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LAND AT THE JUNCTION OF GARSTON WAY AND DOCK ROAD, CRESSINGTON HEATH, GARSTON, LIVERPOOL

PLANNING, DESIGN AND ACCESS STATEMENT

on behalf of



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1 Introduction

- 1.1 This Planning, Design and Access Statement is provided in support of a full planning application, submitted on behalf of Redrow Homes, for plot substitutions on land at Cressington Heath, Liverpool. The site is located on the corner of Garston Way and Dock Road, Garston. The proposal will complete Phase 3 of the Cressington Heath development which was granted outline planning permission in December 2004 following a decision by the Secretary of State.
- 1.2 A reserved matters approval was secured in June 2008 'to erect 26 no two, three, four and five storey apartments with associated landscaping' (Planning Permission 07RM/3064). However, following the recent economic downturn and a change in market trends this scheme is not viable. The current planning application is an alternative to the approved scheme. It better responds to current market conditions and constitutes a substitution of house types on plots shown in the approved scheme (Planning Permission 07RM/3064). The revisions to the scheme provide the opportunity to upgrade infrastructure in this part of the Cressington Heath development to facilitate enhanced access to Garston Way should it be required in the future.
- 1.3 This statement will summarise the recent planning history of this area and will examine relevant planning policy. This statement also details the physical characteristics of the site and its local context and a description of the design and access principles that underpin the proposal.
- 1.4 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!'

2 Site and Surroundings

Town Setting

- 2.1 The site is located in Garston, Liverpool, at the junction of Dock Road and Garston Way and approximately 7.5km south east of Liverpool City Centre. Liverpool's John Lennon Airport is approximately 3 km south east of the site.
- 2.2 The site is accessed from Garston Way (A561) – a main arterial route and dual carriageway from the city centre - and is well served by both road and rail networks. The M62 motorway is located approximately 5km from the site, with links to the M6 and the wider road network. The Mersey Rail Northern Line runs along the northern boundary of the Cressington Heath development and Cressington rail station is located immediately north-west. This provides regular trains to the city centre and other local centres and also to Widnes and further north and east.
- 2.3 Garston Way is also an important public transport corridor with regular bus routes to Liverpool City Centre, Aigburth, Southport and Liverpool John Lennon Airport.
- 2.4 The site is located between the Port of Garston and Garston district centre. Garston district centre – is on the opposite side of Garston Way to the site, comprising shops and local services, including a hospital, market and superstore, all within a short walking distance of the site.
- 2.5 The area north east of the site, across Garston Way, is predominantly residential. This housing is a mix of high density terraced housing dating from the turn of the previous century, and medium density semi-detached housing, dating from the early to mid 1900's. Buildings here form strong building lines along long streets running perpendicular to Garston Way. Housing further to the east of the site, immediately north of Garston district centre, also comprises high density Victorian terraced housing with similar street patterns.
- 2.6 Houses along Garston Way within the vicinity of the site, front onto 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 larger scale commercial site, comprising a large scale brick warehouse building with pitched roof.

- 2.7 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 Grassendale and Cressington Park Conservation Area. This conservation area has no direct visual link with either the Cressington Heath development or the application site.
- 2.8 The area south and east of Cressington Heath comprises port related industrial uses. The eastern boundary of the development is formed by Dock Road, the main entrance into the Port of Garston. Freightliner occupies the land to the east of Dock Road opposite the application site.
- 2.9 Further east, approximately 1.5 km from Cressington Heath, is a large retail park – New Mersey Shopping Park – and leisure and hotel facilities.
- 2.10 Cressington Place is a four storey residential development, which is located at the junction of Garston Way and Seddon Road, diagonally opposite the site. The development is recent and is contemporary in style and finished in red brick and render.

Site Setting

- 2.11 The whole development site of Cressington Heath (phases 1, 2 and 3) used to be part of 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 current residential development started on site, the site had been disused since the 1970's.
- 2.12 The application site extends to 0.54 ha in size and forms Phase 3 of Redrow's Cressington Heath development – a 14ha mixed residential development, of which Phases 1 and 2 are complete. This development of over 300 units comprises a mix of dwelling types, ranging from two-bedroom apartments to five-bedroom executive homes.

- 2.13 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 three storey contemporary units. Access to the application site is via a linear street served from this roundabout.
- 2.14 Housing within the development site forms strong building lines, giving a high degree of enclosure. Buildings have been creatively arranged to give the development different character areas, from the contemporary, high density feel of the entrance road and Garston Way frontage, to the lower density, more traditional housing types clustered around less formal cul-de-sacs.
- 2.15 The development also comprises 3ha of retained heathland (west of the site), which is used as an informal recreational facility for both residents of the development and the public.
- 2.16 The application site is located at the prominent corner of the Cressington Heath development – at the junction of Dock Road and Garston Way. The site is cleared and flat. A bund with an acoustic fence has been built along the south eastern (Dock Road) boundary of the site as part of the initial site works on the Cressington Heath development.
- 2.17 There is a difference in level of approximately 1.5m- 2m between Garston Way and the site.
- 2.18 Existing trees along the site's northern boundary assist in creating a buffer between the site and Garston Way.
- 2.19 A summary of the key aspects of the site's location and context are as follows:
- A highly sustainable location, close to key public transport facilities, local shops and service
 - The site is the final phase of a large, high quality mixed residential development which offers a range of dwelling types, sizes and architectural styles
 - A prominent corner location, fronting a major thoroughfare.



Figure 2.1: Site Location Plan and Context

3 Historical Planning Context

Historical Planning Context

- 3.1 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 decision of the Secretary of State followed a 'call in' of the outline planning application (under Section 77 of the Town and Country Planning Act 1990) and the outcome of a public inquiry held between 07/09/04 and 10/09/04. The Secretary of State agreed with the conclusions and recommendations of the Inspector who held the public local inquiry.
- 3.3 From a land use planning perspective the outline planning approval was a watershed in the restructuring of land holdings at the Port of Garston estate.
- 3.4 The proposed development will complete the Cressington Heath project and is founded on the principles and conclusions that were agreed when the outline planning permission was granted.
- 3.5 There are particular aspects of the Secretary of State decision which are pertinent and important for the current application:
- (a) The proposed development accords with policies in the Liverpool Unitary Development Plan (UDP). It is significant that the UDP (through Policy E3) does not preclude the development of the site for other than Port related use..
 - (b) The greenspace allocation at the site (Policy OE11) would not be compromised. Indeed, rather than cause harm, the recreational function of the land would be improved.
 - (c) The land contributes little to the visual quality of the area. The re-use of this vacant and neglected land accords with other objectives of the UDP.
 - (d) The site has all the attributes of a sustainable location for new housing development including proximity to a high frequency bus corridor (the A581) and Cressington rail station and ease of access for pedestrians and cyclists to the wide range of facilities in Garston district centre.
 - (e) There is no physical impediment. Buildings can be positioned to attenuate noise and prevent dust nuisance.
 - (f) The development will provide higher value housing and, as such, will assist in rebalancing the local housing profile which is dominated by low value, terraced stock with high vacancy levels and a high proportion of rented property.
 - (g) There is every potential for high quality design and environmental renewal with an approach to housing which makes efficient use of the land. The development will improve the balance of housing types, providing opportunities for people to trade up rather than to migrate from Garston to other areas.
- 3.6 The decision of the Secretary of State to grant outline planning permission was subject to conditions and to the completion of a planning agreement and unilateral undertaking.
- 3.7 Following the grant of outline planning permission, Redrow Homes gained a reserved matters approval in June 2008 (Application No 07RM/3064 'to erect 26 no two, three, four and five storey apartments with associated landscaping' on this corner site. The current proposal is an alternative to this scheme and constitutes substitute house types on the plots shown in the reserved matters approval. The revision to the scheme responds to current market trends.

4 The Port of Garston

- 4.1 The Port of Garston is operated by Associated British Ports (ABP).
- 4.2 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.
- 4.3 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.
- 4.4 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.
- 4.5 This plot substitution application embraces a change to the mix of house types but also an upgrade to the roads infrastructure. The latter is included to allow future enhanced access onto Garston Way should this be needed.
- 4.6 The need for enhanced access could arise from changes to land use across the Port of Garston estate. ABP is in discussion with Liverpool City Council about the way in which port land should appear in the Strategic Regeneration Framework (SRF) for South Liverpool International Gateway. The SRF will inform the Local Development Framework (LDF) for Liverpool. The current aspirations of ABP for land at the Port of Garston is shown on the Plan at Appendix 1.
- 4.7 Prospective purchasers of new housing will be made aware of the potential to form enhanced access onto Garston Way from the corner parcel of land (Dock Road and Garston Way) as part of the Property

Misdescriptions Act disclosures regarding potential future developments.

5 Planning Policy

- 5.1 Local planning authorities must determine planning applications in accordance with the development plan unless material considerations indicate otherwise. Given the projected demise of the Regional Spatial Strategy for the Northwest of England (RSS), it is the Liverpool UDP which is the principal document.
- 5.2 This section of the statement will first consider the relevant policies of the Liverpool UDP and at national level appropriate to the determination of the planning application. It will then summarise the relevant planning guidance that has informed the design process.
- 5.3 The degree to which the proposed development is consistent with the Liverpool UDP and national planning guidance is considered at a later point in this statement.

Liverpool UDP

- 5.4 The application site is subject to three designations in the UDP:
- Policy E3 Port Development
 - Policy OE11 Protection of Green Space
 - Policy OE5 Protection of Nature Conservation Sites and Features.
- 5.5 Policy E3 offers support to the growth and development of both the Port of Liverpool and Garston Port. It does not preclude other uses in port areas but in assessing any development proposals the City Council will take into account:
- (i) The protection of the amenity of existing residential and business users in adjoining areas, particularly in relation to increased traffic generation and environmental quality.
 - (ii) Any impact on potential development sites in adjoining areas.
 - (iii) Impacts on nature conservation and other environmental concerns.
 - (iv) Design criteria appropriate to the riverside location.

- (v) Impact on the capacity of the highway network.

- 5.6 Policy OE11 suggests that development on part or all of any greenspace will not be granted unless the proposed development can be accommodated without material harm to:
- (i) The recreational function of the greenspace
 - (ii) The visual amenity value of the greenspace
 - (iii) Its relationship to adjoining greenspaces
 - (iv) Any known nature conservation value as identified in Policy OE5.
- 5.7 Policy OE5 seeks to protect the nature conservation interest of open land, particularly when that land is designated as a Site of Nature Conservation Value (SNCV). The site is designated in the UDP as a SNCV. The policy is geared towards avoiding adverse impacts on habitats unless there are reasons for a proposal including benefits to the community which outweigh the need to safeguard nature conservation value.
- 5.8 There are other policies and objectives of the UDP which are relevant such as the priority given to the reuse of vacant and neglected land (Policy EP1).

National Planning Policy

- 5.9 There are aspects of national planning policy which have a bearing on the planning application.

PPS1: Delivering Sustainable Development (2005)

- 5.10 This policy recognises that the objective of securing sustainable forms of development underpins the whole planning system. To this end, local planning authorities are encouraged to actively promote and facilitate good quality development which is sustainable and consistent with development plans. Housing of sufficient quality and in sustainable locations is key to sustainable development. The aim should be to ensure that everyone has the opportunity of a decent home in a location that reduces the need to travel.

PPS3: Housing (2006)

5.11 PPS3 builds on the principles set out in PPS1 by promoting sustainable patterns of housing development. To achieve this it outlines a series of housing policy objectives:

- To achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community.
- To widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need.
- To improve affordability across the housing market, including through an increase in the supply of housing.
- To create sustainable, inclusive, mixed communities in all areas.

5.12 The policy emphasises the need to promote housing in suitable locations and in areas which will offer a good range of community facilities with good access to jobs, key services and transport infrastructure.

5.13 Good design is fundamental. Planning should contribute to the creation of better places where there are clear connections to public transport, good access to green and open recreational spaces, streets that are friendly to all users and where a distinct character is established.

Design Policies

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

PPG13: Transport

5.15 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)

5.16 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

5.17 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

General Policies

5.18 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.

5.19 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

5.20 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, roof scape and local views within the city
- Adequate arrangements are made for pedestrian and vehicular access and for car parking.

5.21 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'.

5.22 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

5.23 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

5.24 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 as 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.

6 Description of the Proposal

6.1 The proposal comprises a development of 27 dwellings with associated access roads and landscaping. As referred to at paragraph 1.2 the current planning application constitutes a plot substitution for the layout approved as part of Planning Permission 07RM/3064 in order to respond to current market conditions. The revision to the scheme also allows the potential to upgrade infrastructure in this part of the Cressington Heath site to allow enhanced access to Garston Way should it be needed in the future.

6.2 The proposed house types include a mixture of two, three and four storey dwellings as follows:

House Types

2 no. Ivel

2 no. Letchworth

4 no. Faygate

2 no. Allen

8 no. Evesham

2 no. Broadway

3 no. Stratford

Apartment Types

2 no. Type A

2 no. Type B

2 no. Type C

6.3 The redevelopment of the site will complete Phase 3 of the Cressington Heath development, bringing a vacant area of the site into beneficial and appropriate use. The new development will echo the design themes adopted for Cressington Heath as a whole. The proposed design is covered in detail in Section 7.

6.4 The proposed site layout is presented at Figure 6.1.



Figure 6.1: Proposed Site Layout

7 Design

Introduction

7.1 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 and review of the previous approved scheme. It has been discussed with officers from Liverpool City Council.

Use

7.2 The proposal comprises a development of 27 dwellings with associated access roads and landscaping. It essentially represents the completion of Phase 3 of the Cressington Heath development.

7.3 The provision of new homes on this significant site will result in an improvement to the existing amenities of the area for neighbouring households and result in a positive use of brownfield land.

7.4 The application site has been unused and undeveloped for at least the last 20 years and has had no significant use since this area of the dock estate was operational land.

Amount

7.5 The proposal would provide a gross floor space of approximately 2,115m² or 22,775 sq ft. This covers a site area of 0.54 hectares (1.33 acres). This represents a denser form of development at the entrance of the site compared with the more traditional houses and layout at the heart of the Cressington Heath scheme. This alternative scheme for this corner sector of land is considered to be a consistent and an appropriate addition to the Cressington Heath housing development.

7.6 The net density of the proposal is 50 dwellings/hectare [dph].

Layout

7.7 The proposed layout is illustrated at Figure 6.1. The previous planning permissions, the site context and good urban design principles have informed the proposed site layout.

7.8 A number of site factors have influenced the layout:

- Retaining the density of the previous approved scheme, whilst reducing the number of overall apartments within the site to respond to market conditions
- The potential to upgrade infrastructure in this part of the Cressington Heath site to allow enhanced access to Garston Way should it be required in the future
- The interface distances with existing properties to the south and west
- The noise environment associated with adjacent freightliner use and the main access to the Port of Garston (along Dock Road).

7.9 The design principles used for the proposed layout include:

- Properties fronting all routes including roads, footpaths, and open spaces
- A courtyard feature as the centre point of the development including tree planting and car parking spaces.
- A proposed site on the corner of Garston Way and Dock Road for public art
- Recognition of the adjacent freightliner use and the siting of an appropriate perimeter landscape barrier.

Scale

7.10 The application site is currently vacant, however adjacent new residential development within Cressington Heath includes a mix of two and three storey, detached, semi-detached and mews style properties.

7.11 The proposed development consists of two, three and four 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 Freightliner terminal is such that it will not have an overbearing or overshadowing impact on the new housing.

Landscaping

- 7.12 A key aspect of the development is the prominent corner location on Garston Way and Dock Road. This provides a key view into the site. A piece of public art is proposed at this corner of the site. It is proposed that the detail and specification for the public art can be agreed by a suitably worded planning condition.
- 7.13 A detailed landscape scheme has been prepared by TBA Landscape Architecture and has been submitted as part of this application.
- 7.14 Soft landscaping is to be incorporated between the apartment block and the north eastern site boundary/acoustic bund to give a level of private defensible space and enhance the setting of the development at the main junction.
- 7.15 Soft landscaping within the site will include new tree and shrub planting, to enhance the boundaries and soften areas of parking and hard landscaping. Use of 'defensible' planting (e.g. hawthorn) between the apartment block and site boundary/footpath will increase the security of the development by deterring encroachment onto private space.
- 7.16 The courtyard and parking areas will incorporate different materials and textures to create a visually pleasing environment, and to give the general impression that pedestrians, rather than vehicles, have priority over the space. These materials are to be agreed with the Council .
- 7.17 Public and private spaces within the scheme are clearly defined. Private spaces (rear gardens) are generally enclosed by built form, and fences, whereas public spaces (courtyard) are enclosed by buildings, and fully overlooked by habitable rooms.



Figure 7.1: Landscape Principles

Appearance

- 7.18 The design of the development seeks to create a sense of place and identity in a high quality setting. The scheme will provide modern apartment buildings at the site frontage. A more traditional style of development with details such as decorative timber and front gables is employed in more central parts of the site.
- 7.19 A key part of the site is the prominent and highly visible corner at the road junction. A four storey apartment building is located at the corner to create visual interest and to act as a clear marker for the site. This will be supplemented by a strong piece of public art to create a visually attractive frontage to the site.
- 7.20 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 cills.
- 7.21 The streetscenes shown in Figures 7.2 and 7.3 serve to illustrate the feel of the development in terms of scale, massing and textures. The proposed apartment and house types and boundary treatments are detailed in the drawing package accompanying the planning application. In addition, a materials layout is located at Appendix 2 of this statement.



Figure 7.2: Street Scene (adjacent to Garston Way)



Figure 7.3: Street Scene (view from Cardiff Way)

8 Access

Accessibility

- 8.1 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.
- 8.2 Cressington Railway Station provides regular services to Liverpool City Centre and other local centres.
- 8.3 Garston Way is an important public transport corridor with regular bus routes to Liverpool City Centre, Aigburth, Southport and Liverpool John Lennon Airport.
- 8.4 The site is close to Garston district centre which provides local services and amenities.

Vehicular Access and Movement

- 8.5 The site is accessed via Garston Way (A561) – a main arterial route and dual carriageway from the city centre.
- 8.6 Appropriate levels of car parking will be provided in accordance with Liverpool City Council's guidance (a total of 54 spaces)

9 Crime and Security

9.1 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 spaces.
- Strong perimeter treatments to maintain and improve privacy and security to existing properties.

10 Technical Considerations and Conclusions

Technical Considerations

- 10.1 The proposed development constitutes a plot substitution to the previously approved scheme (Reserved Matters Planning Permission 07RM/3064).
- 10.2 The outcome from assessments and appraisals as part of the outline planning permission leads to the conclusion that there are no physical or environmental matters that will represent a material impediment to the proposed housing development.
- 10.3 In the past the application site has been used for dock related purposes (predominantly railway sidings and the storage of timber). There could be residual contamination from former uses, but a suitably worded planning condition can be imposed to investigate and remediate the land for a housing afteruse.
- 10.4 At the outline planning stage it was demonstrated that neither noise generation nor dust emissions preclude housing development at Cressington Heath. To mitigate potential noise impacts a fence is incorporated into the landscape bund along the eastern boundary of the application site.
- 10.5 The Traffic Assessment that supported the outline planning application demonstrated that safe access can be achieved onto the major arterial route of Garston Way/St Mary's Road as part of the wider Cressington Heath development. This arterial route is an important public transport corridor. There is a further locational advantage in that Cressington rail station is within walking distance of the application site. The Inspector at the Call In Inquiry concludes in relation to the adjacent Cressington Heath development that: '.... the physical location of the site in relation to the infrastructure of the area is excellent'. The proposed number of dwellings is consistent with the previously approved scheme. There will be no

material changes to traffic movements and highway capacity/road safety impacts will be similar.

- 10.6 There is a specific management company (Cressington Heath Management Company) charged with the long term management and maintenance of the peripheral landscape mounds and the wildlife park. New residents at this corner site will be joined into this existing landscape management arrangement.

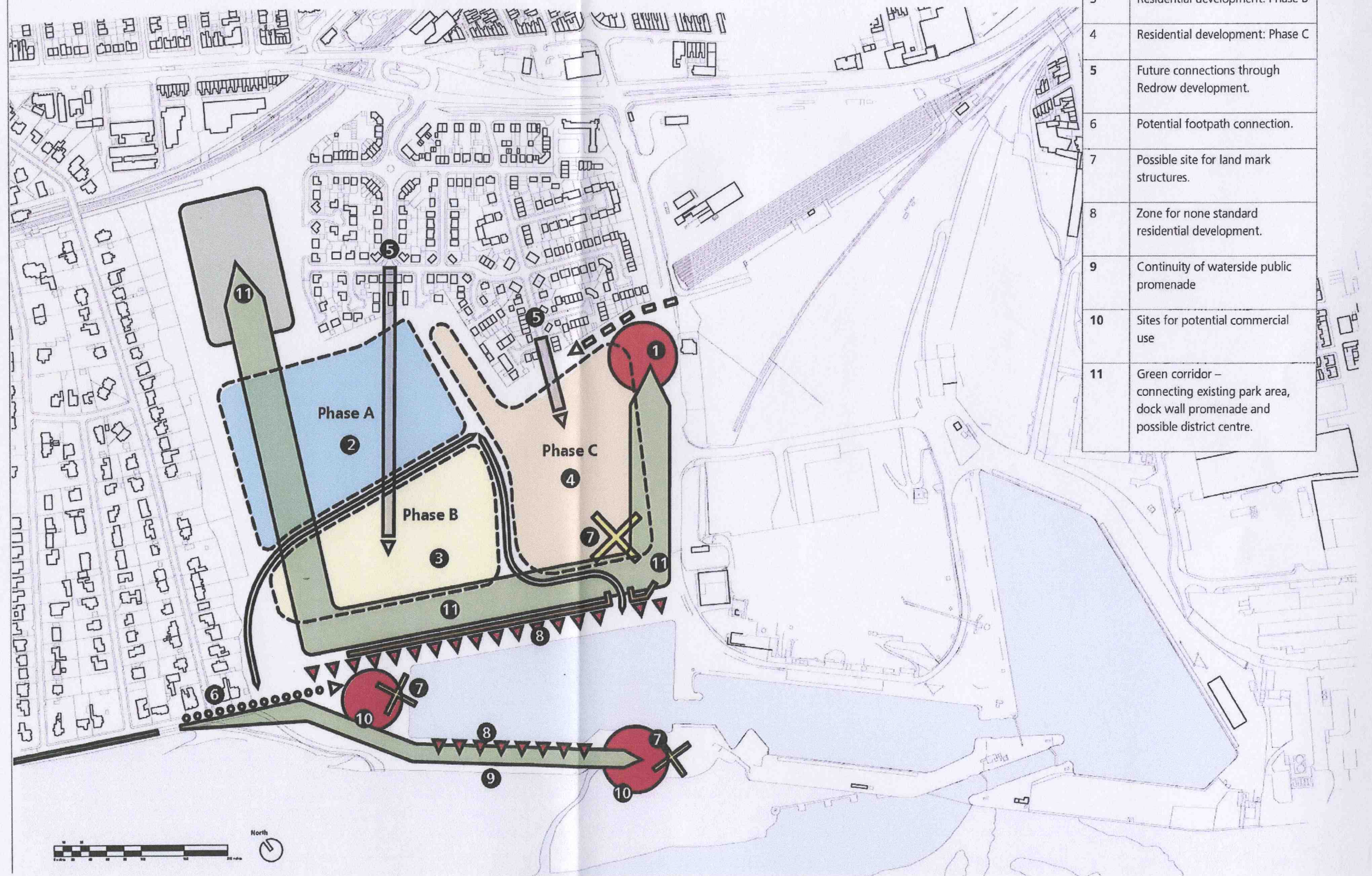
Concluding Comments

- 10.7 The revised development is consistent with the key relevant policies of the development plan. It represents an appropriate use of land which will complete the final phase of the Cressington Heath development. All the arguments that gave support to the Secretary of State decision on the Cressington Heath housing development still apply to this area of the site. The proposed development is consistent with design themes established through previous planning permissions. However individual house types have been reviewed and changed in order to respond to current market trends.

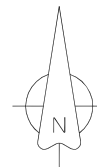
Appendix 1: ABP Option Diagram

Garston Docks, Liverpool

5.9 - Option 9 Diagram



Appendix 2: Materials Layout



All buildings within this development will consist of the following external materials:-

Facing Bricks

- Ibstock - Marlborough Stock
- Ibstock - New Sandhurst Stock

Feature Bricks

All detail bricks, heads, & sills to be built using Ibstock - Leicester Red Stock

Render

Indicates location of Ivory Render (016). Render to be Monocouche-Weber through coloured render with rough cast finish.

Roof Tiles

- Forticrete Gemini Brown
 - Forticrete Gemini Slate Grey
- All vertical tiles = Rustic Red

General

All windows to be White UPVC

All Fascias to be White UPVC

All Rainwater Goods to be Black

Door Colours

- Camouflage Beige
- Wine Red
- Braemar
- Deep Brunswick Green
- White
- Desert sand
- Black - Contemporary Only

Cressington Heath

| Rev | Date | Amendment | Initials |
|-----|------|-----------|----------|
| | | | |

| | | | |
|----------------|--------------------------|--------------|-------------|
| Development | Cressington Heath | | |
| Location | Garston Way, Liverpool | | |
| Marketing Name | Cressington | | |
| Drawing Title | Detailed Site Layout | | |
| Drawing Number | CH-101-002 | | |
| Revision | | Scale | 1:250 on A1 |
| Drawn By | PD | Date Started | 26/07/11 |
| Checked by | | Date | |



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