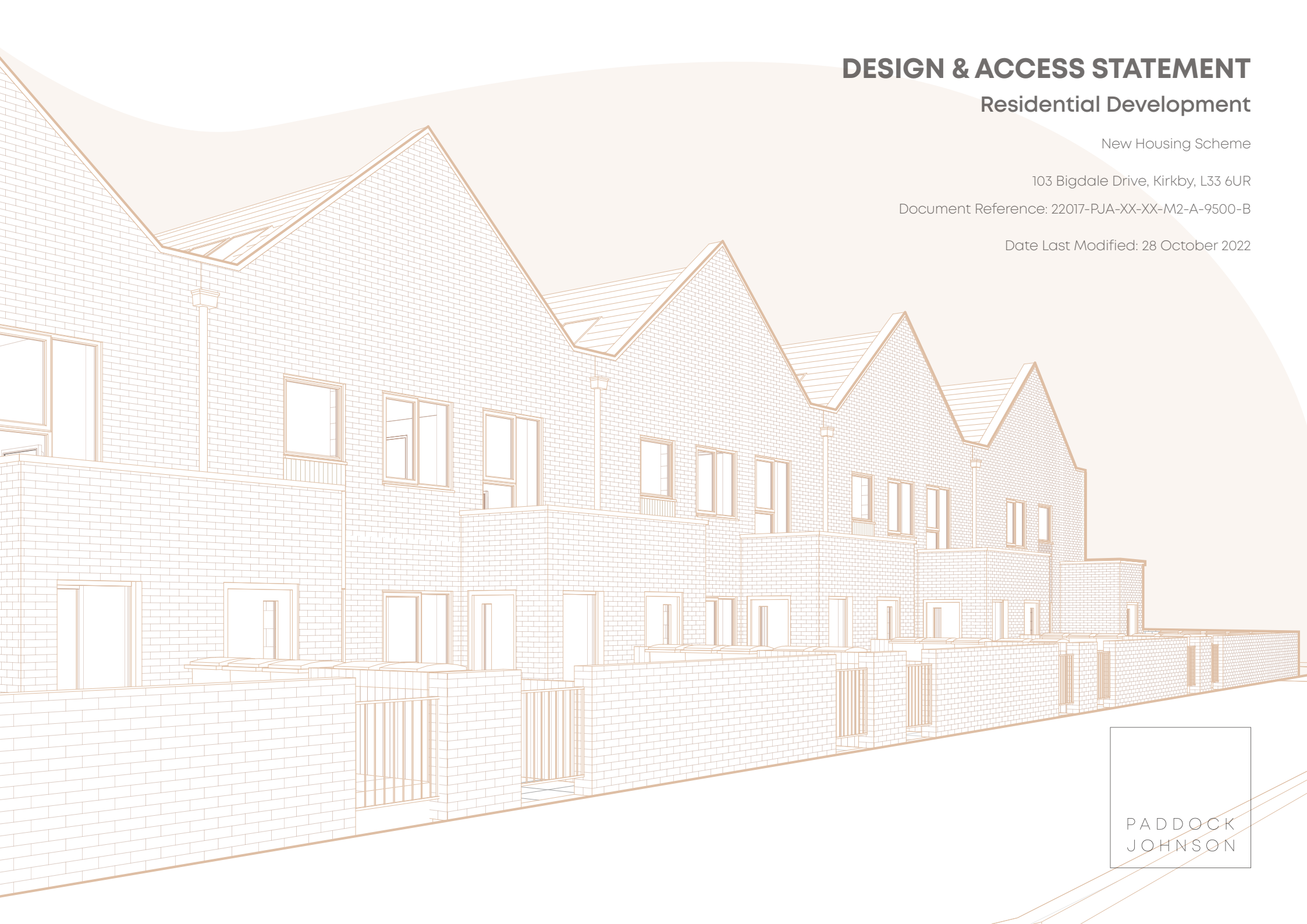
Residential Development

New Housing Scheme

103 Bigdale Drive, Kirkby, L33 6UR

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PADDOCK
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0.1 Executive Summary

This Design and Access Statement has been produced on behalf of Advent Construction Ltd/Livv Housing Group to support the full planning application for proposals to redevelop 103 Bigdale Drive, Kirkby, L33 6UR.

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 20 new affordable homes comprising 20no. 1 bed 2 person walk up apartments. The scheme includes associated hard and soft landscaping

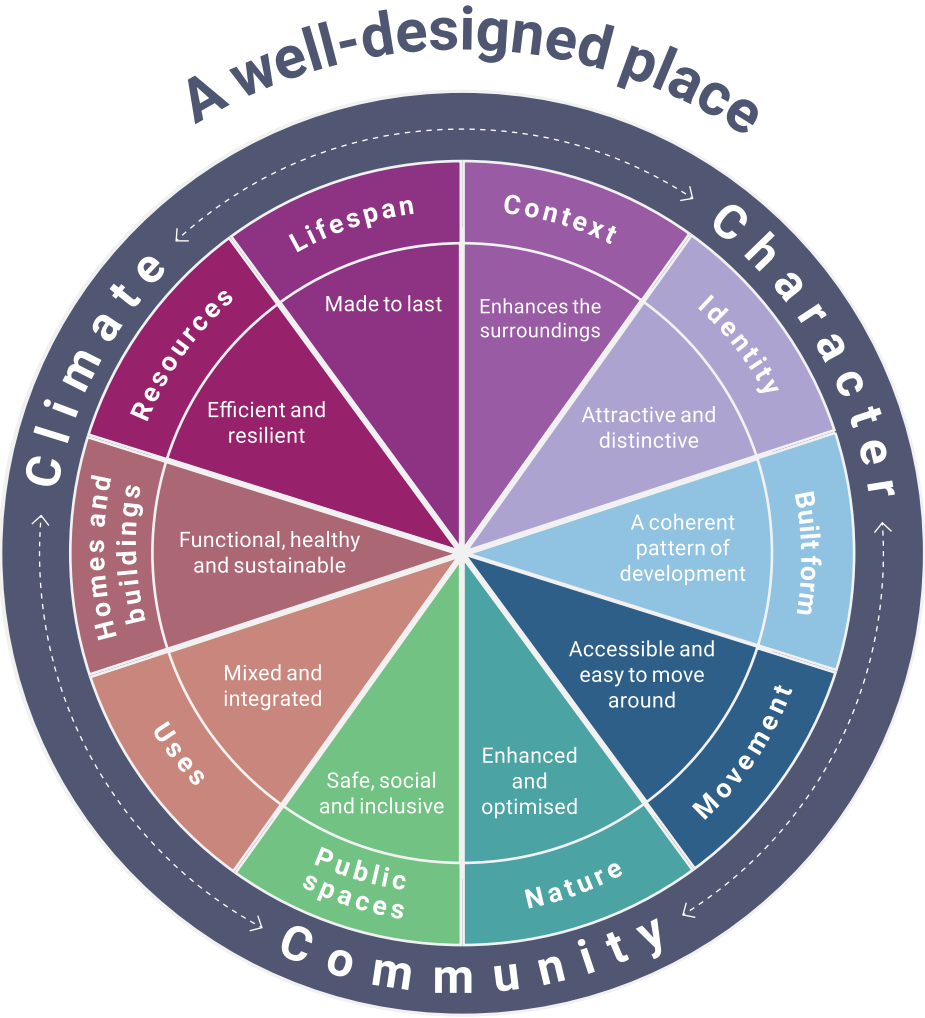


Fig.1 The ten characteristics of well-designed places - Credit - UK Government

Current Position

Relevant policies for the proposal are found within the National Planning Policy Framework (NPPF) along with the adopted Knowsley Local Plan Core Strategy.

The development site itself sits within a well established residential area and is currently a vacant brownfield site.

Knowsley Council adopted their Local Plan Core Strategy 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 National Planning Policy Framework (NPPF)

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.

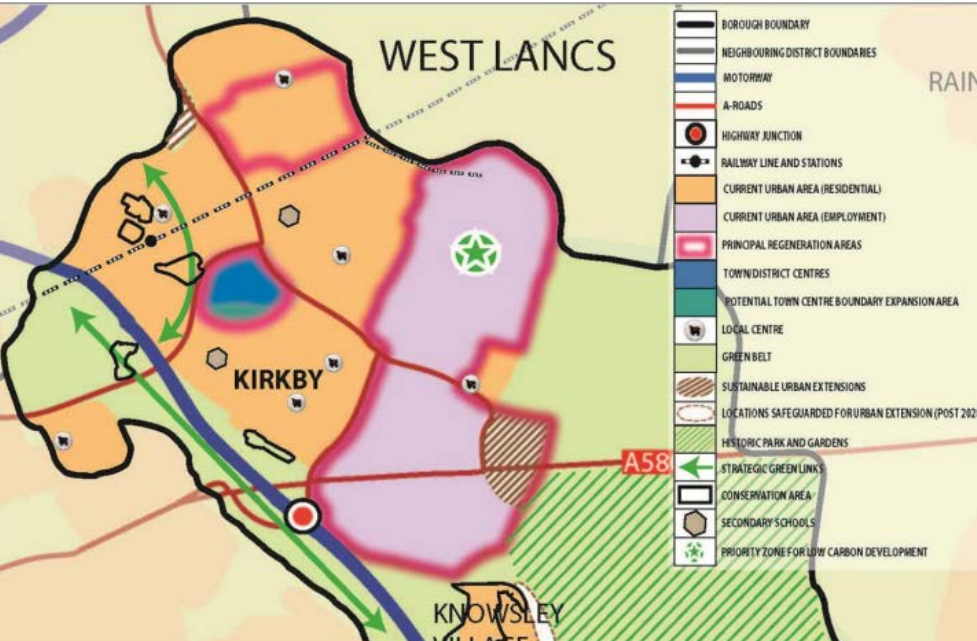


Fig.2 Extract from Local Plan Policies Map - Credit LCC.

5. Delivering a sufficient supply of homes

Chapter 5 calls for the Local Authorities to identify deliverable sites for housing development in order boost the supply of housing, whilst identifying who will benefit from a pro-active approach to determining the mix of housing in a particular area. This should be based on current and future demographic trends and the needs of different groups within the community.

The proposed development helps to support the objectives from section 5 through the design of a residential accommodation providing 20no. apartments of a type and tenure which is under-resourced, very much in accordance with the NPPF.

11. Making effective use of land

The scheme is an example of making effective use of an unused brownfield land. The location provides scope to promote sustainable modes of transport due to its close proximity to the bus and train network.

12. Achieving well-designed places

As required from this section of the policy, the proposed development aims to add to the overall quality of the area. The site's location is already served well by local transport connections and existing facilities, and it is considered that the residential scheme will help to support and sustain these. Generally, previously developed land is encouraged, and this particular site is well connected to the surrounding area.

1.2 Local Planning Policy: Liverpool Unitary Development Plan (UDP) and Knowsley Local Plan: Core Strategy

Advent Construction Ltd/Livv Housing Group recognise the high demand for residential units in the locality, and a residential scheme will assist this demand and support Knowsley Council in meeting housing targets. Those which are relevant to this proposal are described and justified in terms of the development proposal below:

• H5 Development within Primarily Residential Areas (UDP)

The new development respects the density, design and layout of the surrounding area.

• CS3 Housing Supply, Delivery and Distribution

This Local Plan policy seeks a greater mix and diversity of housing types and tenures. *“The tenure, type and size of new housing delivered in Knowsley will support the re-balancing of the housing market to better meet housing needs and demands arising in Knowsley”*

• CS15 Delievering Affordable Housing

100% affordable housing will be provided on site and will be fully integrated withing the area.

“All new affordable housing delivered through this policy should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision”

• CS17 Housing Sizes and Design Standards

The layout of the proposal has been carefully considered ensuring that it meets the required design standards.

• CS19 Design Quality and Accessibility in New Development

The proposed new build block will be a key element within the local cohesive street and space design.

This new scheme has been designed to the highest design standards, with attention to detail, based on the characteristics of the area. The material palette has been carefully considered so it reflects the local context. Additionally, the building will enhance the street scene with its active frontage whilst also allowing for natural surveillance over any external spaces Orientation, micro-climate as well as overlooking and interface distances have been taken into consideration when designing this building.

This development has also taken into consideration the provision of safe, easy, and inclusive access for all people. Reasonable provision will be made in all new build homes, for people to gain access to and use the dwelling and its facilities. The proposal will house 18no M4(1) apartments and 2no M4(2) compliant units.



1.3 Supplementary Planning Documents

• Design Quality in New Development

“The Design Quality in New Development SPD identifies general design principles (for example the movement framework, placement of buildings, density and form, landscaping and public realm, and sustainable design) which are relevant considerations for new residential development.”

• New Residential Development

“. . . it is important to seek to respond to and integrate with local character and identity, whilst allowing for innovation where appropriate.”

“All housing, including where high density development is proposed, should be designed in a manner that responds to and complements the positive characteristics of established areas and preserves the quality of life of existing or future residents. This should include incorporating suitable car parking provision and adequate living space within and outside of individual units.”



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

The 0.19-hectare site comprises a square area of vacant land bounded by Bigdale Drive to the East and Brook Hey Drive to the North. The currently vacant site is relatively flat and consists of unmaintained grassland. It has been confirmed that there is no ecological value to the site and associated soft and hard landscaping will be incorporated within the new scheme.

The site is currently unused, posing a risk of anti-social behaviour to the detriment of neighbouring occupants. This creates a disconnect within the residential area. The site sits within a Primary Residential Area. The surrounding area consists predominantly of two-storey housing. The style of housing generally is terraces, characterised by pantile tiled roofs, red stretcher bonded bricks and render. The proposal is more suited to its immediate context and a residential development like such would be in keeping with the area. Intensifying the population in this area would also be beneficial to the local amenities. There is also a medical centre adjacent to the site's Southern boundary. The surrounding houses and streets are laid out in a back-to-back grid pattern. Many of the dwellings have a small private area to the front to provide a barrier to residents, we have looked to bring some of these aspects into our design.



Fig.3 Allocated for Housing Development Area - Credit Knowsley Council Website

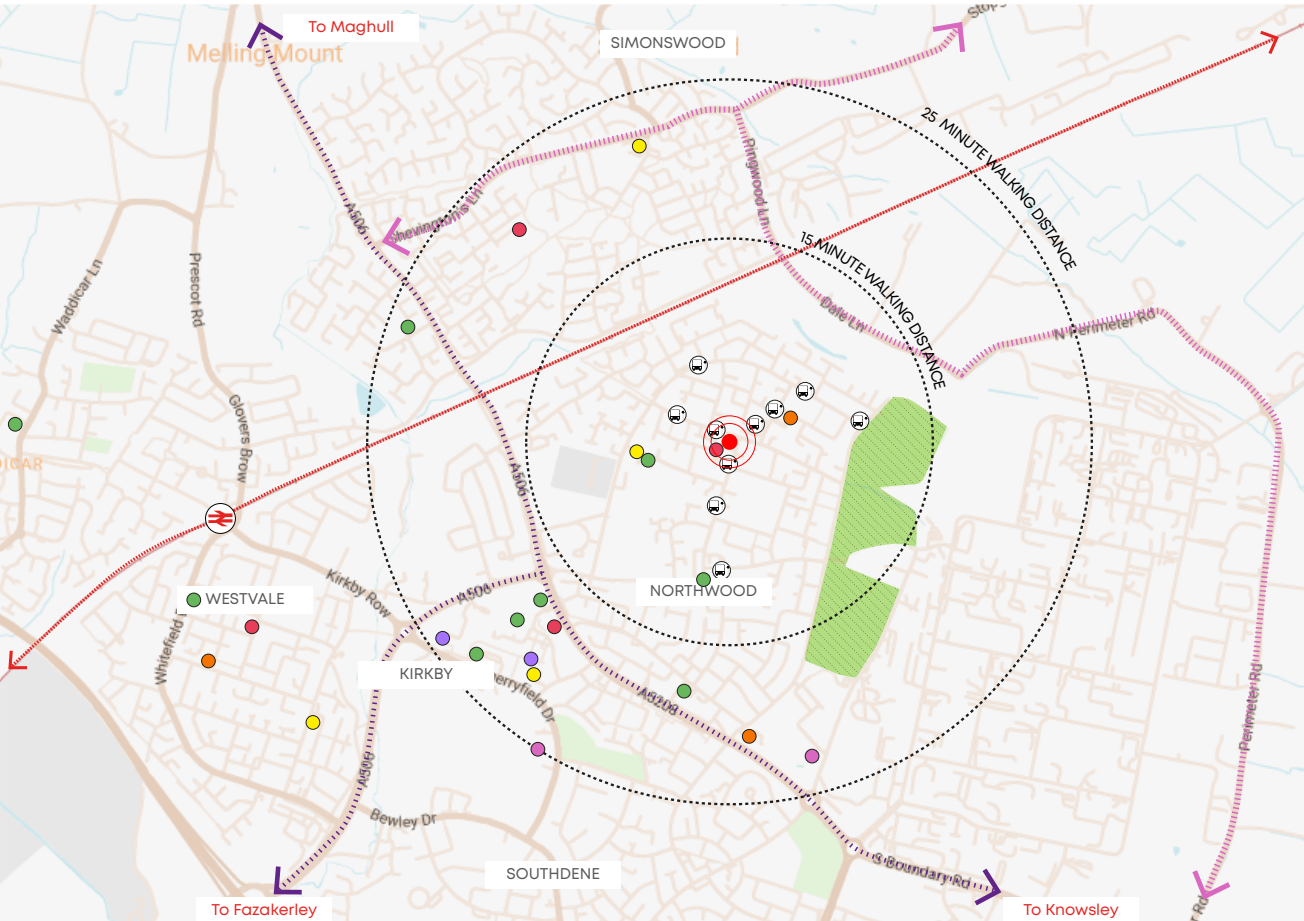


Fig.4 Bigdale Drive - Credit Google

C2 Value heritage, local history and culture

Kirkby was founded around 870AD as a result of archaeological evidence of a Bronze Age settlement. According to the 2011 census, Kirkby's population was around 42,700, just over a quarter of the total population of the borough of Knowsley.

The Kirkby Centre now brings a range of key public services under one roof, following Knowsley Council's £5 million investment. Additionally, the appearance of the town centre has been completely transformed as part of the multi-million regeneration programme.

Fig.6 Residential Properties along Brook Hey Drive and Bigdale Drive - Credit Google

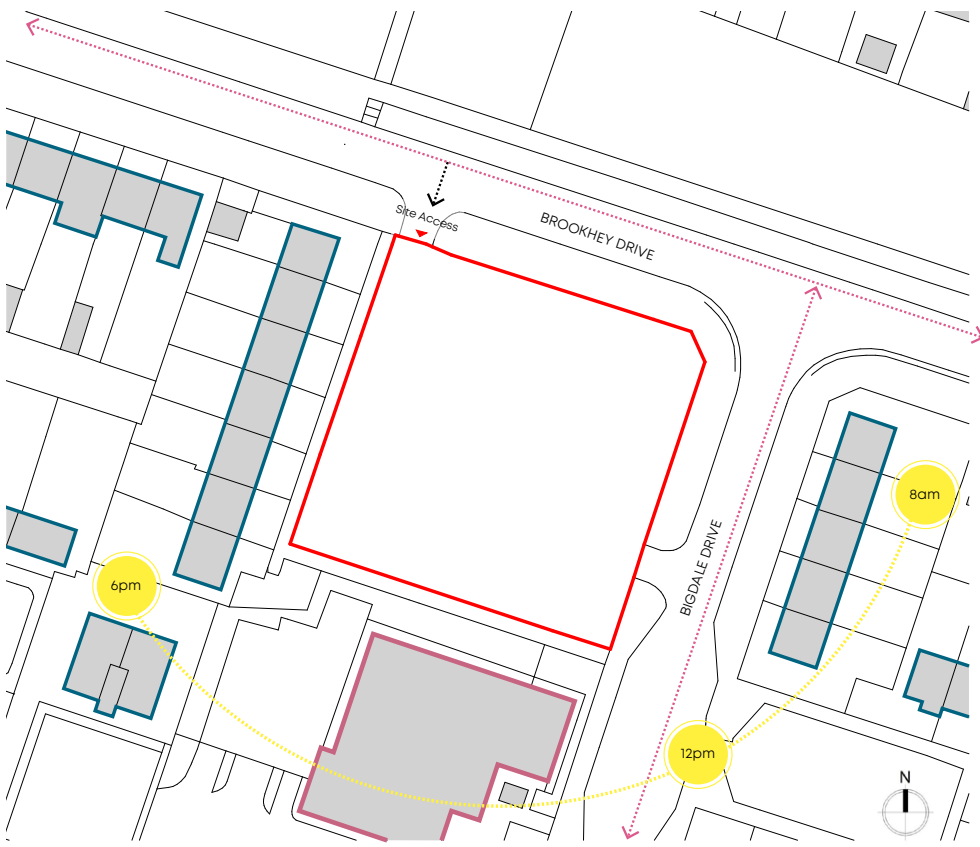


Fig.5 Site Analysis - Credit Paddock Johnson



I Identity

I1 Respond to existing local character and identity

The predominant finishes found around the site are red / buff-facing brick and light-coloured render. This is consistent throughout the area. Around the site, there is little detail on the elevations with basic designs and no architecture of any particular merit. The typologies of the buildings are all similar in appearance with little variation or character.

With this in mind, the appearance of the scheme has used similar materials but paired them with more contemporary detailing and incorporated a modern colour scheme. The elevations have been carefully designed to allow for suitable amounts of light to enter the residential units, to create an aesthetically pleasing street scene and subtle variations in materiality.

I2 Well-designed, high quality and attractive places and buildings

We are looking to create a contemporary take on the terrace with this scheme. We are proposing high quality durable materials, in buff, red and grey brick all three of which require minimal maintenance. Whilst the predominant height in the area is two-storey there are opportunities to reinforce the architectural quality of the street scene. The proposed development has been designed to reflect the scale of the buildings in the surrounding area. The scheme comprises two-storey dwellings, referencing

the neighbouring residential properties. The proposal has been developed to minimise any perceived impact on the adjacent developments, and this is recognised in the proposed scale and massing of the building on the site. Through the positioning of the units and associated front gardens, a landscape buffer is created between the back of the pavement and the active frontages along Bigdale Drive and Brook Hey Drive. We feel that this will significantly improve the character of the streets.

I3 Create character and identity

We have looked to follow the character of the area. The site is positioned at the back of the footpaths of Brook Hey Drive and Bigdale Drive. This allows the proposed scheme to create an active street frontage along its boundary to the East. Additionally, due to the nature of the proposal and the opportunity to design new residential dwellings, a new access road will be introduced off Brook Hey Drive.

To stop car parking from becoming the dominant feature in the street scene, we have pushed this further into the site. This allows all flats to have their front door and amenity space for storage of private wheelie bins etc. hidden behind matching brickwork. This gives all residents a sense of ownership and connection at street level regardless of which storey they reside on.

NPPF Chapters - 8, 12, 15 & 16



Fig.7 Tall two storey blocks along Brook Hey Drive / Credit Google



Fig.8 Proposed Entrances to the apartments.

B Built Form

B1 Compact form of development

The location currently feels isolated and intimidating. Vacant sites like such can easily attract fly tipping, anti-social behaviour and vandalism which leads to the site becoming unpleasant for the residents or potential buyers. This proposal aims to bring a new lease of life to the site, with high-quality design. This will help to regenerate the immediate area, use the site to its full potential and attract the attention of potential investors and developers. The area has a very dense urban grain, which we have looked to emulate with the use of two-storey maisonette terrace blocks.

The scheme is proposing 20 no. walk-up apartments aligned parallel to Brook Hey Drive positioned immediately at the back of the public footpath facing Bigdale Drive. The addition of these properties will provide the opportunity to create a more active street frontage and help improve the perception of the area. The dwellings will face outwards ensuring interaction with Bigdale Drive and Brook Hey Drive as well as inwards to the new proposed access road.

At the rear of the site, the interface distances between the proposed buildings to the windows of the nearest habitable rooms in the surrounding properties exceed the required interface distances and the privacy of existing residents has been taken into consideration when designing the proposal.

NPPF Chapters - 8, 9, 11 & 12



Fig.9 Proposed site plan and surrounding context

B2 Appropriate building types and forms

As previously mentioned we have proposed 20no. maisonette apartments. The proposal will create a better connection to the local area through good design. Views both in and out of the site will be enhanced creating a safer and more user-friendly site. This development will revolve entirely around the identity and characteristics of the area, as we believe it is important to hold onto the local character and improve it rather than overshadow it. We aim to create a distinctive, well-designed residential scheme with a strong presence and identity, which will give its residents a sense of pride and community.

B3 Destinations

The site is considered to be in a very sustainable location in terms of access and is easily accessible for pedestrians and cyclists.

The proposed dwellings will be fully accessible for all members of the public, regardless of age, disability or any other factors. There will be level access to all entrances, suitable widths and doorways all in line with Part M of the Building Regulations and 2no. of the apartments will be M4(2) / DDA compliant.

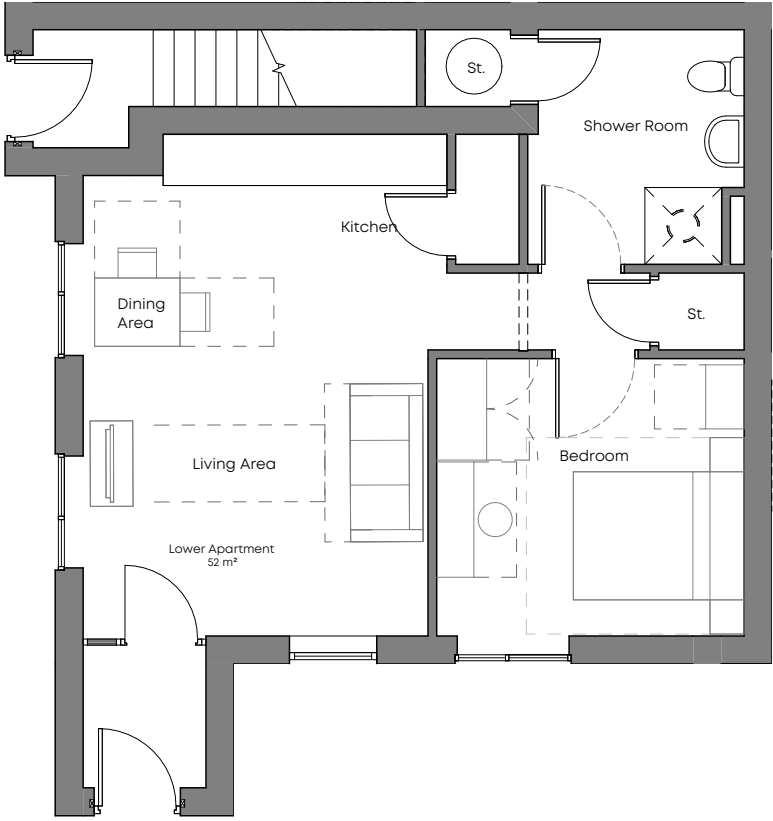


Fig.10 Proposed Ground Floor (End Unit) - M4(2) compliant.

M1 A connected network of routes for all modes of transport

Nearby are excellent transport links via the bus network, which lowers residents reliance on cars as there are services every 6 minutes during the day into the city centre and beyond. We feel this allows an opportunity to keep parking to one space per unit to save parking dominating the entire development.

M2 Active travel

Local amenities are within a 15-20-minute walk and Kirkby Leisure centre is within 25 minutes via car. Access to the wider area and further facilities is provided by a combination of bus and train services, with the nearest bus stop located a 5-minute walk away on Bigdale Drive.

M3 Well-considered parking, servicing and utilities infrastructure for all users

The applicant Livv Housing Group own the properties facing the western boundary of the site. Due to the low level of car ownership for 1 bed flats, the applicant feels it may be appropriate to offer 6 of the proposed parking spaces indicated within the site layout to their existing tenants. Although this would bring the carparking under 100% for the proposed new dwellings, it may help the existing tenants who currently do not have any parking allocation. Each unit has a private area at the front of their dwelling for storing refuse bins, saving the need for large communal bins.

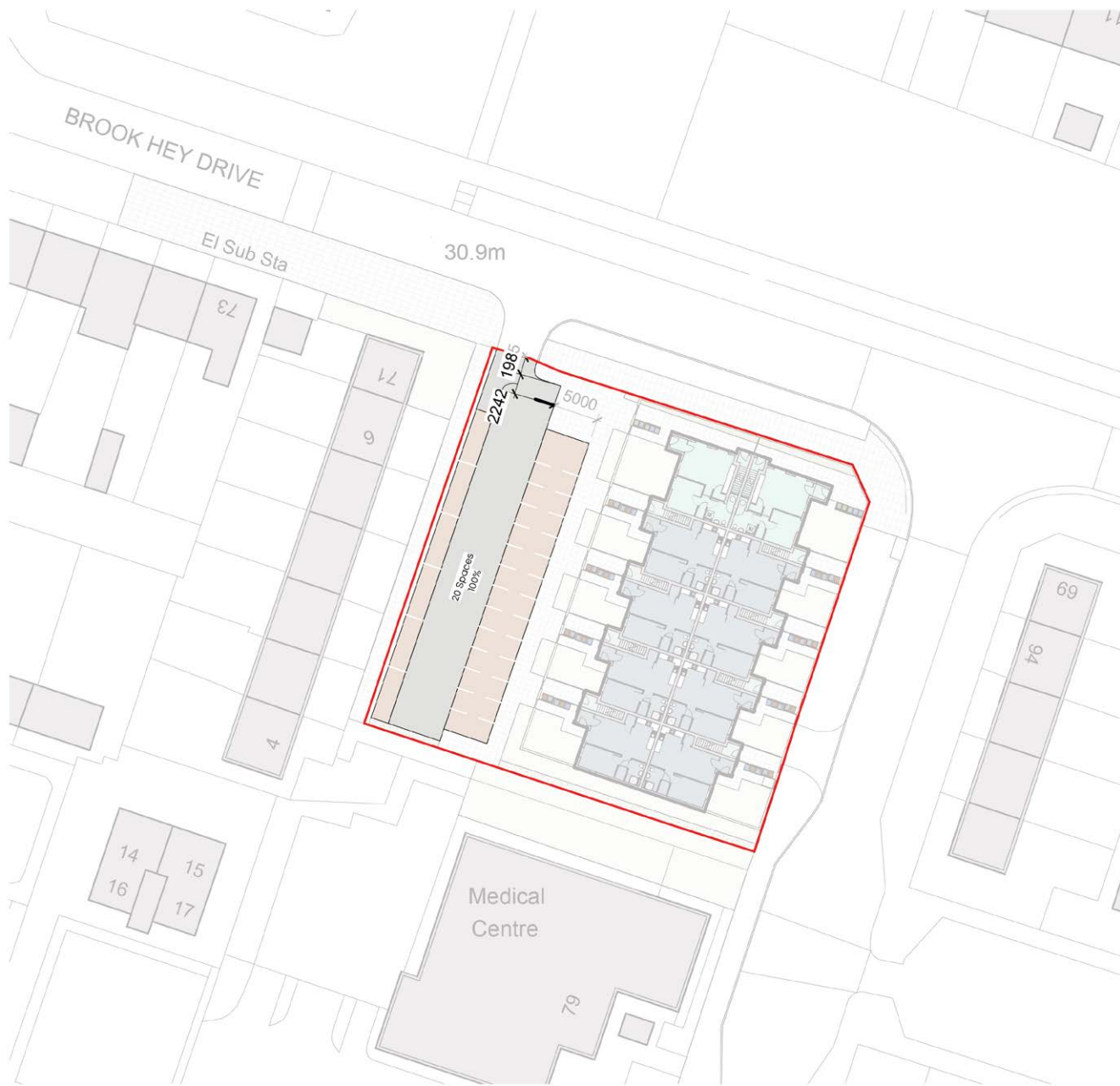


Fig.11 Proposed site plan showing parking arrangements and refuse facilities

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

Old Rough Park (Fig.13) is less than 0.6 miles away from the development providing a large green open space. Eddie McArdle Playing fields (Fig.14) are also in close proximity to the site (0.5 miles) facilitating football grass pitches.

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

Mill Dam Park and Webster Park are also in the vicinity, only an 18-30min walk from Bigdale Drive.

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.



Fig.12 Aerial View of Kirkby / Credit : Google



Fig.13 Old Rough Park / Credit: Google



Fig.14 Eddie McArdle Playing Fields / Credit : Google

U1 A mix of uses

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

U2 A mix of home tenures, types and sizes

The tenure will be 100% affordable rent. The units will be 1 bed 2 persons. (Fig.15-16)

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 Advent Construction Ltd/Livv Housing Group will have minimal ongoing maintenance costs.

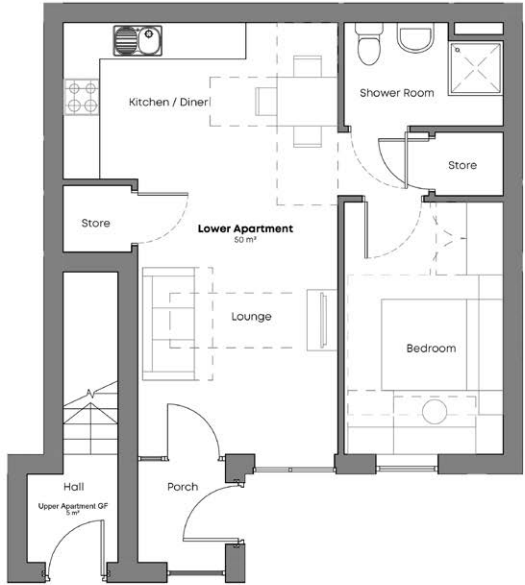


Fig.15 Proposed Floor Plans

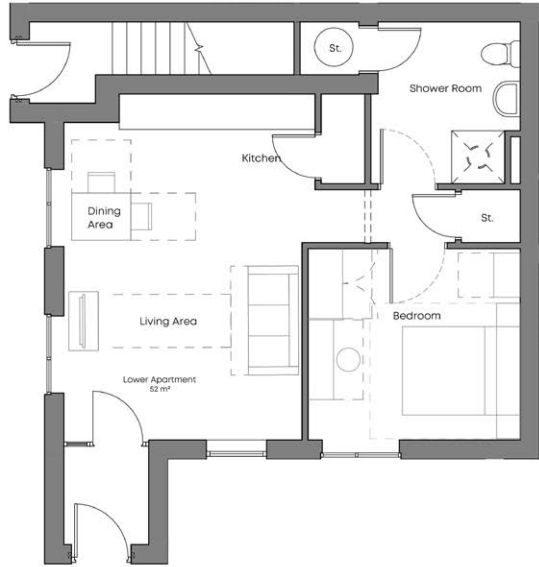
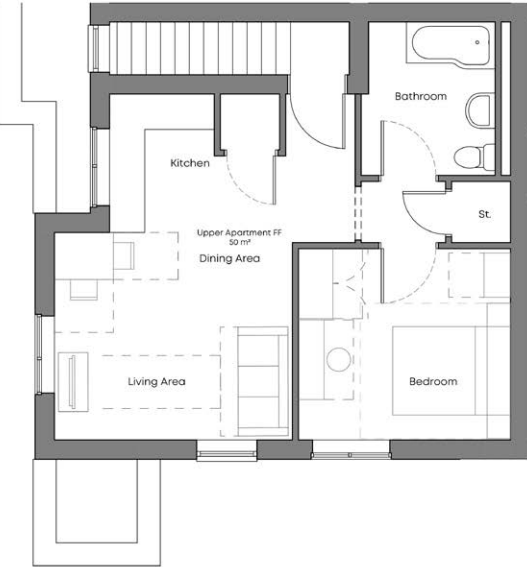
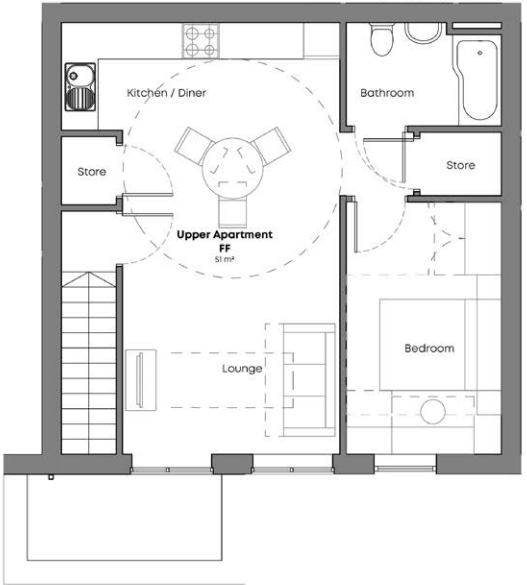


Fig.16 Proposed Floor Plans (End Units)





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 overheating.

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

H2 Well-related to external amenity and public spaces

The car park is overlooked by 50% of the units, providing passive security for both residents and their vehicles. The green front areas also provide a buffer to properties, again increasing security and safety.

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

Each unit has their own refuse storage area by their front entrance doors. These are designed into the boundary treatments to disguise their appearance, whilst still being convenient for users (Fig.17-18).

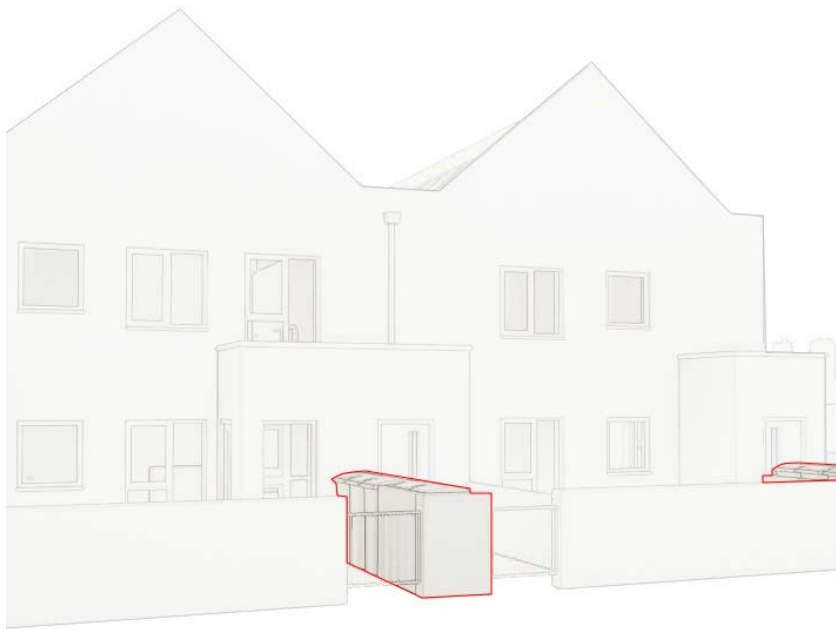


Fig.17 Attention to detail : Waste Disposal



Fig.18 Attention to detail: Waste Disposal



R1 Follow the energy hierarchy

We have taken a fabric first approach to reducing energy usage for each dwelling. The window sizes have been adjusted depending on orientation. The walls will be masonry construction, fully filled with insulation to achieve consistent thermal comfort year-round.

R2 Careful selection of materials and construction techniques

Externally will be a mix of brick to fit with the surrounding area.

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.

L1 Well-managed and maintained

The maisonettes have been designed in such a way to omit communal staircases and corridors. This reduces any service charges for users.

The communal car park will have robust low maintenance planting, again lowering maintenance costs and ensuring it stands up to knocks from residents moving around the development.

L2 Adaptable to changing needs and evolving technologies

All partitions within the dwellings are non-load bearing, meaning changes can be made to the layout at any time in the future without affecting the overall structural stability of the buildings.

L3 A sense of ownership

Every dwelling has own defined space outside the front door allowing for personalisation with planting etc. to give a sense of ownership to the outside.

NPPF Chapters - 10 & 12

Fig.19 Street scene showing how the properties interact with Walton Breck Road

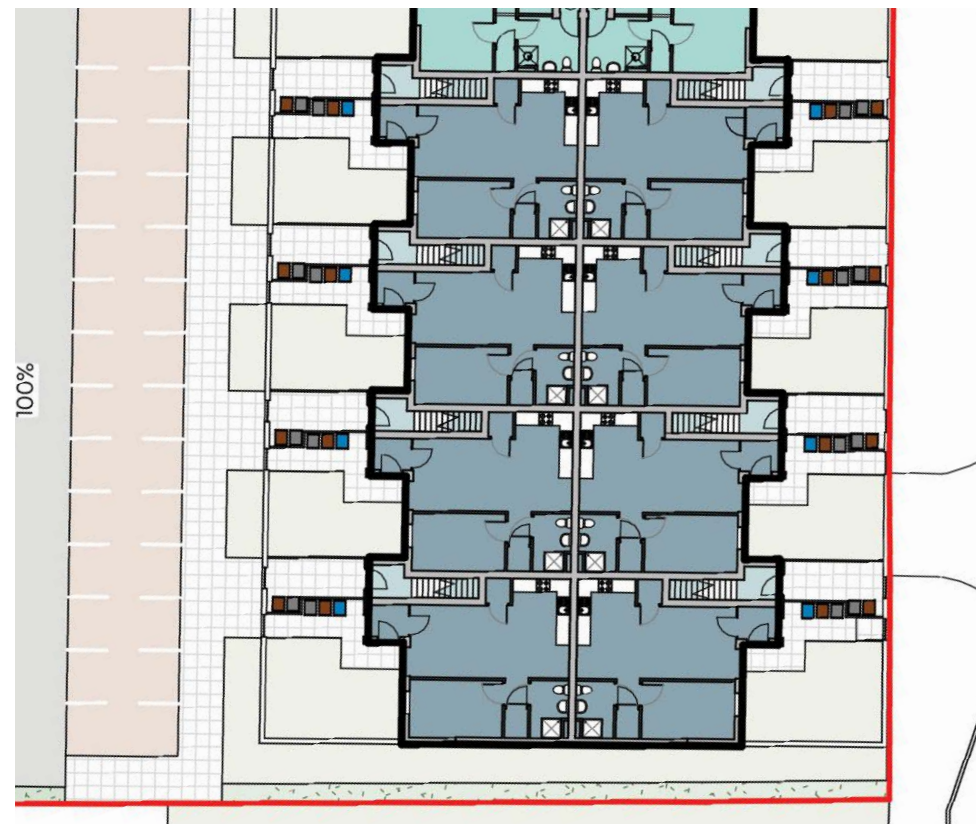


Fig.20 An example of the one bed and two bed layouts along with the overall schedule of

Conclusion

In brief conclusion, we believe that the social impact of the proposed development will create a positive contribution within the neighbourhood and wider community. The proposal will be of high architectural quality and will bring to life the currently forgotten site.

The location currently feels isolated and intimidating due to the overall neglect of the brownfield site. Vacant sites like such can easily attract fly tipping, anti-social behaviour and vandalism which leads to the site becoming unpleasant for the residents or potential buyers. This will help to regenerate the immediate area, use the site to its full potential and attract the attention of potential investors and developers within area.

The proposed design has been informed by a thorough investigation and analysis of both context and all relevant local and national policies. The scheme will provide a much-needed accommodation and attract attention to the area.

The proposed scheme is considered an improvement and enhancement to the site and the street scene. This development will have a positive impact on the local amenities and to the overall character of the area, whilst also sitting comfortably within the surrounding context of two to three storey properties and a busy road.

Overall, the design is intended to create a modern and interesting rhythm along the street as well as improve the quality of life in the area. The new properties will enhance the immediate contextual character and improve the existing street scene, by providing much needed new homes. This proposal aims to bring a new lease of life to the site and use the site to its full potential with high quality design.

This development will revolve entirely around the identity and characteristics of the area, as we believe it is important to hold onto the local character and improve it rather than overshadow it. Our aim is to create a distinctive, well-designed residential schemes with a strong presence and identity, which will give its residents sense of pride.

We have also been aware of the importance of the selection of materials and construction techniques in order to create a more environmentally friendly construction process. This development strives to use locally source, durable and adaptable materials, contributing towards improving the efficiency of the new residential developments.