



LAND TO THE SOUTH OF LOWESTOFT DRIVE, CRESSINGTON HEATH, GARSTON, LIVERPOOL

DESIGN AND ACCESS STATEMENT



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1 Introduction

- 1.1 This Design and Access Statement is provided in support of a full planning application, submitted on behalf of Redrow Homes, for residential development on land at the Port of Garston, Liverpool. The site is located south of Lowestoft Drive, Garston and the development is contiguous with the Cressington Heath residential area.
- 1.2 In the preparation of the statement due consideration has been given to the Department for Communities and Local Government Circular 01/2006 and the CABI guidance document 'Design and Access Statements: how to write, read and use them!'
- 1.3 The statement details the physical characteristics of the site and its local context, its planning history, planning policies relevant to design considerations and a description of the design and access principles that underpin the proposal.
- 1.4 This statement is one of a suite of documents that supports the full planning application for 48 dwellings, associated access roads and landscaping. The full planning application package is detailed in the 'Introduction' of the Planning Statement.

2 Site and Surroundings

Site Setting

- 2.1 The site, which lies immediately south of the Cressington Heath housing development, is a well contained area of land with readily recognisable boundaries:
- To the north and east is the Cressington Heath housing;
 - To the west are storage buildings used by the Port of Garston; and
 - To the south is the Dock Road North which provides a vehicular circulation route through the Port of Garston Estate.
- 2.2 The site is located between the Port of Garston and Garston district centre. Garston district centre is a designated district centre and is located on the opposite side of Garston Way to the site. It includes a number of shops and local services, including a hospital, market and superstore, all within a short walking distance of the site.
- 2.3 The area to the north east of the site, across Garston Way, is predominantly residential. The housing is a mix of high density terraced housing dating from the early to mid 1900s. Buildings here form strong building lines along long streets running perpendicular to Garston Way. Housing further to the east, immediately north of Garston district centre, also comprises high density Victorian terraced housing with similar street patterns.
- 2.4 Houses along Garston Way within the vicinity of the site front on to this busy arterial route. There is a long row of Victorian terraced buildings fronting Garston Way, north of the Cressington Heath site. These buildings comprise a mix of residential and small local retail units. Between these rows of terraces and the application site is a large scale commercial site, comprising a brick warehouse style building with a pitched roof.
- 2.5 In contrast, residential development immediately west of Cressington Heath is of a much lower density, comprising mostly large, detached dwellings in generous plots. This area is designated as the Cressington and Grassendale Conservation Area. This conservation area has no direct visual link with either the Cressington Heath development or the application site.
- 2.6 The area south and east of the site comprises port related uses. These uses are clustered to the south of North Dock Road and to the east of Dock Road.
- 2.7 The whole development site of Cressington Heath (Phases 1, 2 and 3) was once operational land for the Port of Garston. Its former uses have included creosote works, timber yard and rail sidings, but more recently the site was used as a railway goods yard associated with the Port. Before the Cressington Heath residential development started, the site had been disused since the 1970s.
- 2.8 The application site extends to 1.8 ha in size and forms an extended phase of the Cressington Heath development. The redevelopment of the application site will represent a 'rounding off' of the Cressington Heath development, bringing a vacant area of land into beneficial and appropriate use.
- 2.9 The Cressington Heath development features a network of linear streets, off which spur formal and informal cul-de-sacs and courtyards. The access road from Garston Way leads to a formal 'entrance' roundabout, which is surrounded by 3 storey contemporary units. Access to the application site is via the existing boulevard (Lowestoft Drive) which runs from the main roundabout.
- 2.10 A full site location and context plan is located at Appendix 1.

3 Historical Planning Context and Strategic Development of the Port of Garston

Historical Planning Context

- 3.1 The historical planning context of the site is covered extensively in the accompanying Planning Statement. The significant event in the planning history of this neighbourhood is the decision of the Secretary of State on 30 December 2004 to grant outline planning permission for 'residential development comprising circa 300 dwellings with associated roads, sewers, landscaping and car parking areas, together with the retention of approximately 3ha of heathland to form a nature conservation area and informal recreational facility' on land off Garston Way/Dock Road, Garston (Application no. 020/1313). This outline permission conferred approval for what has now become the Cressington Heath housing development.
- 3.2 The current application to extend the Cressington Heath development is founded on the principles and conclusions that were agreed when the outline planning permission was granted.

Strategic Development of the Port of Garston

- 3.3 The Port of Garston is operated by Associated British Ports (ABP)
- 3.4 The original ABP land holding covered an area of approximately 72 hectares. Some 14 hectares were sold to Redrow Homes in 2005 following the grant of outline planning permission in December 2004, for approximately 300 dwellings together with the retention of around three hectares of heathland to form a nature conservation area. Part of the site, around 60 plots, was subsequently sold off to Bellway Homes and the original outline planning permission site is now in excess of 80% developed out.
- 3.5 The outline planning permission was granted following a Call In Inquiry, largely held to consider the potential impact of the proposal on the Liverpool HMRI Pathfinder Initiative. At the Call In Inquiry it was a matter of common

ground between ABP and Liverpool City Council (LCC) that the application site was surplus to requirements for operational port purposes.

- 3.6 The development of the outline planning permission site was also agreed to be acceptable in terms of its potential impact on the continuing operations on the Port estate.
- 3.7 Since early 2008 ABP have been in discussions with LCC concerning the future of the Port of Garston, in particular with regard to its potential to provide opportunities for further residential development. Whilst the long term land use future of port land at Garston will be determined through the Local Development Framework process, it is expected that the current application, being a rounding-off and of a non-strategic scale, can be determined earlier and on its own merits.

South Liverpool International Gateway Strategic Regeneration Framework

- 3.8 Liverpool Vision (The Economic Development Company for the City of Liverpool) published a Strategic Regeneration Framework (SRF) for the South Liverpool International Gateway in February 2011. The area covers 6.22 square miles at the southern end of the Liverpool conurbation and takes in Speke, Garston and Hunts Cross (including the Port of Garston).
- 3.9 This document was founded on a masterplanning exercise intended to provide a clear vision and purpose for strategic development over the next 15 – 20 years in South Liverpool.
- 3.10 The document will not be formally adopted by Liverpool City Council, however it will be used as a tool in the preparation of the Local Development Framework (LDF) for Liverpool, particularly the Land Allocations Development Plan Document (DPD).
- 3.11 The SRF acknowledges the importance of the Port of Garston to the economic success of South Liverpool and emphasises the value of safeguarding core port and rail uses, including linkages with other ports in the area.

- 3.12 The SRF also recognises the aspirations of ABP: that there is scope to consolidate port activity at Garston and release land for alternative development without prejudice to current and future port activity.
- 3.13 ABP anticipate a phased or sequential approach to the consideration of potential residential extensions within the Port.
- 3.10 ABP aspirations are illustrated on plans shown in Appendix 1. Land shown within Phase A on the ABP Option Diagram is wholly contained to the north of North Dock Road and amounts to 5.5 hectares. The current application site forms less than half of Phase A (1.8 hectares) and is undeveloped. The remainder of Phase A is occupied by two relatively modern single storey warehouse buildings served from a single small estate road accessed from the North Dock Road.
- 3.11 Notwithstanding the SRF, ABP consider that the North Dock Road effectively divides current port activities and the emerging residential area. The proposed rounding off of the Cressington Heath development as set out in the current planning application does not prejudice future port activity, and will not undermine the aims of the SRF.

4 Design Planning Policy Context

- 4.1 The planning policies and guidance documents that have informed the design process and against which the proposals will be appraised include:

PPS1: 'Delivering Sustainable Development'

- 4.2 PPS1 sets out Government's commitment to sustainable development, highlighting the importance of urban regeneration, prioritising the re-use of previously developed land, securing mixed-use development and concentrating new development in town centres and locations similarly well-served by public transport. It also promotes the efficient use of land through higher density mixed use development.

PPS3: 'Housing'

- 4.3 PPS3 seeks economy in the use of land and buildings for housing development with particular emphasis on the re-use of land and buildings in urban areas for new housing.
- 4.4 PPS3 puts high emphasis on good design as fundamental to delivering quality housing which, in turn, contributes to the creation of sustainable, mixed communities. Design should be appropriate in its context and take opportunities for improving the quality and character of an area and the way that it functions.

PPG13: Transport

- 4.5 The main objectives of PPG13 are to promote sustainable choices, to reduce the need to travel by car, and to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.

By Design (DETR/CABE)

- 4.7 It is now a requirement of PPS1 that regard should be given to good practice set out in 'By Design'. This document highlights the fact that good design is important everywhere and the creation of successful places depends on the skills of designers and commitment from those who employ them, as well as input from the planning system.

Safer Places – the Planning System and Crime Prevention

- 4.8 This document highlights the fact that safety and security are essential to successful, sustainable communities and that well designed, attractive environments help reduce crime and the fear of crime.

Local Guidance: Liverpool UDP

- 4.9 Full details of UDP policies and the degree of consistency with them are included in the Planning Statement.

General Policies

- 4.10 General Policy GEN3: Heritage and Design in the Built Environment. Aims to protect and enhance the built environment of the City by:
- Encouraging a high standard of design and landscaping in developments
 - Improving accessibility for people with mobility and sensory impairments
 - Creating an attractive environment which is safe and secure both day and night.
- 4.11 General policy GEN4 (Housing) aims to promote a good quality living environment for all of Liverpool's residents by:
- Considering carefully the design and layout of housing proposals, in particular for those with special needs, including the elderly and disabled.

Specific Heritage and Built Environment Policies

- 4.12 Policy HD18 (General Design Requirement) outlines the City Council's criteria for good design as follows:
- The scale, density and massing of proposed development relate well to its locality
 - The development includes characteristics of local distinctiveness in terms of design, layout and materials

- The building lines and layout of the development relate to those of the locality
- The external boundary and surface treatment is included as part of the development and is of a design and material which relate well to its surroundings
- The development has regard to and does not detract from the city's skyline, roofscape and local views within the city
- Adequate arrangements are made for pedestrian and vehicular access and for car parking.

4.13 Policy HD20 (Crime Prevention) outlines the City Council's requirements for new developments to incorporate measures which reflect the need to make proper provision for personal safety and crime prevention as follows:

- Increase the overlooking of public areas
- Incorporate the use of hard and soft landscaping arrangements in ways which do not create hiding places
- The design and relationship of car parking, particularly its lighting and visibility, from buildings
- The design and location of entrances and pedestrian circulation within and out of the site
- Making a clear distinction between public and private space and providing 'defensible space'.

4.14 Policy H5 (New Residential Development) outlines the criteria for new housing developments:

- The density, design and layout respects the character of the surrounding area, and maintains levels of privacy and amenity for existing and future residents
- The highway and parking provision ensures a safe, attractive, convenient and nuisance-free highway environment for pedestrians, cyclists and drivers.

SPD – Access for All

4.15 This guidance note outlines the following suggested requirements for access:

- The entrance to a building should be accessible, but also seen to be accessible
- Access points into and out of a building should be level with the external pavement
- There should be a clear, safe and convenient route between the main entrance of a building and the bus stop and any pedestrian route/cycle track.

SPD – New Residential Developments

4.17 This guidance note sets out the criteria for new residential development under the following relevant headings:

- Density – there are no definitive density policies, though the density of development should be appropriate to the surroundings
- Design – new development should be of high quality design, and respect surroundings in terms of scale, materials, building lines, features and roofscape
- Layout – the layout should respect the character of the locality, establish a sense of place and avoid visual monotony
- Space around buildings – the layout should adhere to the minimum separation distances and respect the privacy of existing and proposed dwellings
- Garden provision – minimum depths for private gardens should be adhered to and privacy and setting should be respected
- Landscaping – developments should include sufficient levels of new tree planting and boundary treatment
- Highways and parking – the layout should provide a safe and legible environment for drivers and pedestrians, and reduce traffic speeds.

5 Description of Proposal

5.1 The proposal comprises a development of 48 dwellings with associated access roads and landscaping. The proposed house types include a mixture of detached house types as follows:

- 6 no. Ludlow
- 4 no. Brecon
- 3 no. Warwick
- 9 no. Shrewsbury
- 6 no. Stratford
- 9 no. Windsor
- 11 no. Oxford

5.2 The redevelopment of the site represents a 'rounding off' of the Cressington Heath development, bringing a vacant area of land into beneficial and appropriate use.

5.3 It is proposed to extend the Cressington Heath housing onto the application site. The new development will echo the design themes adopted for Cressington Heath, including a southern extension of the boulevard (Lowestoft Drive) to give the primary access to the 48 housing units.

5.4 In common with the Cressington Heath housing, where there is a boundary with operational port land a landscape buffer is provided. This is a 10 metre zone of mounded soils finished with an appropriate planting mix. It will run around the southern and western margins of the proposed housing to denote a transition in land use from residential to industrial.

5.5 The proposed site layout is presented at Figure 5.1.



Figure 5.1: Proposed Site Layout

6 Design

Introduction

- 6.1 This section looks at the various themes outlined in the CABE guidance and relates to the physical characteristics of the scheme. The proposal has evolved through a carefully considered design process which has been discussed with officers from Liverpool City Council.

Use

- 6.2 The proposal comprises a development of 48 dwellings with associated access roads and landscaping. It essentially represents a 'rounding off' of the Cressington Heath development.
- 6.3 The provision of new homes on a vacant area of the Port of Garston will result in an improvement in the existing amenity of the area for neighbouring households and result in a positive use of brownfield land.
- 6.4 The application site has been unused and undeveloped for at least the last 20 years and has had no significant use since the dock estate was operating initially as a timber yard and later as coal sidings.

Amount

- 6.5 The proposal would provide a gross floor space of approximately 5000 m² or 53,829 sq ft. This covers a site area of 1.8 hectares (4.44 acres). This is considered an appropriate amount of development and is considered to be consistent with the existing Cressington Heath housing development.
- 6.6 The net density of the proposal is 27 dwellings/hectare [dph] (11 dwellings/acre).

Layout

- 6.7 The proposed layout is illustrated at Figure 5.1. The previous planning permissions, the site context and good urban design principles have informed the proposed site layout.
- 6.8 A number of site factors have influenced the layout:

- Continuation of the boulevard entrance of Lowestoft Drive which runs from the main site access point
- The interface distances with properties to the north, east and west
- The noise environment associated with adjacent port uses.

- 6.9 The design principles used for the proposed layout include:

- Properties fronting all routes including roads, footpaths, and open spaces
- Rear gardens backing on to rear gardens wherever possible
- Appropriate space around dwellings providing adequate garden space and frontage landscaping
- A single and principal access route through the site connecting to secondary routes to give a legible and permeable layout
- Recognition of the adjacent employment uses and the siting of an appropriate perimeter landscape barrier.

Scale

- 6.10 The application site is currently vacant, however there are two warehouse buildings adjacent to the site with a height of approximately 8 – 10 metres. The residential development within Cressington Heath includes a number of new build properties comprising a mix of two and three storey, detached, semi-detached and mews style properties.
- 6.11 The proposed development consists of two storey dwellings. The scale of the proposed dwellings is entirely consistent with the surrounding area and continues the character of the existing housing of Cressington Heath. The relationship with the neighbouring warehouse units is such that they will not have an overbearing or overshadowing impact on the new housing.

Landscaping

- 6.12 A key aspect of the development is the continuation of the boulevard established by Lowestoft Drive. It is proposed that the street tree planting is continued along the extension of Lowestoft Drive as a feature for the new development as well as more general landscaping.

- 6.13 Replacement and new tree and hedge planting will be located along the site frontages and at selected locations within the development, contributing towards the creation of a high quality landscaped environment.
- 6.14 The southern and western boundaries include a landscape buffer in common with the existing housing at Cressington Heath. This functions as a 10 metre transition zone. It will run around the southern and western margins of the proposed housing to denote a transition in land use from residential to industrial.
- 6.15 The individual housing plots generally include front lawns with a tree. The rear gardens will include turf and small areas of paving. However, the rear gardens are intended to be left as a blank canvas in order for new occupiers to mark their own style in the garden area.



Figure 6.1: Landscape Principles



Figure 6.2: Streetscene - Lowestoft Drive Extension (Full image located at Appendix 3)

Appearance

- 6.16 The design of the development seeks to create a sense of place and identity in a high quality setting. The scheme provides a traditional style of development with details such as bay windows, decorative timber and front gables. These features run through the development to provide cohesion between individual houses.
- 6.17 The proposed palette of materials and their disposition have been chosen and specified to reflect the character of the Cressington Heath development and include brick facings, timber facades, tile roofs, stone heads and sills.
- 6.18 Traditional fenestration styles are proposed but with variety in head and cill details. The streetscene shown in Figure 6.3 serve to illustrate the feel of the development in terms of scale, massing and textures. In addition, a materials layout is located at Appendix 2.

Figure 6.3: Proposed House Types



Brecon



Oxford



Windsor



Ludlow



Shrewsbury



Worcester

7 Access

7.1 Accessibility

- 7.1.1 The site is located at a highly sustainable location, close to public transport links, shops and local facilities. St Mary's Road/Garston Way is a high frequency bus route. The site is also located close to Cressington Heath railway station.
- 7.1.2 Cressington Railway Station provides regular services to Liverpool City Centre and other local centres.
- 7.1.3 Garston Way is an important public transport corridor with regular bus routes to Liverpool City Centre, Aigburth, Southport and Liverpool John Lennon Airport.
- 7.1.4 The site is close to Garston district centre which provides local services and amenities.

7.1 Vehicular Access and Movement

- 7.2.1 The site is accessed via Garston Way (A561) – a main arterial route and dual carriageway from the city centre. The M62 motorway is located approximately 5km from the site, with links to the M57 and wider road network.
- 7.2.2 The site will be accessed via Lowestoft Drive which provides the main entrance to the site from Garston Way. A secondary route is proposed off Lowestoft Drive to form a cul-de-sac in the far south-west corner of the development and link to the existing housing as part of the wider Cressington Heath development.
- 7.2.3 Appropriate levels of car parking will be provided in accordance with Liverpool City Council's guidance at 200% which is a total of 96 spaces.

8 Crime and Security

8.1 The design proposals have evolved through discussions with officers from Liverpool City Council. In relation to design issues dealing with crime and security the following principles have been included in the proposals:

- Principal elevations of houses fronting roads, footpaths and amenity open spaces providing good natural surveillance and deterring anti-social and unlawful behaviour.
- Open frontages to properties ensuring good visibility and natural surveillance of private and public realm. Appropriate landscaping treatments provide separation between private and public space.
- Strong perimeter treatments to maintain and improve privacy and security to existing properties.
- Where possible provision of rear garden to rear garden plots throughout the development with appropriate boundary treatments to maintain privacy and security for residents within the development.

Appendix 1: Site Location and Context Plan

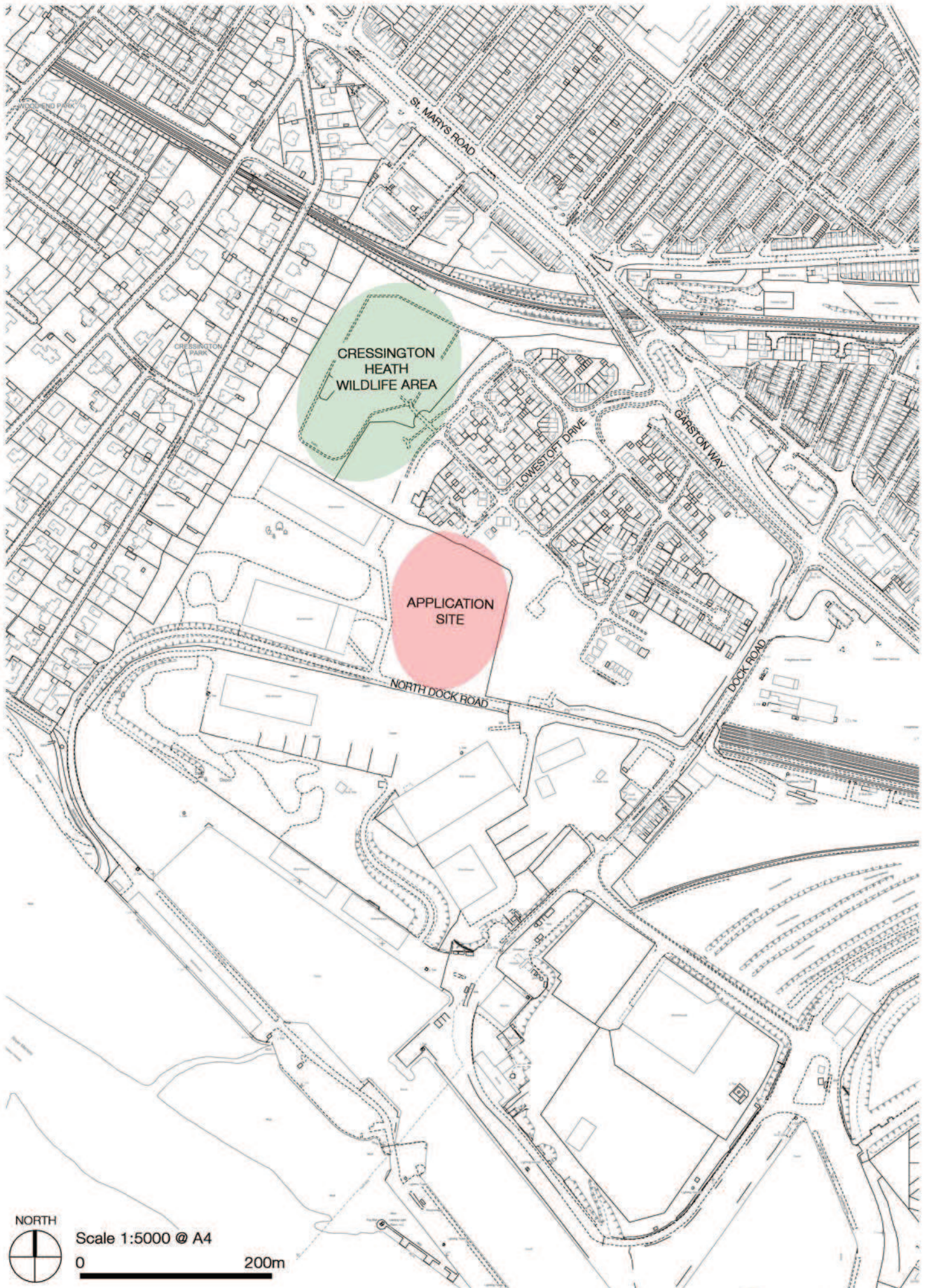
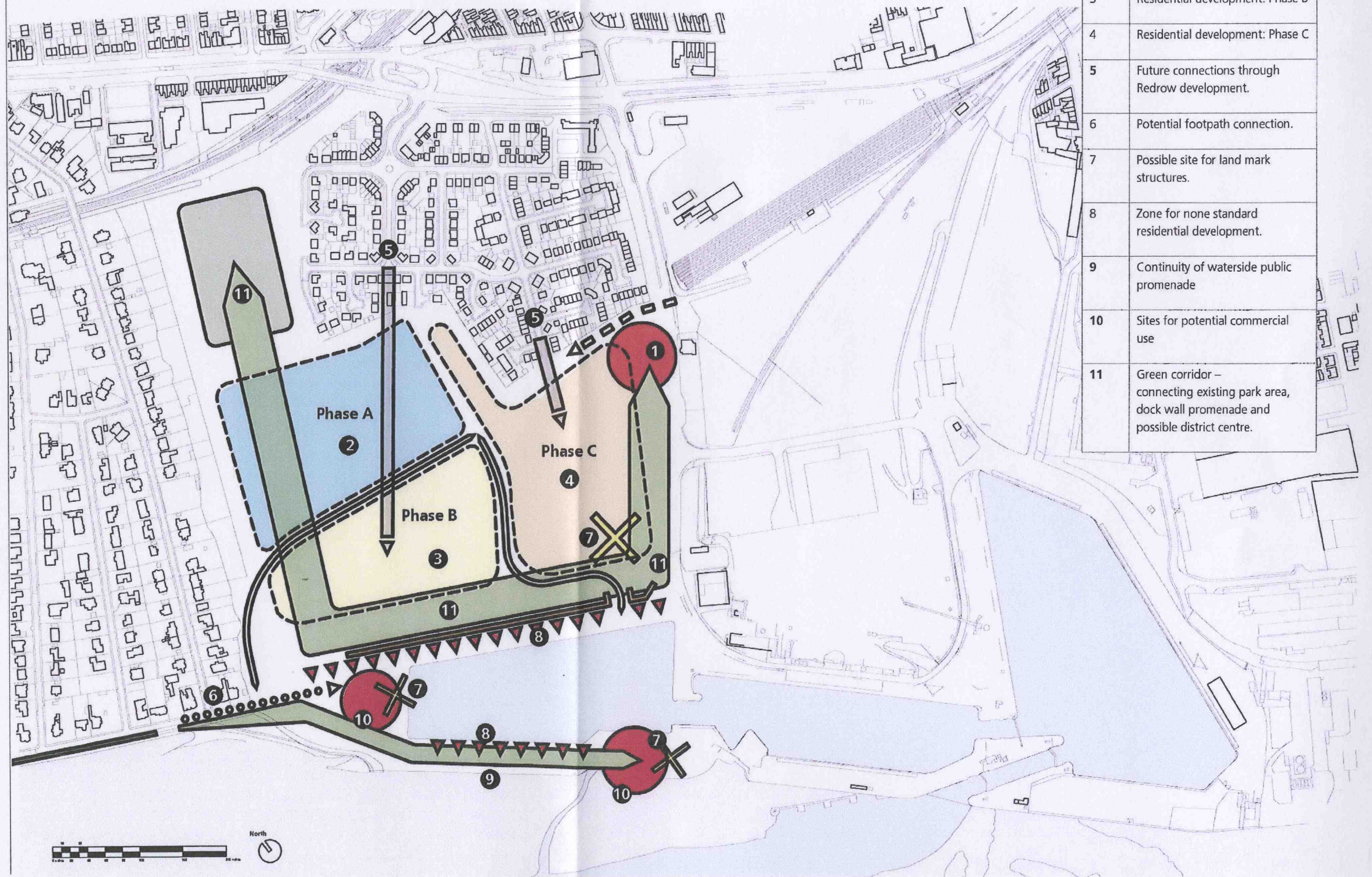


FIGURE 1.
SITE LOCATION PLAN & CONTEXT

Appendix 2: ABP Phasing Plan

Garston Docks, Liverpool

5.9 - Option 9 Diagram



Appendix 3: Materials Layout

Appendix 4: Proposed Streetscene



Survey Information

Legend

Item	Description		
Mix Schedule			
House Type	Split	No Beds	Quantity
HOUSE TYPES			
The Ludlow (LUD)	973	3	06
The Brecon (BRE)	985	3	04
The Warwick (WAR)	1013	3	03
The Shrewsbury (SHR)	1076	4	09
The Stratford (STR)	1144	4	06
The Windsor (WIN)	1177	4	09
The Oxford (OXF)	1251	4	11
TOTAL			48

Revision	Date	Amendment	Initials

Development: **CRESSINGTON HEATH**

Location: **GARSTON DOCKS**

Marketing Name: **STREETSCENE & SITE LAYOUT**

Drawing Number: **4079-SS-01**

Revision: **1:500 & 1:200**

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Drawn By: **DGL** Date Started: **05.07.11**

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Legal Disclaimer TBC

This layout has been designed after due consideration of our Context & Constraints Plan